

Public Meeting #2 Summary

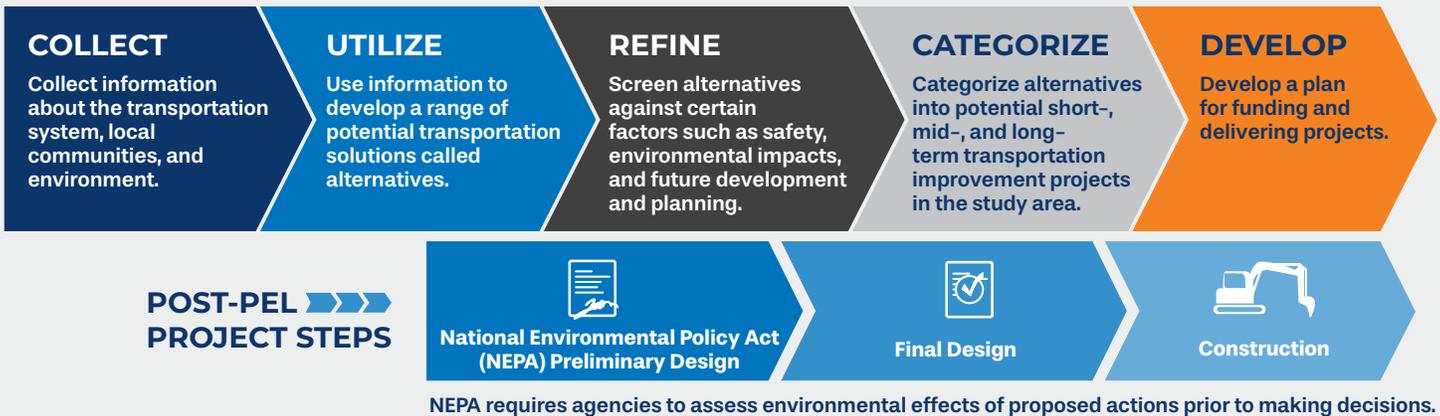
The Idaho Transportation Department (ITD) held its second round of public meetings for a Planning and Environmental Linkages (PEL) study to develop and evaluate concepts to improve the state highway and local roadway system within the Rathdrum Prairie.

The purpose of the in-person and online public meetings was to share the range of potential transportation improvement concepts identified and the preliminary results of our first step to screen and eventually recommend future projects, as part of the study. Concepts included an alignment (location on a map) and a general description, with some having a general representative cross-section.

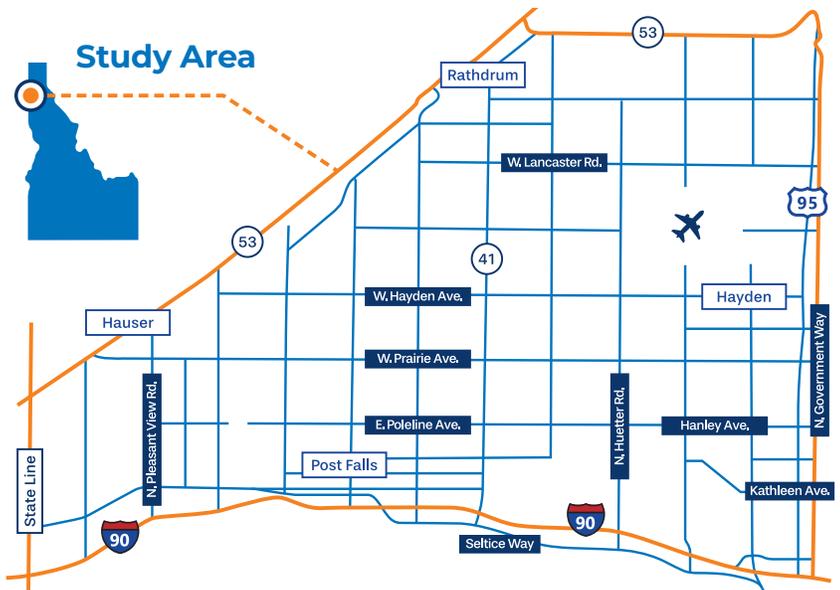
What is a Planning & Environmental Linkages (PEL) Study?

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

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



ITD developed and screened more than 50 concepts and shared them at the second round of public meetings. The Level 1 Concepts that are being carried forward are high-level ideas for transportation solutions that will be further refined and combined into alternatives during the Level 2 and Level 3 screening processes. This study will develop recommendations to optimize existing corridors and potential new routes that will mitigate congestion, enhance connectivity, and improve mobility throughout the region.



In-Person Public Meeting Participation

June 25, 2024

5 p.m. – 7:30 p.m.
Kootenai Technical
Education Campus
6838 W Lancaster Rd
Rathdrum, ID 83858

 **76** Participants Signed In¹

- **12** comment forms submitted
- **24** comments on table maps

June 26, 2024

6 p.m. – 8:30 p.m.
Coeur d'Alene Shrine
Club Event Center
1250 W Lancaster Rd
Hayden, ID 83835

 **44** Participants Signed In¹

- **5** comment forms submitted
- **48** comments on table maps

Online Meeting¹ Participation



June 27 – July 19, 2024 at
[itdprojects.idaho.gov/pages/
rathdrum-prairie-pel](http://itdprojects.idaho.gov/pages/rathdrum-prairie-pel)

750 Users Viewed the Online Meeting

546 Unique Users Visited the Online Meeting

- Average engagement time was **2 minutes 10 seconds**
- **22** comments submitted

Public Meeting Materials

Each participant was given a handout that included information on the Level 1 Concepts and screening process. Study information was displayed around the room and maps of each concept were placed on tables for participants to add comments. The *Preliminary Level 1 Screening Results Summary* handout showed each concept along with descriptions, cross sections, and whether each concept was:



Carried Forward: Carried forward for further development and evaluation in Level 2 as an alternative.



Retained as Element: Does not fully meet Purpose and Need as a stand-alone alternative but may be evaluated as a packaged element of larger-scale alternative or implementation plan.

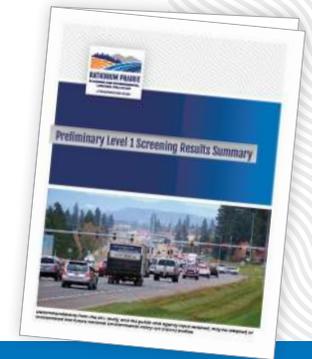


Eliminated: Does not meet Purpose and Need, has a fatal flaw, and/or is considered not feasible or unreasonable (with notes providing reasons why the alternative is considered unreasonable).

Team members helped participants use the handout and table maps to explore each concept and help them comment on those they thought were good ideas as well as those that were not. A



video describing the PEL process was available as part of the online meeting (scan the QR code to view).



Display boards included:²

- Welcome and Purpose of the Meeting
- Study Area
- PEL Study Background
- What is a Purpose and Need?/What is a Goal?
- PEL Purpose and Need
- Goals
- A PEL is a good option when:
- Traffic Level of Service
- Existing Conditions PM Peak Hour Level of Service
- 2045 No Action Conditions PM Peak Hour Level of Service
- High Crash and Fatal and Serious Injury Crash Locations: 2018–2022
- What is included in a PEL?
- Study Terminology
- Highway and Roadway Jurisdictions
- Level 1 Alternatives
- Study Schedule
- What's Next
- Stay Involved

Meeting Notifications³

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



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



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



KXLY.com News Story



ITD Press Release



Project emails



Posts on Facebook, Instagram, and X

Comments Received

Comments presented in this summary are condensed or edited for spelling without altering the intent of the comment. 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 have been redacted to protect privacy.

Public Meeting #2

153 Comments 

129 People signed in

3.6K Visits to the online meeting with 546 unique page views

17 Comment forms submitted at the meeting

72 Comments written on table maps

22 Comments submitted through the online meeting

40 Comments submitted via mail

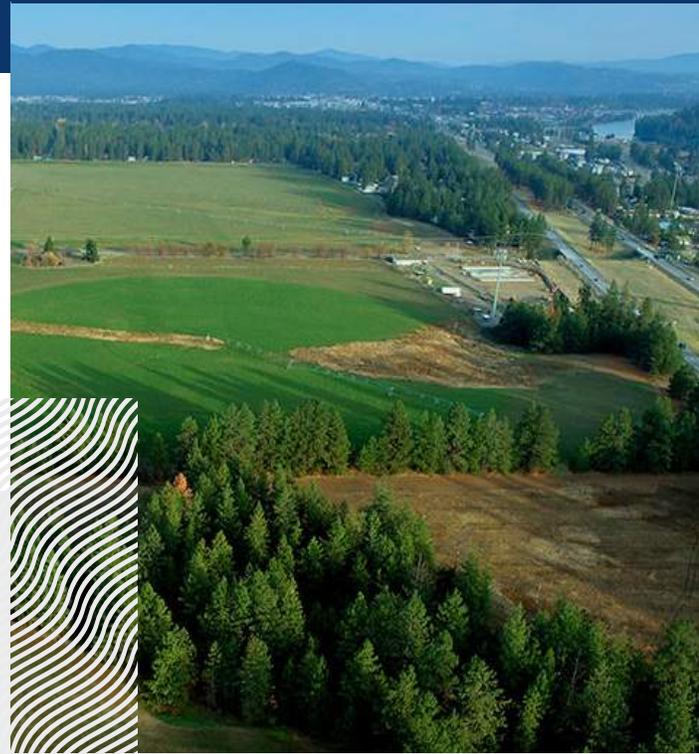
2 Comments submitted via email



Comment Forms



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



What do you think of the options developed for the study?



- Reasonable options to help address traffic congestion
- The potential east-west highway options could avoid existing development while moving traffic across the prairie
- Pleasant View Road improvements are needed now
- Arterial options for Huetter Road will have less impact on adjacent residential areas and property than highway options
- Do not box alternatives in to constrain additional growth on corridors
- Identify the future opportunities and benefits the options could have for local communities
- Narrow the options down and make a decision quickly to reduce impact and costs
- The Huetter Bypass is the best option to reduce US-95 congestion
- Avoid impacts to neighborhoods
- Do not widen Hanley Avenue to 4/5 lanes east of Huetter Road!



What is important to you as we continue to refine options for the study area?



- Protect the aquifer!
- Provide consistency in intersections across the study area
- Safety
- Congestion relief with better traffic flow
- Maintain access for residents along Huetter Road
- Provide more lanes on SH-53
- Bike and pedestrian facility connections
- Consider undeveloped areas first before impacting residential properties



Table Map Comments⁴

Participants at the in-person public meetings drew lines and wrote 72 comments on the table maps that presented the Level 1 concepts. Several identified preferences for concepts and identified important impacts.



- Need another east-west option to get across the prairie
- Protect the aquifer!
- Avoid residential and land application parcel impacts from highway expansion and traffic
- Provide separate bike paths along highways
- Pleasant View Road needs more lanes to handle traffic
- SH-41 is already a highway, use it instead of Huetter Road to avoid impacts to area residents
- Avoid putting new highways over existing roads, keep them for local access
- Provide more lanes on SH-53
- Route highway traffic around Rathdrum
- Huetter Bypass decision is holding up planning for City of Hayden
- Closing railroad crossings and access to SH-53 will hurt communities along the highway
- Build the Huetter Bypass now
- Need railroad underpasses or overpasses



Online Meeting, Email, and Mailed Comments

Comments received from the public through the online meeting, email, and through mailed forms and letters identified preferences for concepts and identified important impacts.



- Building needs to slow down across the prairie
- The Huetter Bypass is needed to reduce congestion on US-95
- Do not widen Hanley Avenue to 4/5 lanes east of Huetter Road!
- Avoid negative impacts to properties adjacent to highways
- Protect the aquifer!
- Put in traffic signals over roundabouts
- Route highway traffic around Rathdrum, not through it
- Provide access control on highways
- Provide more bike and pedestrian connections
- Provide more east-west options to relieve I-90



1. 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 June 27 to July 19. A copy of the online meeting is included in Appendix D. Photos from the public meetings are included in Appendix F.

2. Copies of meeting displays and handouts are included in Appendix B.

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

4. Copies of table maps are included in Appendix C.



Appendix A

Sign-In Sheets





RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY



Public Meeting
June 25, 2024
Kootenai Technical Education Campus (KTEC)
5 p.m. – 7:30 p.m.

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Shawn Dolan				<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
Mary Hammerly				<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
Russell Husband				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Marianne Underhill				<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
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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Robert SHALL				<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"/> White <input type="checkbox"/> Other <input checked="" type="checkbox"/> AMERICAN
Frances Parker				<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
DARLENA Wilson TOM Wilson				<input checked="" 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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Traci Books				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
LARRY SANDERS				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Fritz Wiedenhoff				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Shelly Erdmann				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Gemma Beckett				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other



As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

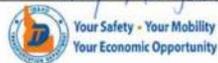
Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Mark Hughes				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Bob Seale				<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
Kevin 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
Abby Smith				<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
Kevin Jump				<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
Heather O'Keefe				<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
Brandon LaBreck				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Other
GREG WELLS				<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
Wendy Graham				<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
Betty Cooper				<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
Rigmund Yande				<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
Carol Baerch				<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
Joe Butkus				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Other



Public Meeting
June 25, 2024
Kootenai Technical Education Campus (KTEC)
5 p.m. – 7:30 p.m.

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Taylor Leavitt				<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
Aaron Weight				<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
John McGuire				<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
Joe Vermer				<input checked="" 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
Charles Husband				<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
Ann White				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Other
Ram Nelson				<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
Colby Mettlic				<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
Mark Montgomery				<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
Mark Bull				<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
Kara Dingsa				<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
Joany Kellner				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Other
Mary Kerfoot				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Other





Public Meeting
 June 25, 2024
 Kootenai Technical Education Campus (KTEC)
 5 p.m. – 7:30 p.m.

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Peggy Hummel				<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
Backy Dale Fritzsche				<input checked="" 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 checked="" type="checkbox"/> White <input type="checkbox"/> Other
Steve & Susan Smith				<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
Pat Kuford				<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
Ken ZAKEN				<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
L. Kirk Johnson				<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
Brian & 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
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
Rick Jarvis				<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
Heidi Rockstrom				<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
John Hodgkins				<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
Mike Hill				<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
Jennie Knutson				<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



As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
ALAN WASHBURN				<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
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
DICK BAITER				<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
Paul Graham				<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
Steve Meyer				<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 + Holly O'Brien				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Other
Barry + Maureen Mousseau				<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
				<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
				<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
				<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
				<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
				<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
				<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

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Claude Fourroux				<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
Joseph Kerfast				<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
Mark St. Iliano				<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
Laura Scarcello				<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
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
Kathy Robson				<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
Snow Spill				<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
				<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
				<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
				<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

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Charlayne Streeter				<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
Lauren Buegan				<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
Karen Mottley				<input checked="" 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
				<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
				<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
				<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
				<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
				<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



Public Meeting

June 26, 2024
Coeur d'Alene Shrine Club Event Center
6 p.m. – 8:30 p.m.

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Dawn Daley				<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
R. & J. Balssee				<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
JMA				<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
Bruce Mattane				<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
KEITH EKNESS				<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
Gary L. Miller				<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
Doug Williams				<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
Jan Collins				<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
Bev Schermer				<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
C W Dee				<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
ERETT HANLEY				<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
Roy M. Gibbs				<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
Helen Furdee				<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





Public Meeting
 June 26, 2024
 Coeur d'Alene Shrine Club Event Center
 6 p.m. – 8:30 p.m.

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Joni Furber				<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
Carl Robinson				<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
Lori Daub				<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
Donna Phillips				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female LCS	<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
Cathy Pich				<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
Greg Stetten				<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
TERESA ROTH				<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
TK				<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
				<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
				<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



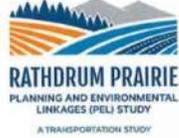


Public Meeting
 June 26, 2024
 Coeur d'Alene Shrine Club Event Center
 6 p.m. – 8:30 p.m.

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
MARK & THERESIA GAGNON wade wise				<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
Ed DePriest				<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
Heidi Proter				<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
H PAT LEEFFEL				<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
Stephen Myers				<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
Palma 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 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
				<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
				<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





Public Meeting
 June 26, 2024
 Coeur d'Alene Shrine Club Event Center
 6 p.m. – 8:30 p.m.

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Janet George				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Other
TONI McCollum				<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
GARY McCollum				<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
Stephanie Wolf				<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
Gray Nysom				<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
Heidi 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
Diane Fountain				<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
DAVE MIMON				<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
				<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
				<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
				<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
				<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
				<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
				<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





Public Meeting
 June 26, 2024
 Coeur d'Alene Shrine Club Event Center
 6 p.m. – 8:30 p.m.

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Chris Carlson				<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
Merrilee Remnick				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Other
Brenda Carlson				<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
Kathy Pirato				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Other
Leslie McFarland				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Other
David Heberes				<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
Angela Silverman				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Other
				<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
				<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
				<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
				<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
				<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
				<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





Appendix B

Public Information Meeting Display Boards & Handout





WELCOME!

Public Meeting #2

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

The purpose of the meeting is to share the range of potential transportation improvement concepts identified, and the preliminary results of our first step to screen and eventually recommend future projects, as part of the study.

We welcome your input!



RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

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



JUNE 2024

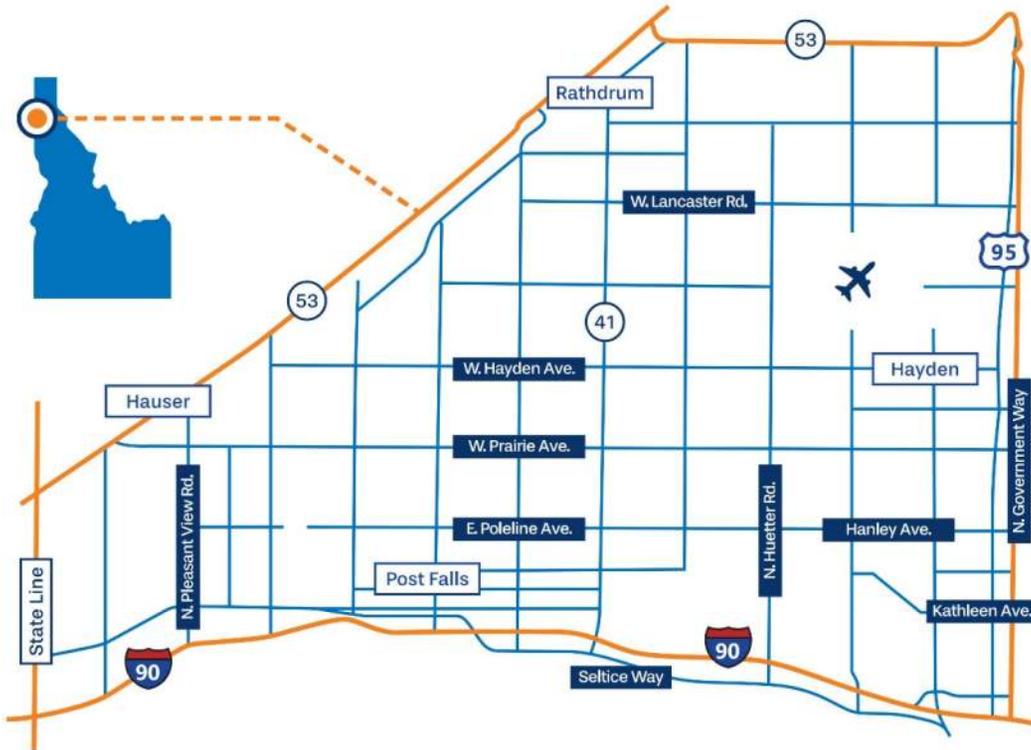


Your Safety • Your Mobility • Your Economic Opportunity

Study Area

ITD initiated the study in 2022 to evaluate the state and federal 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.

Note: ITD is conducting a separate study for improvements to Interstate 90 from the Washington State Line to State Highway 41 (currently on hold until funding is identified), and from State Highway 41 to 15th Street in Coeur d'Alene.



RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

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



JUNE 2024



PEL Study Background

What is a PEL Study?

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

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

- » Transportation issues & priorities
- » Environmental resources & concerns
- » Stakeholder & public concerns



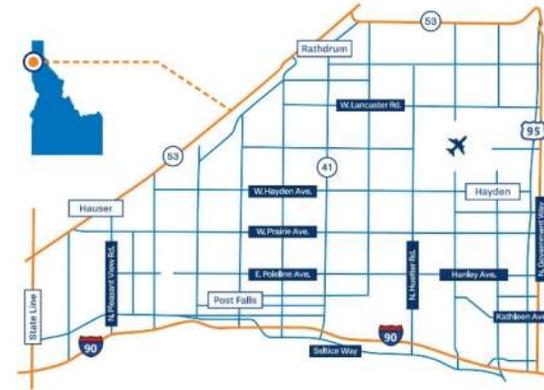
Scan the QR code to watch a short video about the PEL process

Why is the Planning and Environmental Linkages (PEL) study being conducted?

Growth and congestion are increasing in northern Kootenai County as the area develops. The study is developing concepts for potential improvements to increase safety, reduce traffic delays, and increase mobility through proactive planning.

What is the vision for the study area?

The vision for the Rathdrum Prairie PEL study is to provide safe and reliable travel for the planning year of 2045.



COLLECT

Collect information about the transportation system, local communities, and environment.

UTILIZE

Use information to develop a range of potential transportation solutions called alternatives.

REFINE

Screen alternatives against certain factors such as safety, environmental impacts, and future development and planning.

CATEGORIZE

Categorize alternatives into potential short-, mid-, and long-term transportation improvement projects in the study area.

DEVELOP

Develop a plan for funding and delivering projects.

POST-PEL PROJECT STEPS



National Environmental Policy Act (NEPA) Preliminary Design



Final Design



Construction

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



RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

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



JUNE 2024



Your Safety • Your Mobility
Your Economic Opportunity

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.

Following Public Meeting #1, ITD developed the Purpose and Need for the study. The detailed Purpose and Need is available on the project website.
itdprojects.idaho.gov/pages/rathdrum-prairie-pel

ITD Wants Your Input

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

**Show us on the table maps
or leave a comment!**



RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

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



JUNE 2024



PEL Purpose and Need

Based on an assessment of existing conditions, and public and stakeholder input, the study developed the following Purpose and Need Statement.

Purpose

The purpose of the transportation recommendations are to improve safety and mobility, as well as system reliability and resiliency for the current and future movement of both people and goods as northern Kootenai County and the Rathdrum Prairie continue to see rapid growth and development.

Need



Address vehicular safety concerns within high-crash corridors and intersections.



Address existing and future transportation system capacity constraints caused by growth.



Provide opportunities to increase safety, mobility, and connections for bicycles, pedestrians, and transit users.



RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

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



JUNE 2024



Goals



What additional issues need to be addressed?

In addition to the Purpose and Need Statement, we've heard about the following important issues and goals to consider during the study:

- » Achieve compatibility with local plans for growth and development.
- » Find benefits or opportunities for local jurisdictions and communities.
- » Reduce impacts to the community and way of life in the area.
- » Reduce environmental impacts.
- » Preserve opportunities for green space, including parks and recreational areas.
- » Leverage existing highway and roadways to create improved connections and provide flexibility for future corridor improvements.
- » Add more transportation options and choices.



RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

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



JUNE 2024



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.	✓	The PEL will identify 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 organizations [MPO]) land use and comprehensive plans.
There is a desire for agency input and awareness of the project before NEPA begins.	✓	The PEL will 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.	✓	The PEL will identify resources and level of analysis to focus on environmental concerns and allow agencies to proactively avoid, minimize, or mitigate impacts.



RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

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



JUNE 2024



Traffic Level of Service

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

Best
↑
↓
Worst

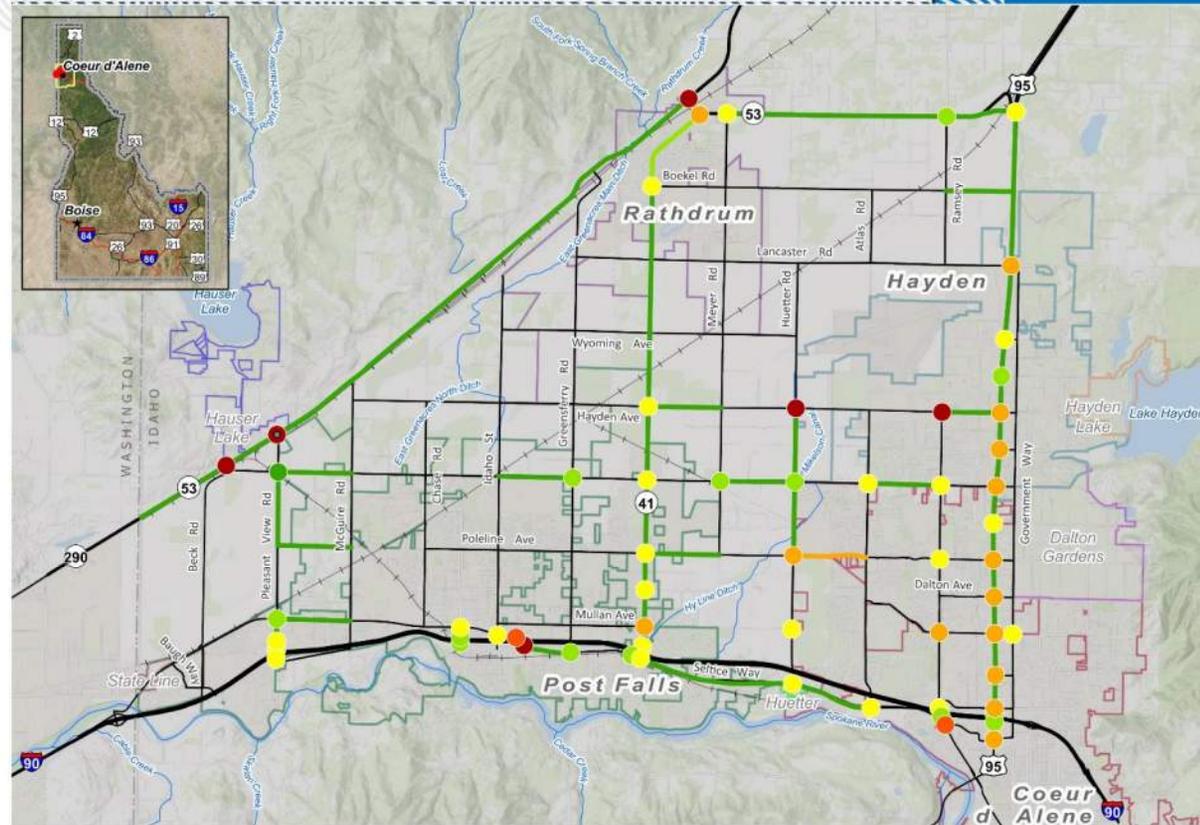
Source: 2000 HCM, Exhibit 21-3, Speed-Flow Curves with LOS Criteria for Multi-Lane Highways.

→ Generally, ITD seeks to achieve LOS C or D

Existing Conditions PM Peak Hour Level of Service

Existing Conditions:

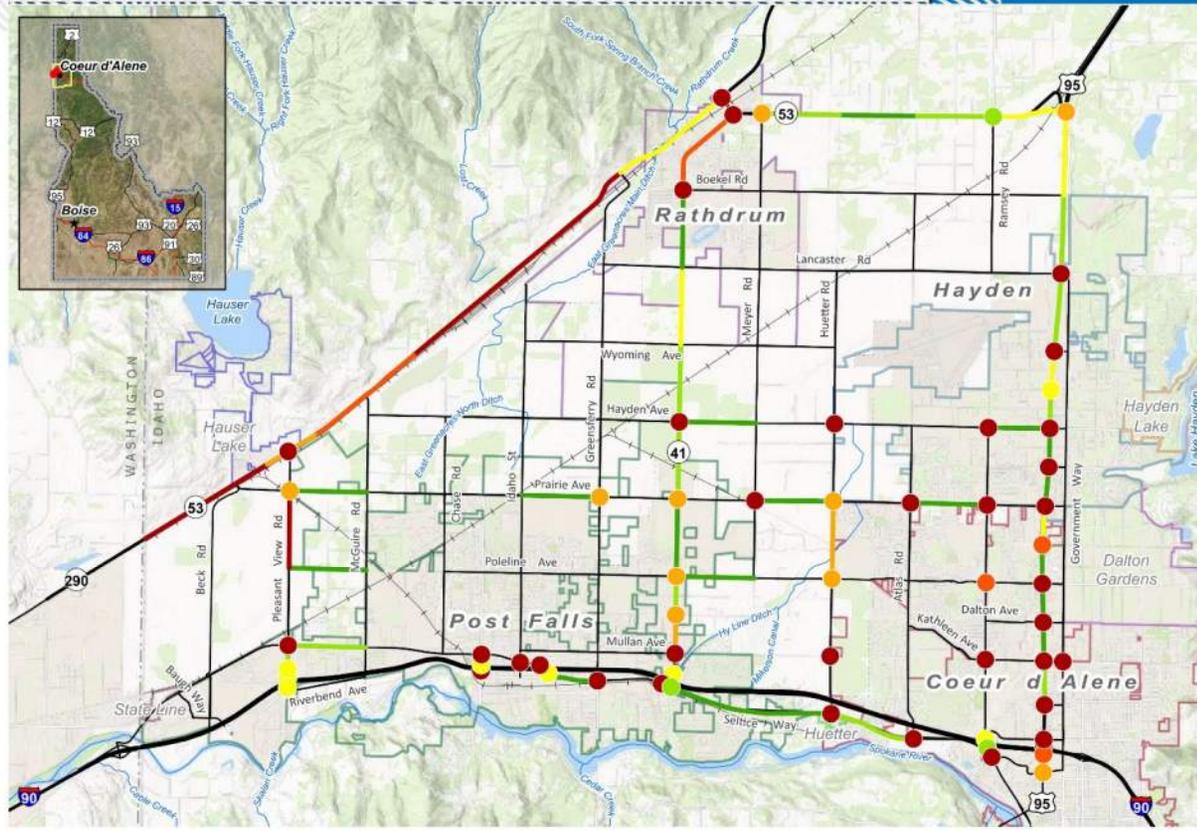
- » 8 intersections experienced Level of Service (LOS) E or F during the existing PM peak hour, failing to serve travel demand.
- » Additionally, 23 intersections had queues that could be expected to exceed the available turn-lane storage space or spill over into the next intersection.



2045 No Action Conditions PM Peak Hour Level of Service

Future 2045 No Action Conditions

- » 38 intersections and 6 roadway segments are projected to experience LOS E or F during the PM peak hour.
- » 12 of the 35 intersections projected to experience LOS F are on US-95 during the PM peak hour.
- » 46 intersections are projected to have queues that could be expected to exceed the available turn-lane storage space or spill over into the next intersection.

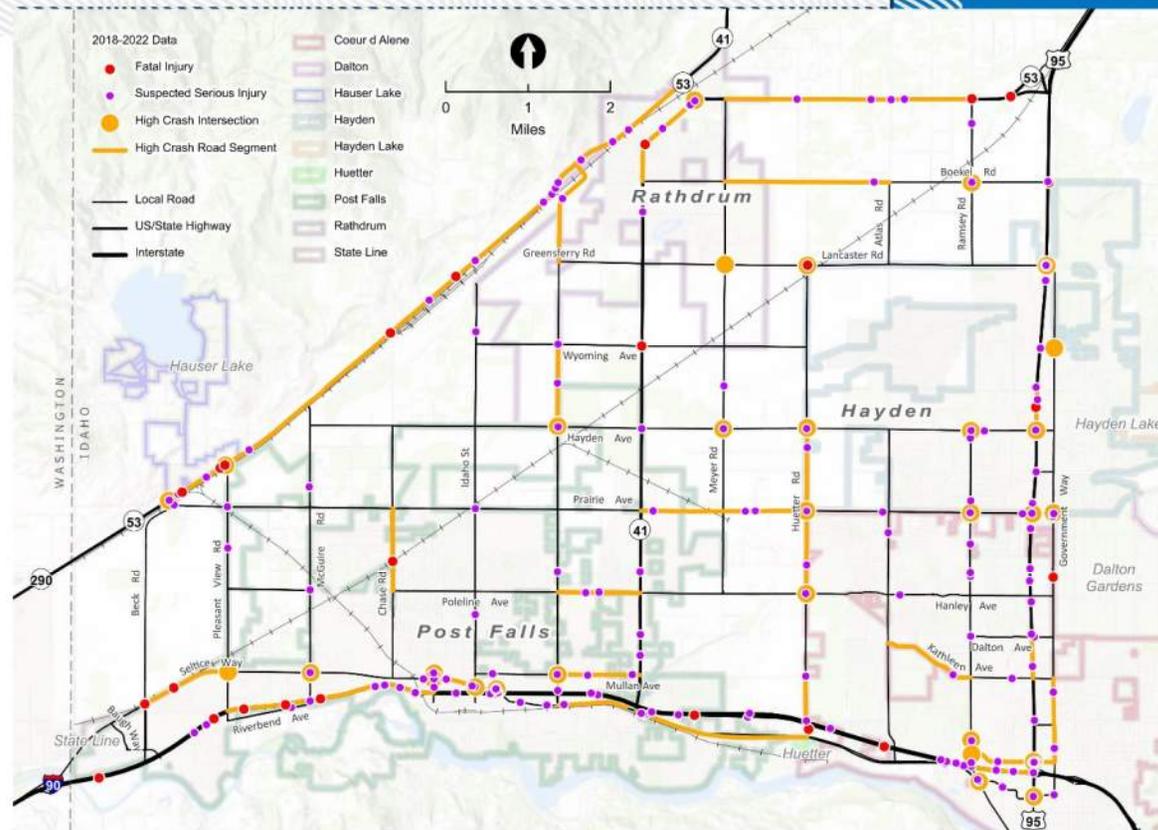


New High Crash and Fatal and Serious Injury Crash Locations: 2018 – 2022

- ▶ Total crash rates for 108 segments exceeded the statewide average for their respective road classes.

- ▶ Fatal and injury crash rates for 100 segments exceeded the statewide average for their respective road classes.

- ▶ Fatal crash rates for 20 segments exceeded the statewide average for their respective road classes.



RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

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

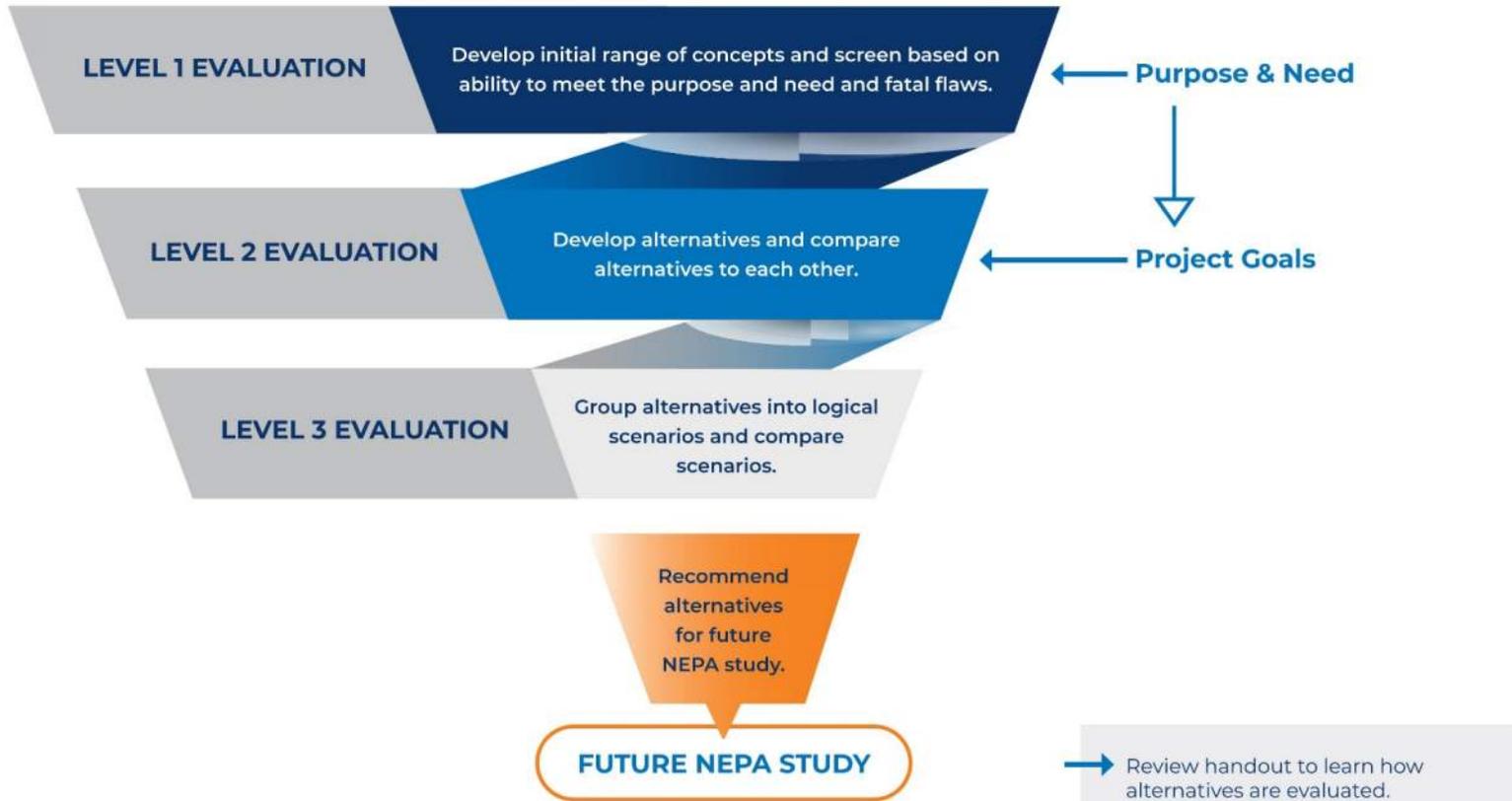


JUNE 2024



Your Safety • Your Mobility • Your Economic Opportunity

What is included in a PEL?



RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY
Recommendations from the PEL study, and the public and agency input received, may be adopted, or incorporated into future National Environmental Policy Act (NEPA) studies.



JUNE 2024



Level 1 Alternatives

ITD used public and stakeholder input, planning best practices, and collaboration with agencies and jurisdictions to develop a range of more than 50 initial concepts for consideration during the Level 1 Screening.

What is a Level 1 Concept?

Level 1 Concepts are high-level ideas for transportation solutions that can be further refined and combined into alternatives during the Level 2 and 3 screening processes. Concepts include an alignment (location on a map) and a general description, sometimes including a representative cross-section.



RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

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



JUNE 2024



Study Terminology



- » **Existing Roadway Concepts:** Concepts developed along existing or planned roadways or routes.
- » **New Roadway Concepts:** Concepts developed along new roadways or routes.
- » **Interchange:** Grade separation of access between roadways with on- and off-ramps.
- » **Expanded Highway:** Adds capacity to existing state and/or federal highway corridors with additional lanes or other improvements (SH-41, SH-53, US-95). Maintains at-grade signalized intersections.
- » **Frontage Road:** Provides access to adjacent land uses while consolidating access to the main roadway.
- » **Express Lanes:** New lanes for the purpose of separating pass-through traffic from general purpose local traffic.
- » **Access Controlled Highway:** Free flow roadway with access controlled by interchanges. No at-grade signalized intersections.
- » **Improved Arterial:** Update local roadway to four lanes with a left-turn lane in the median, as traffic volumes warrant.
- » **Pathways:** Facilities for use by bicycles, pedestrians, and other non-motorist users.
- » **Prairie-wide Concepts:** General concepts and ideas that are not location specific and apply to the entire study area.



RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

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

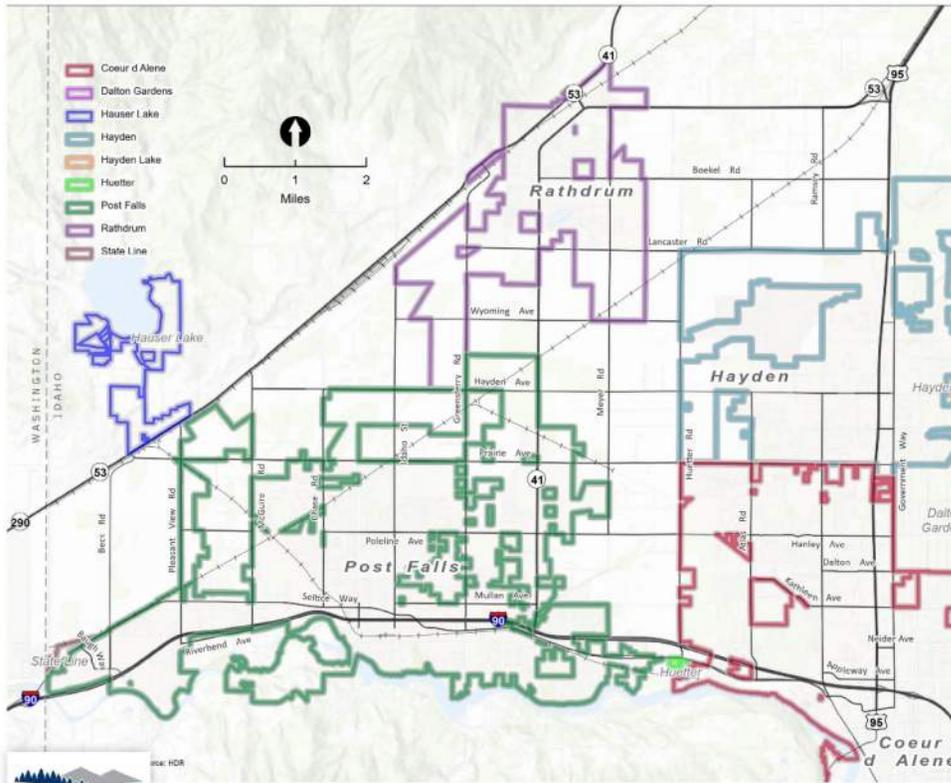


JUNE 2024



Your Safety • Your Mobility • Your Economic Opportunity

Highway and Roadway Jurisdictions



ITD is responsible for the statewide highway system and has jurisdictional responsibility for almost 5,000 miles of highway (or nearly 12,000 lane miles), more than 1,700 bridges, and 30 recreational and emergency airstrips. Also included on the state highway system are 30 rest areas and 10 fixed ports of entry. Within the study area, ITD is responsible for I-90, US-95, SH-53 and SH-41.

Regional and local jurisdictions include cities, counties, and highway districts. They plan, design, construct, preserve and maintain roads and bridges within their jurisdictions that are not owned and/or operated by ITD.



RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

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



JUNE 2024



What's Next

▶ Level 2 Evaluation

ITD will further develop, combine, and evaluate the concepts carried forward into Level 2 using the following steps:

- » Further develop screening criteria based on the Purpose and Need, create additional criteria based on the goals.
- » Further develop and combine Level 1 Concepts into Level 2 Alternatives.
- » Conduct additional traffic analysis.
- » Develop a footprint for each alternative to categorize and quantify potential impacts to local communities and the environment.
- » Compare Level 2 Alternatives against each other to see how they each achieve success in meeting the Purpose and Need and goals.
- » Conduct another public meeting to share study progress, preliminary Level 2 Screening results, and gather and incorporate community and stakeholder feedback.



RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

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



JUNE 2024



Study Schedule

ITD anticipates that the PEL study will be complete by Summer/Fall 2025 and potential transportation solutions will move into NEPA analysis.



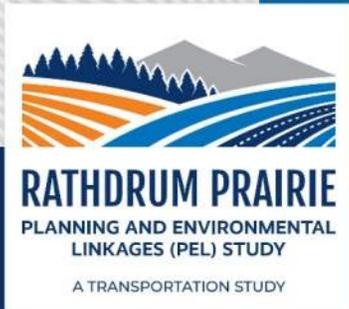
RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

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



JUNE 2024





Stay Involved!

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

Share your input by submitting a comment form or mailing one to:

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

Comments are due by **Friday, July 19, 2024.**



RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

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



JUNE 2024



Your Safety • Your Mobility • Your Economic Opportunity



Preliminary Level 1 Screening Results Summary



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.



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY

Public Meeting

Meeting #2 – June 25 and 26, 2024

Preliminary Level 1 Screening Results Summary (for discussion)

Note: These screening results have been modified since Community Working Group Meeting #2, based on input received during and after the meeting. These results remain preliminary and subject to change based on stakeholder and public input.

The purpose of this handout is to show the range of initial concepts developed and preliminary Level 1 screening results. ITD used public and stakeholder input, planning best practices, and collaboration with agencies and jurisdictions to develop a range of more than 50 Level 1 Concepts. ITD received 262 public comments, including 165 comments written on table maps, from the online and public meetings held in November 2023. This information is also available online at the project website at itdprojects.idaho.gov/pages/rathdrum-prairie-pel.

What is a Level 1 Concept?

Level 1 Concepts are high-level ideas for transportation solutions that can be further refined and combined into alternatives during the Level 2 and 3 screening processes. Concepts include an alignment (location on a map) and a general description that sometimes includes a representative cross-section.

How Alternatives were Evaluated (screened)

Level 1 Screening Questions – Based on the Purpose and Need

- » Does the concept address safety concerns within high-crash roadways and intersections?
- » Does the concept address **existing** transportation system congestion caused by growth within the corridor?
- » Does the concept address **future** transportation system congestion caused by growth within the corridor?
- » Does the concept improve existing or add new routes to increase reliability and resiliency for regional and local trips?
- » Does the alternative provide opportunities to increase safety, mobility, and connections for bicycles, pedestrians, and transit users?
- » Does the alternative avoid fatal flaws, including feasibility and impacts to resources, which make the concept extremely challenging to approve or construct?

Based on the Purpose and Need

- » Carried Forward
- » Eliminated
- » Retained as an Element

Preliminary Results for Public Input

- » 53 Total Concepts
- » 21 Carried Forward
- » 13 Eliminated
- » 19 Retained as an Element



Preliminary Results Key: This key provides a definition for the preliminary screening results below.



Carried Forward: Carried forward for further development and evaluation in Level 2 as an alternative.



Retained as Element: Does not fully meet Purpose and Need as a stand-alone alternative, but may be evaluated as a packaged element of larger-scale alternative or implementation plan.



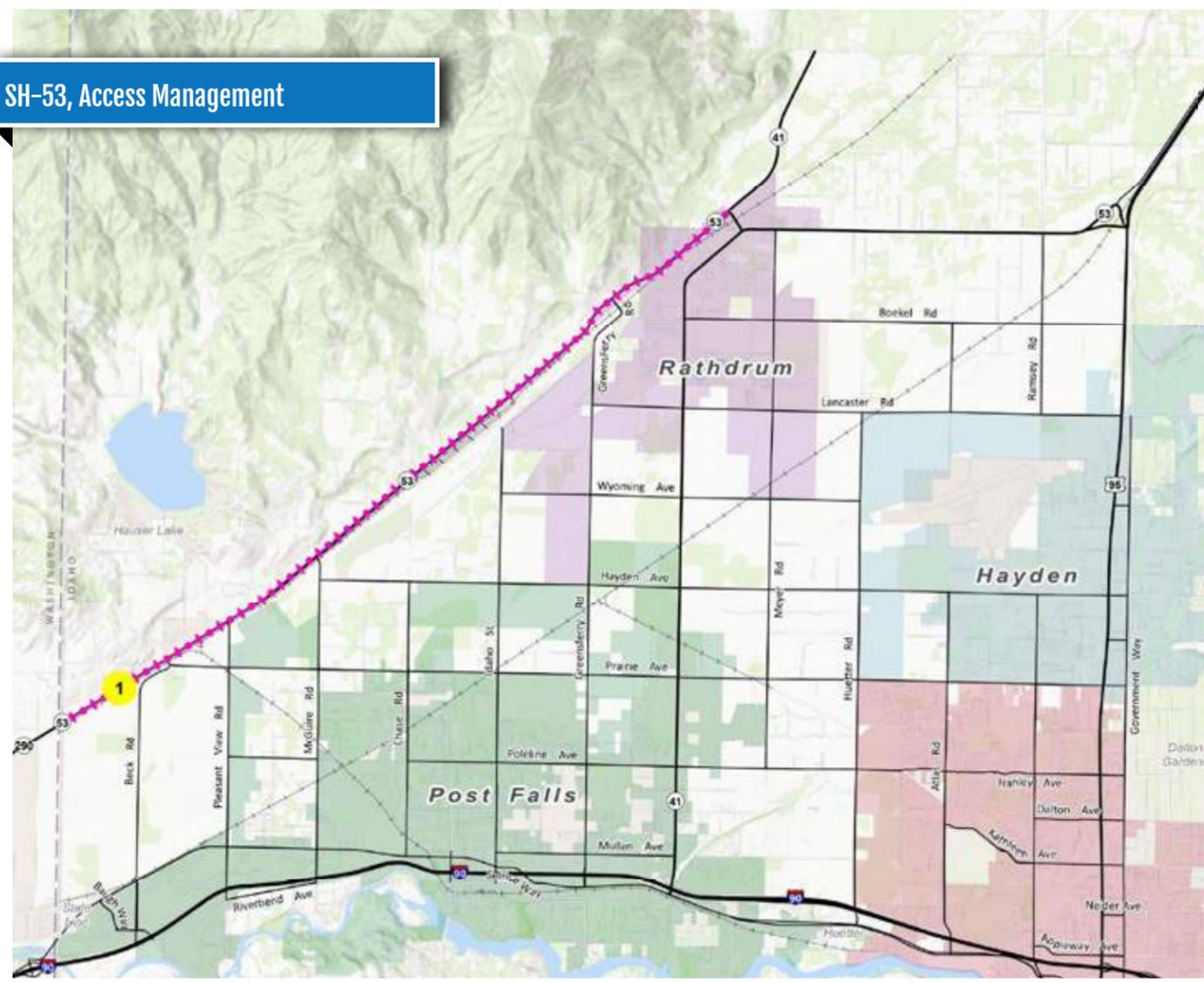
Eliminated: Does not meet Purpose and Need, has a fatal flaw, and/or is considered not feasible or unreasonable (with notes providing reasons why the alternative is considered unreasonable).

Preliminary Level 1 Screening Results Summary: The following sections show the initial range of concepts and preliminary Level 1 screening results. Preliminary screening results are subject to change based on stakeholder and public input. The following concept terminology is used below:

- » **Interchange:** Grade separation of access between roadways with on- and off-ramps.
- » **Expanded Highway:** Adds capacity to existing state or federal highway corridors with additional lanes or other improvements (SH-41, SH-53, US-95). Maintains at-grade signalized intersections.
- » **Frontage Road:** Provides access to adjacent land uses while consolidating access to the main roadway.
- » **Express Lanes:** Adds new lanes for the purpose of separating pass-through traffic from general purpose local traffic.
- » **Access-Controlled Highway:** Free flow roadway with access controlled by interchanges. No at-grade signalized intersections.
- » **Improved Arterial:** Update local roadway to four lanes with a left-turn lane in the median, as traffic volumes warrant.

Existing Roadway Concepts

SH-53, Access Management

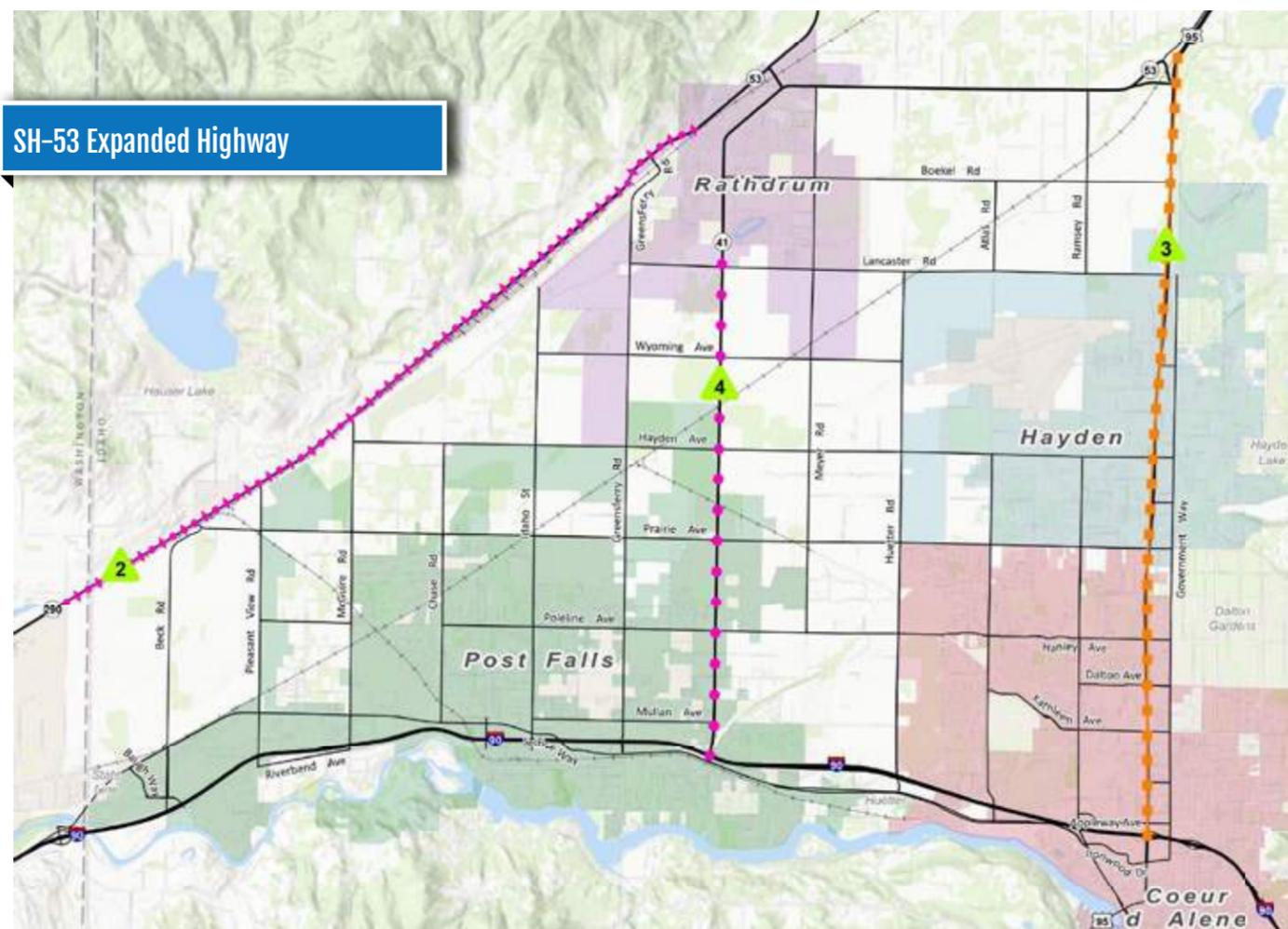


Level 1 Concept ID	Existing Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale for Eliminated Concepts
1	SH-53, Access Management: Develop and apply an access management plan compliant with state standards to reduce driveways and intersections on the highway.	# Retained as Element

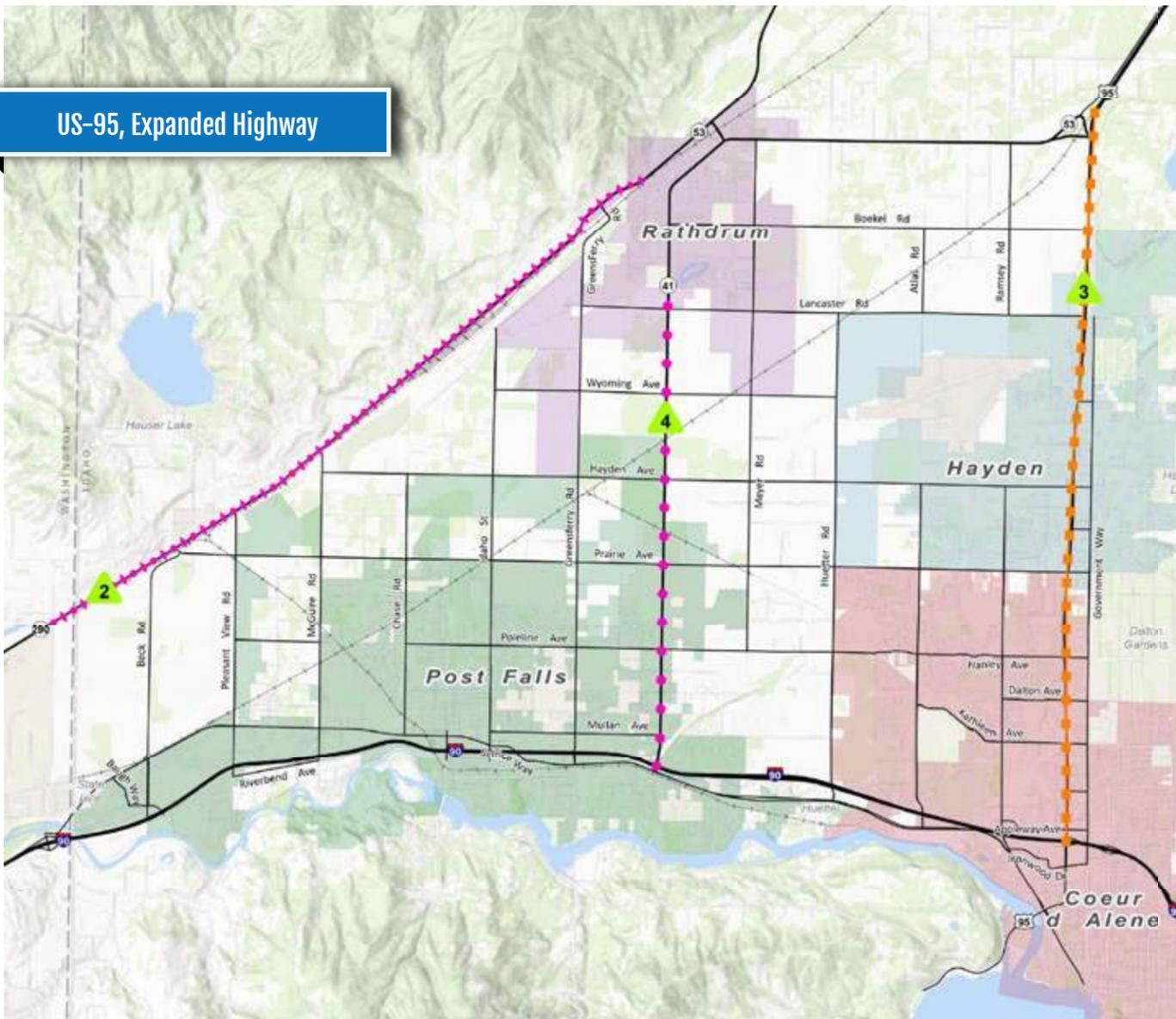
Level 1 Concept ID	Existing Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale for Eliminated Concepts
2	SH-53, Expanded Highway: Add travel lanes and improve intersections on SH-53 from state line to Rathdrum.	# Carried Forward



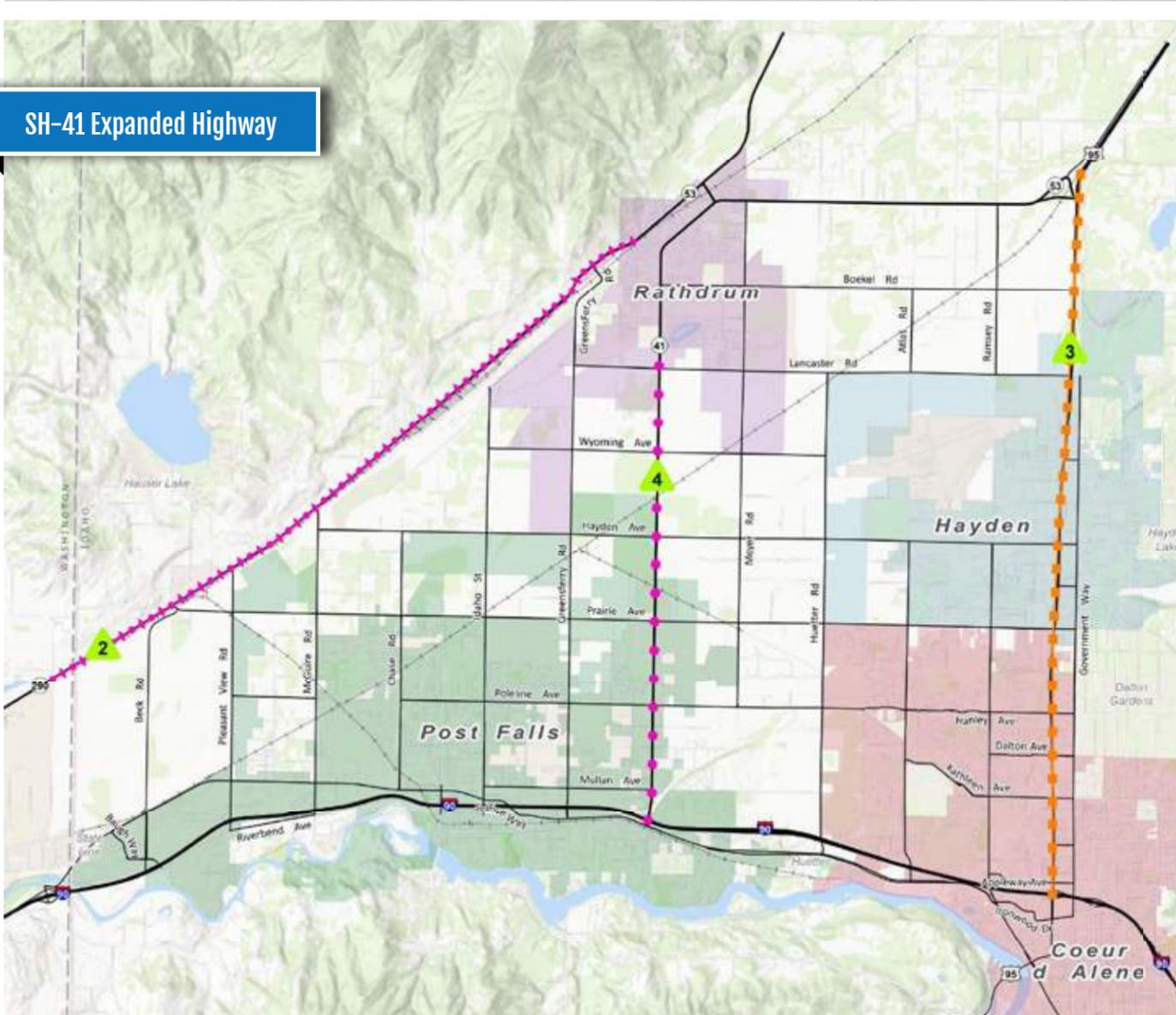
SH-53 Expanded Highway

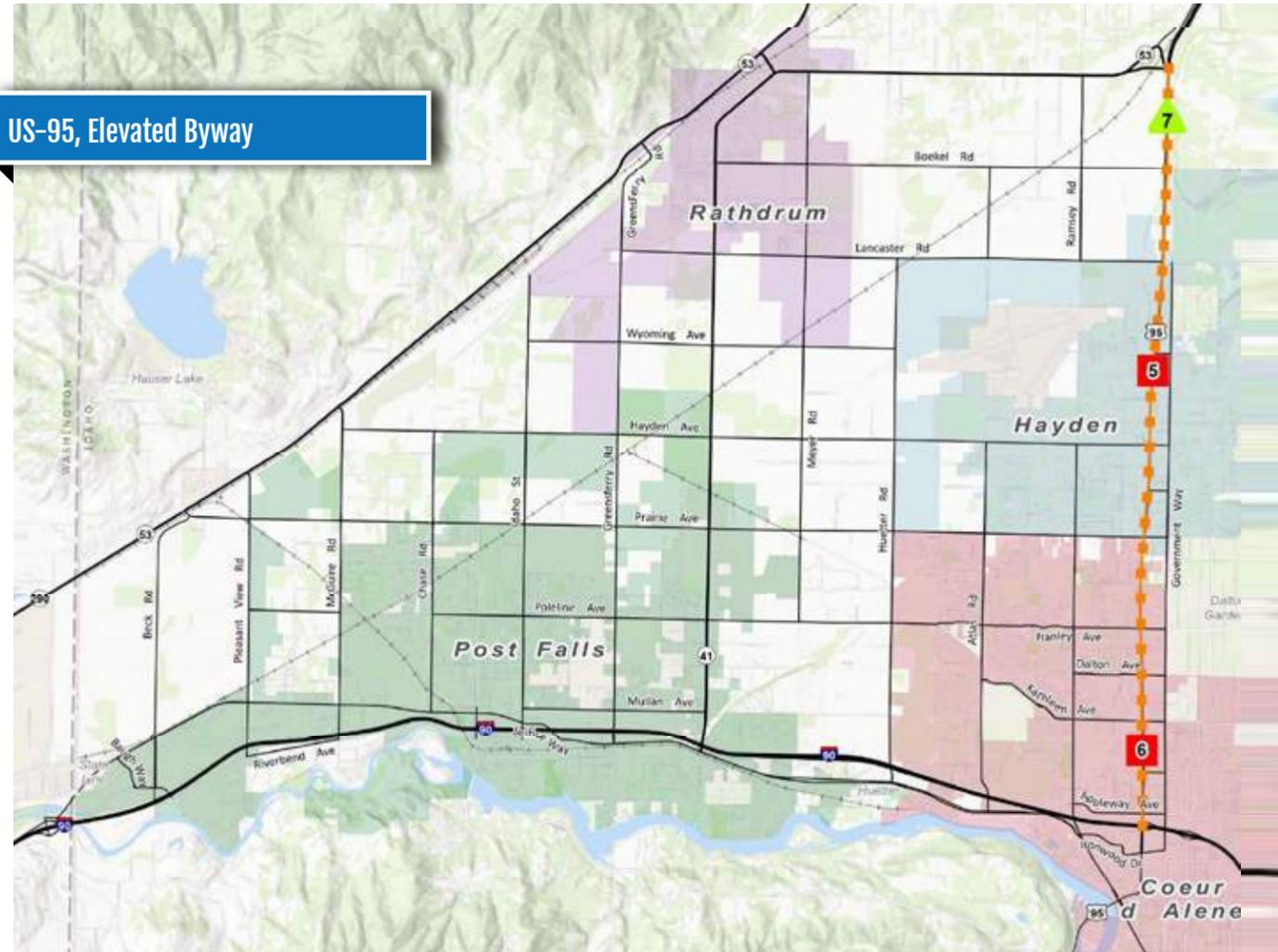


Level 1 Concept ID	Existing Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale for Eliminated Concepts
3	US-95, Expanded Highway: Add travel lanes and improve intersections through the study area.	 Carried Forward



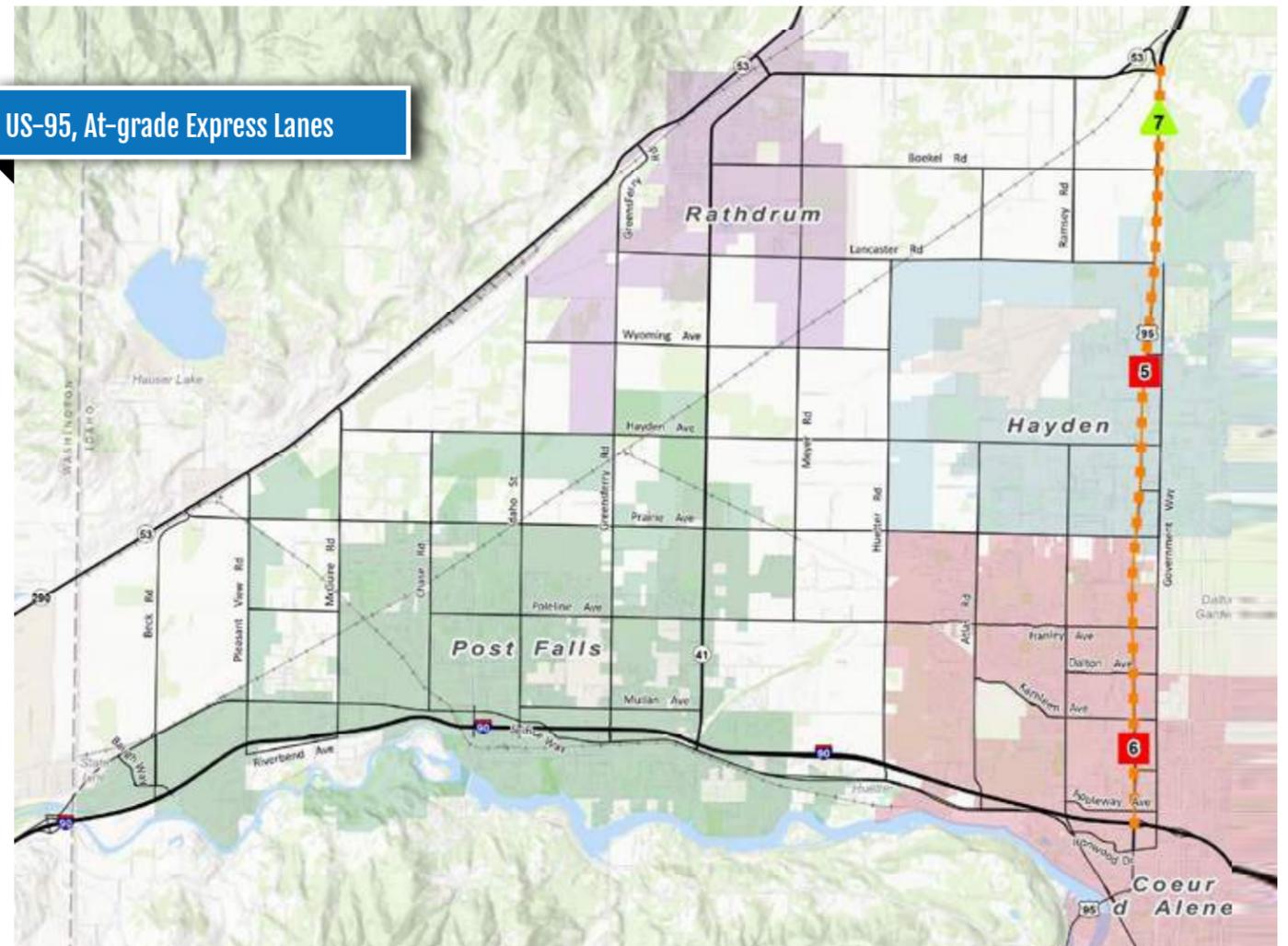
Level 1 Concept ID	Existing Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale for Eliminated Concepts
4	SH-41, Expanded Highway: Add travel lanes and improve intersections to SH-41 from I-90 to Lancaster Road.	 Carried Forward





Level 1 Concept ID	Existing Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale for Eliminated Concepts
5	US-95, Elevated Byway: Build a structure in the existing median with local traffic on the existing ground-level highway and regional through trips within express lanes on the structure above.	# Eliminated Considered unreasonable due to anticipated high cost and complexity of construction, operations, and maintenance for approximately 5.5 miles of grade-separated structures.

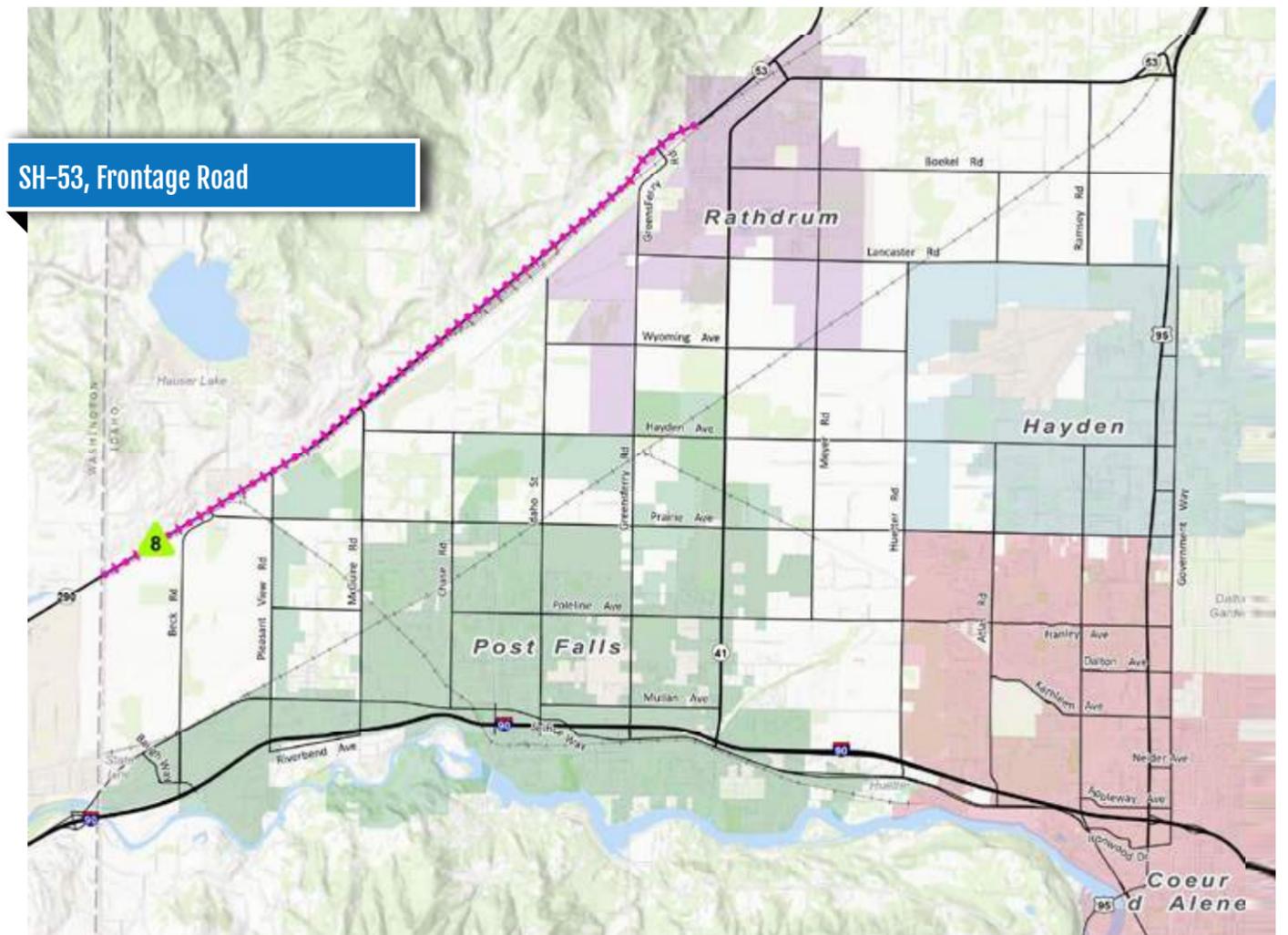
Story Map ID & Level 1 ID	Existing Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale
6	US-95, At-grade Express Lanes: Add express lanes to US-95.	# Eliminated Would not meet Purpose and Need to address capacity constraints or add or improve a route for regional and local trips. Express lanes are not compatible with at-grade intersections in this context.



Story Map ID & Level 1 ID	Existing Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale
7	US-95, Parallel Express Lanes: Add separate express lanes parallel to US-95.	 Carried Forward

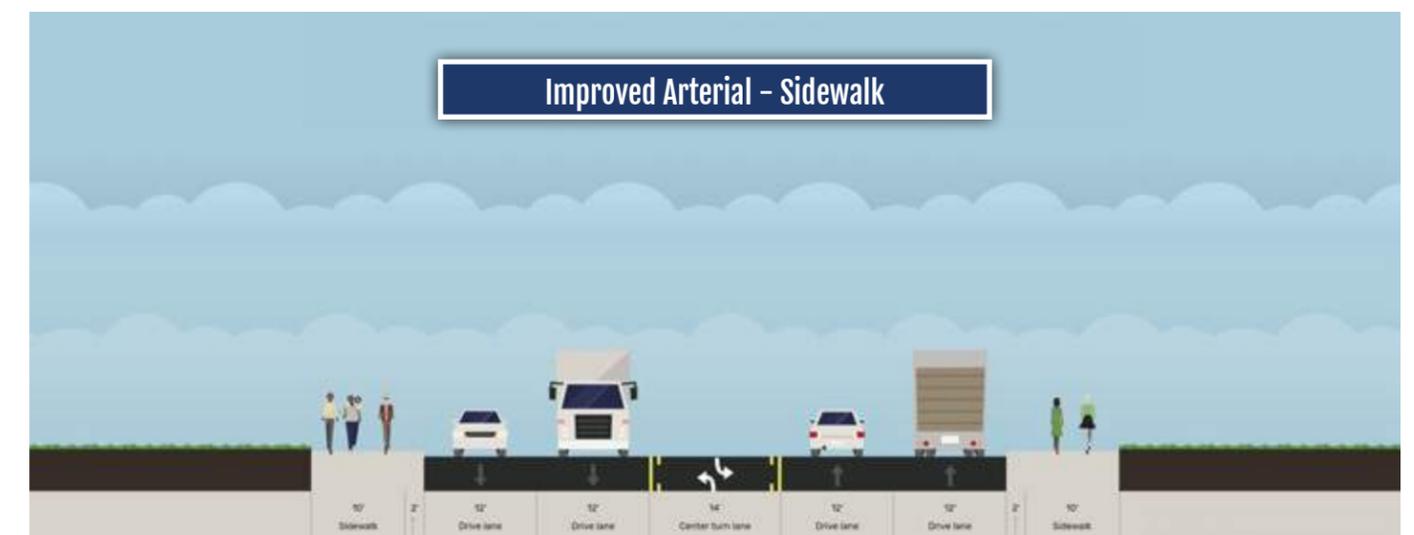
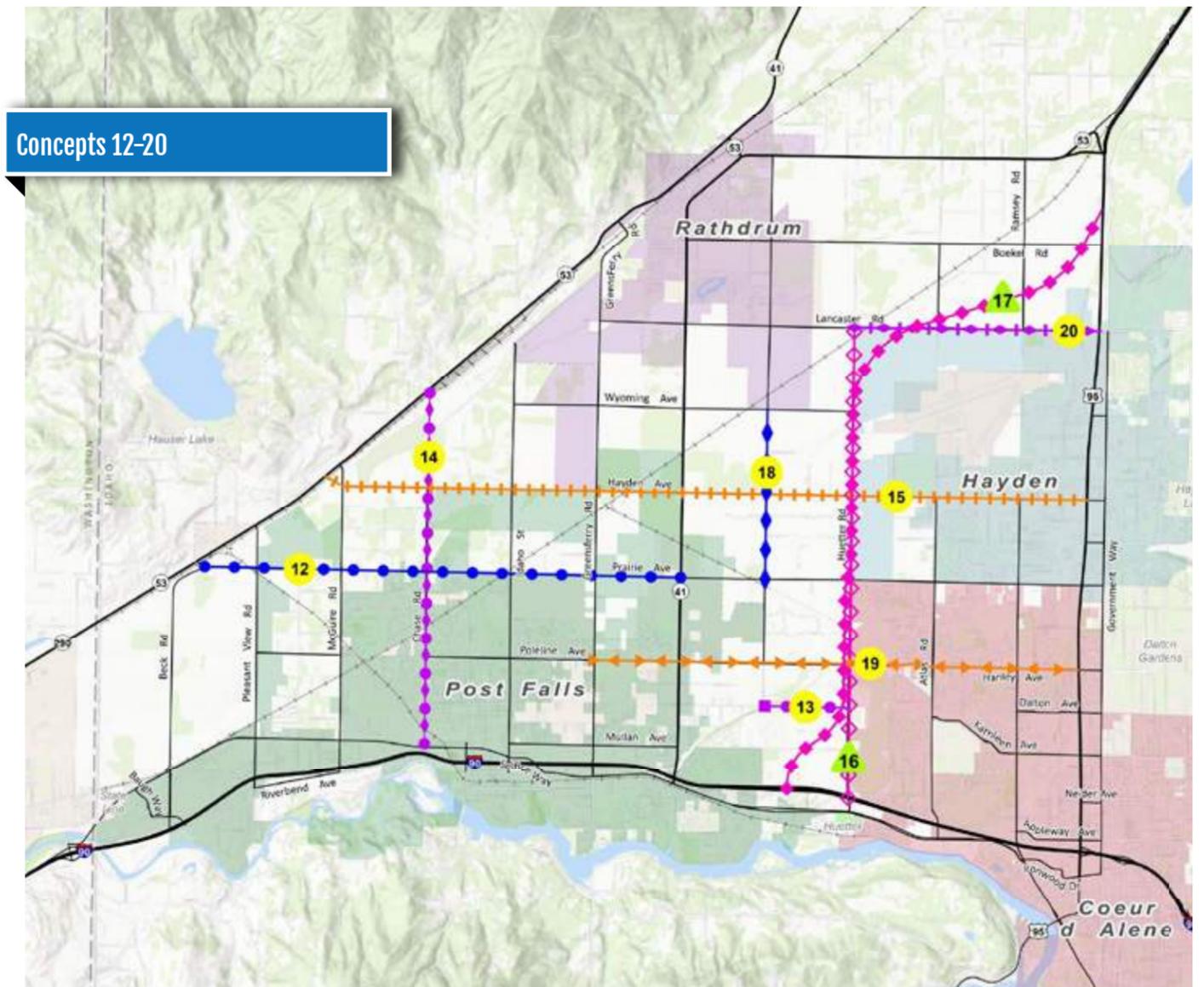


Story Map ID & Level 1 ID	Existing Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale
9	Huetter Road Interchange with I-90: Shown on pages 10 and 11.	 Retained as Element
10	Greensferry Road Interchange with I-90: Shown on pages 10 and 11.	 Eliminated Directly connecting to I-90 is infeasible due to proximity (less than 1 mile) to adjacent interchanges. Note: Collector-distributor roads along I-90 are being studied separately, which could make this feasible, if implemented; however, it is outside of the scope of this study.
11	US-95, Corridor-wide Overpasses/Underpasses: Remove US-95 intersections at select cross streets and route them over or under US-95. Shown on pages 10 and 11.	 Eliminated Would not meet Purpose and Need to address capacity constraints or add or improve a route for regional and local trips without interchanges.

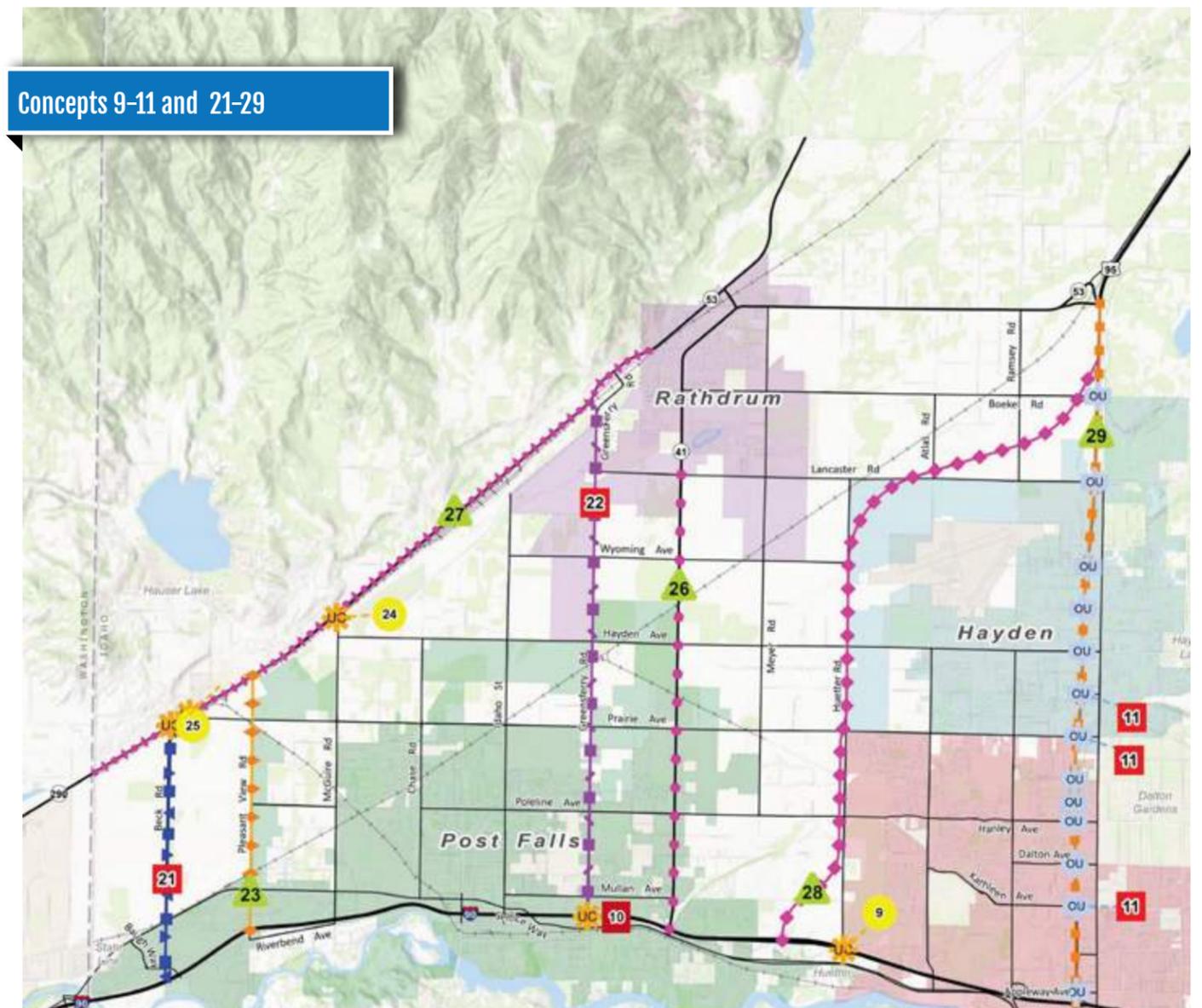


Story Map ID & Level 1 ID	Existing Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale
8	SH-53, Frontage Road: Add a frontage road on the north side paralleling SH-53.	 Carried Forward

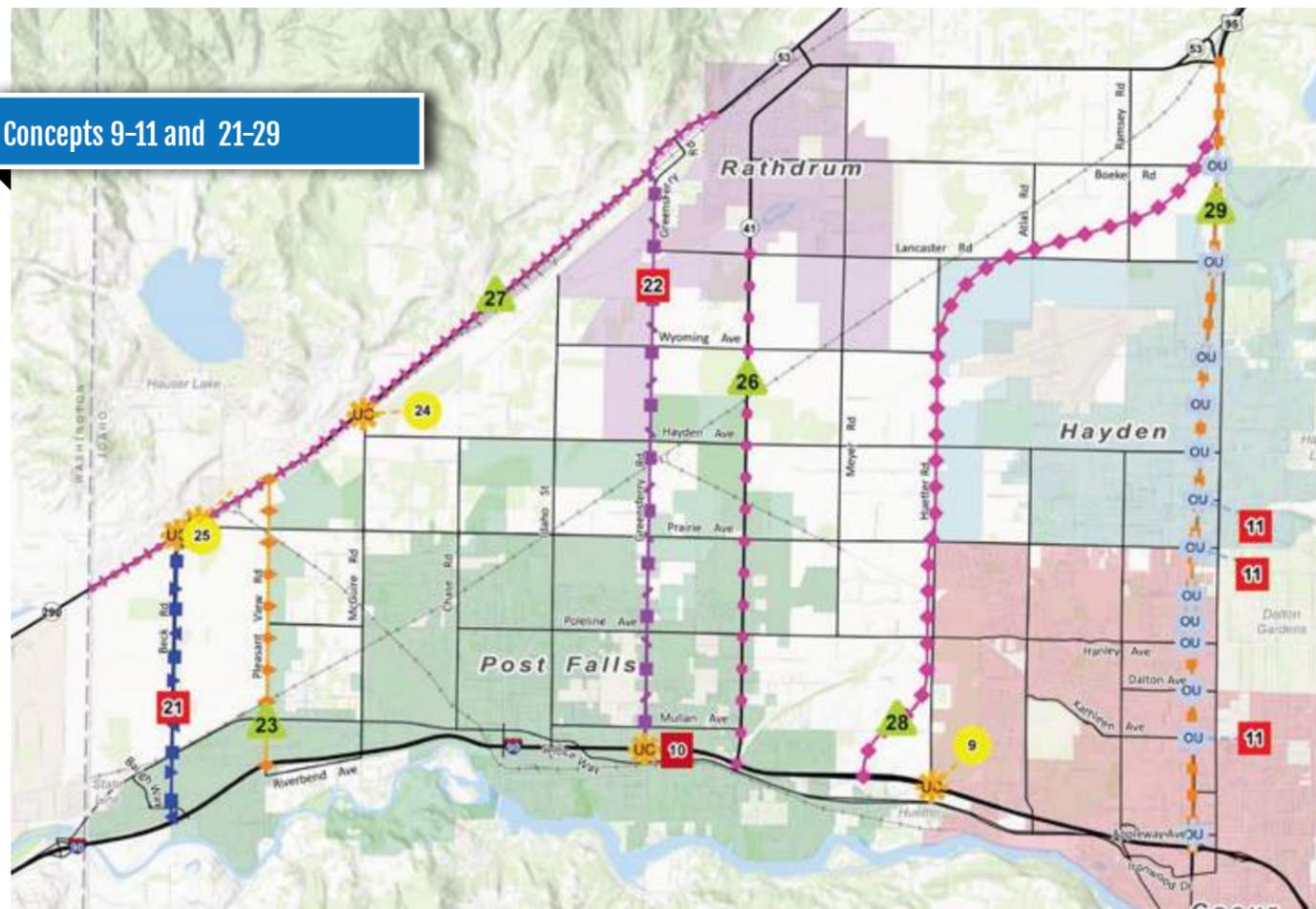
Story Map ID & Level 1 ID	Existing Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale
12	Prairie Avenue, Improved Arterial: Update to a two-lane arterial with a median/turn lane from Beck Road to McGuire Road; update to a four-lane arterial with a median/turn lane from McGuire Road to SH-41.	 Retained as Element
13	16th Avenue, Extension: Extend 16th Avenue from Meyer Road to Huetter Road as a four-lane arterial with a median/turn lane.	 Retained as Element
14	Chase Road, Improved Arterial: Update to four-lane arterial from Seltice Way to SH-53.	 Retained as Element
15	Hayden Avenue, Improved Arterial: Update to four-lane arterial with a median/turn lane from SH-53 to US-95.	 Retained as Element
16	Huetter Road, Improved Arterial 1: Update to four-lane arterial with a median/turn lane from Seltice Way to Lancaster Road.	 Carried Forward
17	Huetter Road, Extended Improved Arterial: New four-lane arterial with a median/turn lane from I-90 to US-95 from the I-90 rest area to Wyoming Avenue, then going northeast south of the UPRR to connect with US-95.	 Carried Forward
18	Meyer Road, Improved Arterial: Update to four-lane arterial with a median/turn lane from Prairie Avenue to Wyoming Avenue.	 Retained as Element
19	Poleline/Hanley Avenue, Improved Arterial: Update to four-lane arterial with a median/turn lane from Greensferry Road to US-95.	 Retained as Element
20	Lancaster Road, Improved Arterial: Update to four-lane arterial with a median/turn lane from Huetter Road to US-95.	 Retained as Element



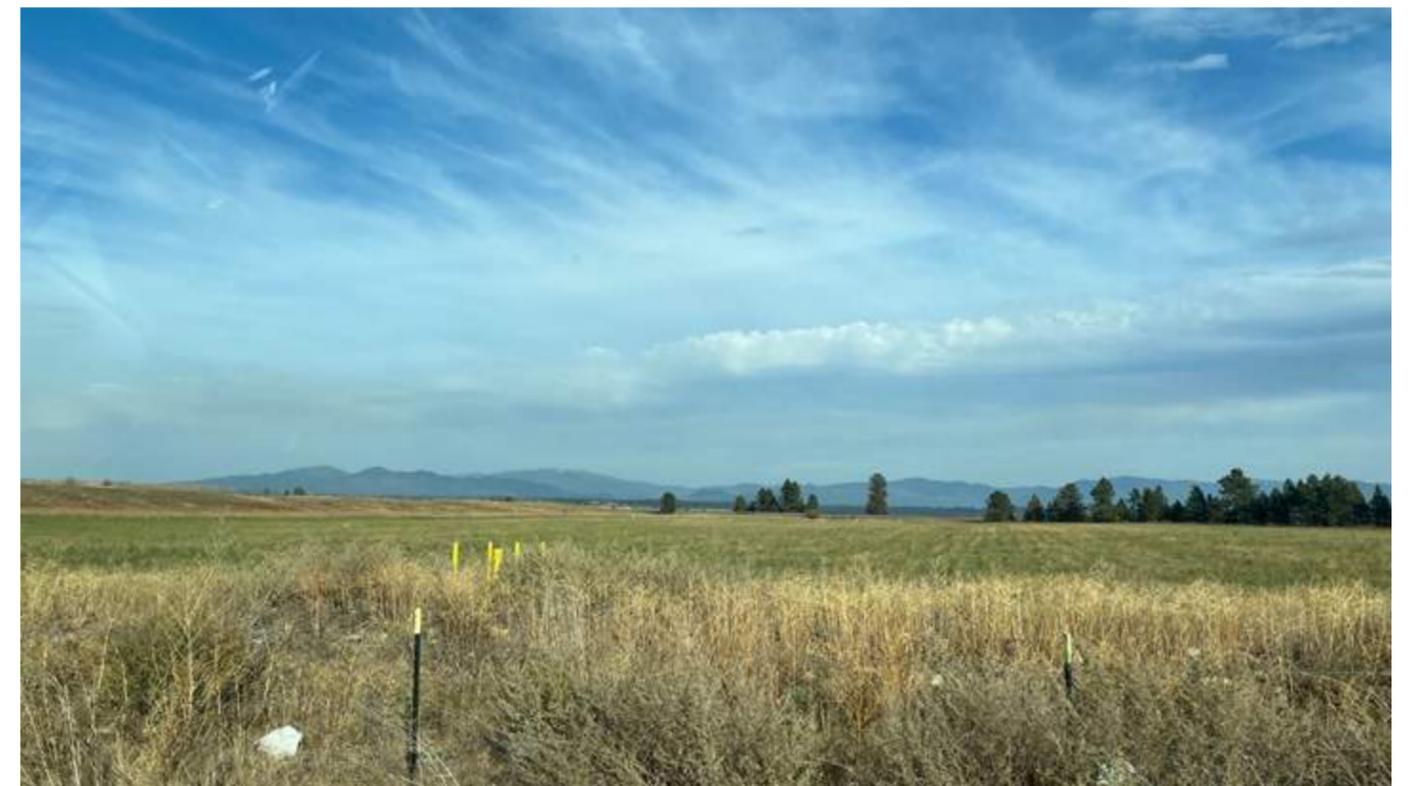
Story Map ID & Level 1 ID	Existing Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale
21	Beck Road, Access-Controlled Highway (with parallel frontage road & interchanges at key crossroads): I-90 to SH-53 with a new overpass over the BNSF line.	<p>#</p> <p>Eliminated</p> <p>Considered unreasonable as this alignment would serve the same purpose as a Pleasant View Road access-controlled corridor, and Pleasant View Road has more opportunity for improved east-west connectivity.</p>
22	Greensferry Road, Access-Controlled Highway (with parallel frontage road & interchanges at key crossroads): Update to grade-separated, access-controlled highway between I-90 and SH-53 with a new overpass over the BNSF line.	<p>#</p> <p>Eliminated</p> <p>An access-controlled highway would necessitate an interchange with I-90. Directly connecting to I-90 is infeasible due to proximity (less than 1 mile) to adjacent interchanges. Note: Collector-distributor roads along I-90 are being studied separately, which could make this feasible; however, it is outside of the scope of this study.</p>
23	Pleasant View Road, Access-Controlled Highway (with parallel frontage road & interchanges at key crossroads): I-90 to SH-53.	<p>#</p> <p>Carried Forward</p>
24	McGuire Road, Improved SH-53 Connection: Grade-separated Interchange.	<p>#</p> <p>Retained as Element</p>
25	Beck Road, Improved SH-53 Connection: Grade-separated Interchange	<p>#</p> <p>Retained as Element</p>
26	SH-41, Access-Controlled Highway (with parallel frontage/backage road and interchanges at key crossroads): I-90 to Lancaster Road.	<p>#</p> <p>Carried Forward</p>



Story Map ID & Level 1 ID	Existing Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale
27	SH-53, Access-Controlled Highway (with parallel frontage road & interchanges at key crossroads): State line to Rathdrum.	 Carried Forward
28	Huetter Road (Alternate US-95 alignment), Access-Controlled Highway (with parallel frontage road & interchanges at key crossroads): Along existing Huetter Road from I-90 to Lancaster Road, then new alignment going northeast along UPRR and connect with US-95.	 Carried Forward
29	US-95, Access-Controlled (with parallel frontage road and interchanges at key crossroads): Through the study area.	 Carried Forward



New Roadway Concepts

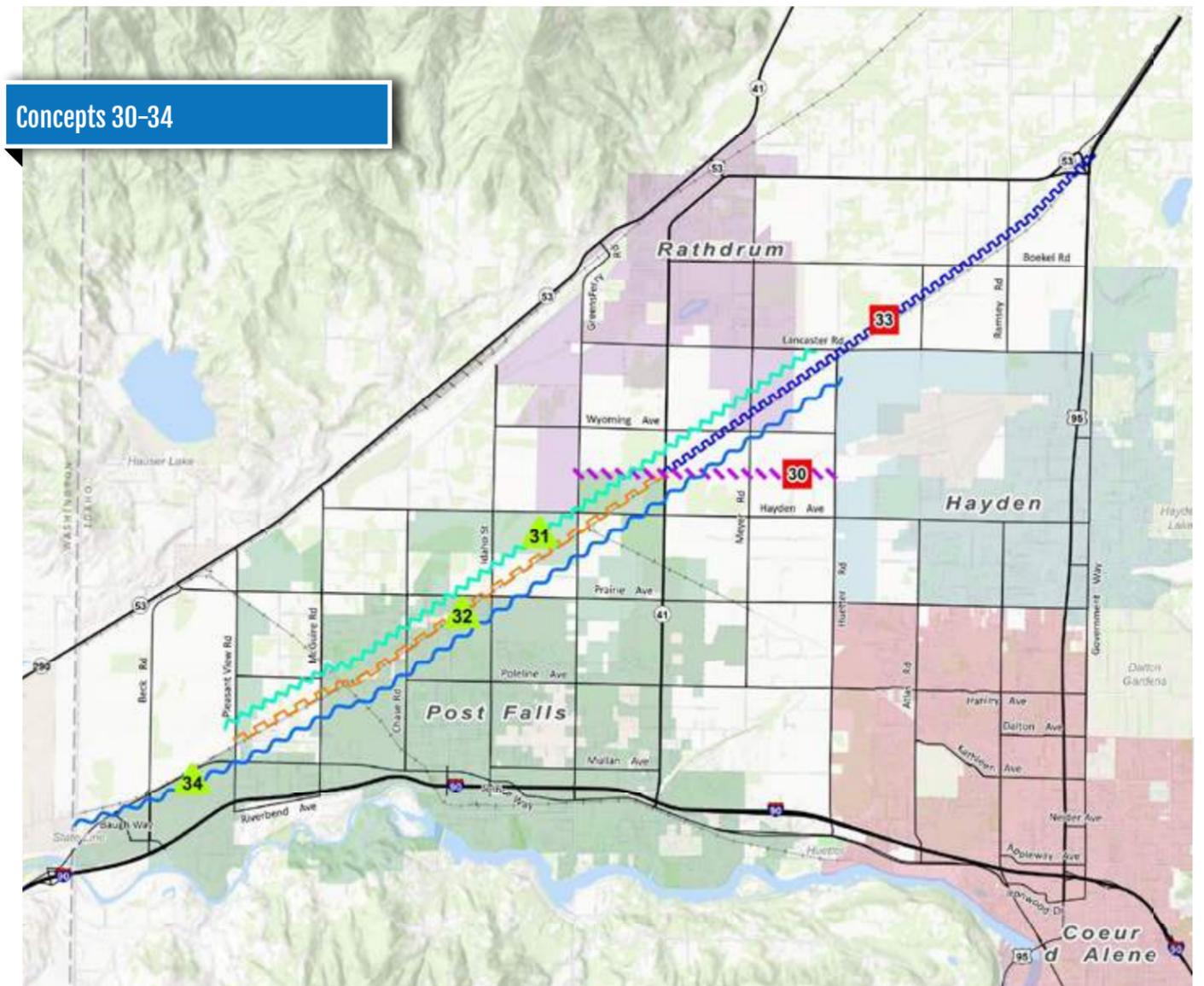


New Roadway Concepts

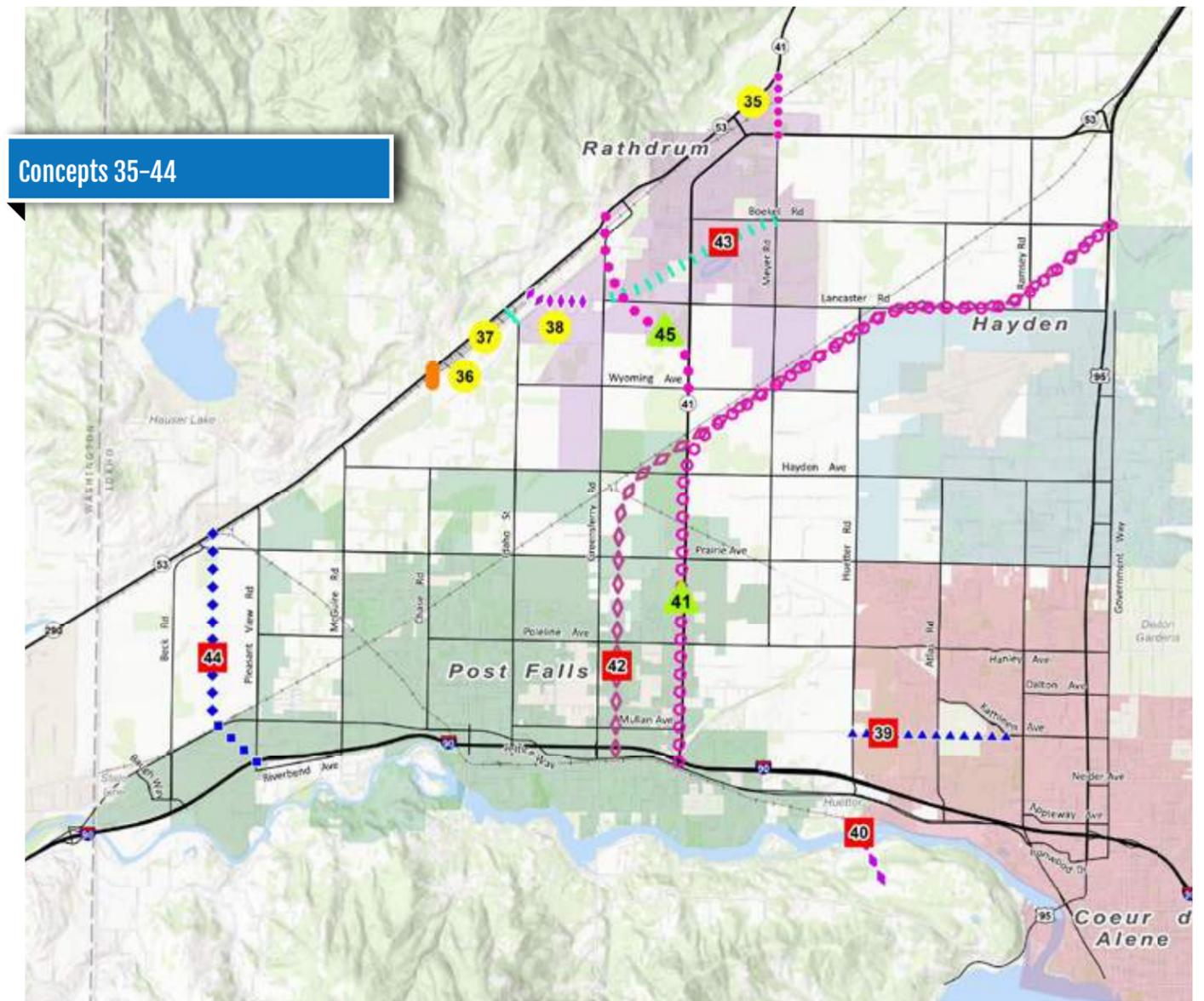
Concepts developed along new roadways or routes.

Level 1 Concept ID	New Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale for Eliminated Concepts
30	New Local Arterial: New arterial connection between Greensferry Road and Huetter Road midway between Hayden Avenue and Wyoming Avenue.	# Eliminated Would not meet Purpose and Need to address capacity constraints or add or improve a route for regional and local trips.
31	Pleasant View Road to Lancaster/Heutter Road along UPRR Access-Controlled Highway: Parallel to the UPRR line from Pleasant View Road to Lancaster Road. Note: North or south of UPRR line. Not feasible within UPRR right-of-way.	# Carried Forward
32	Pleasant View Road to SH-41 along UPRR Access-Controlled Highway (with parallel frontage road & interchanges at key crossroads): Parallel to the UPRR line from Pleasant View to SH-41. Note: North or south of UPRR line. Not feasible within UPRR right-of-way.	# Carried Forward
33	SH-41 to US-95 along UPRR Access-Controlled Highway (with parallel frontage road & interchanges at key crossroads): Parallel to the UPRR line from SH-41 to the northeast and connect to US-95. Note: North or south of UPRR line. Not feasible within UPRR right-of-way.	# Eliminated The alignment parallel to the UPRR line to the SH-53/US-95 single-point interchange is unreasonable as this would require the construction of an interchange complex linking three major roadways above the UPRR line. The alignment could reasonably connect to US-95 1 mile south of existing US-95 and SH-53 interchange, similar to other alignments carried forward.

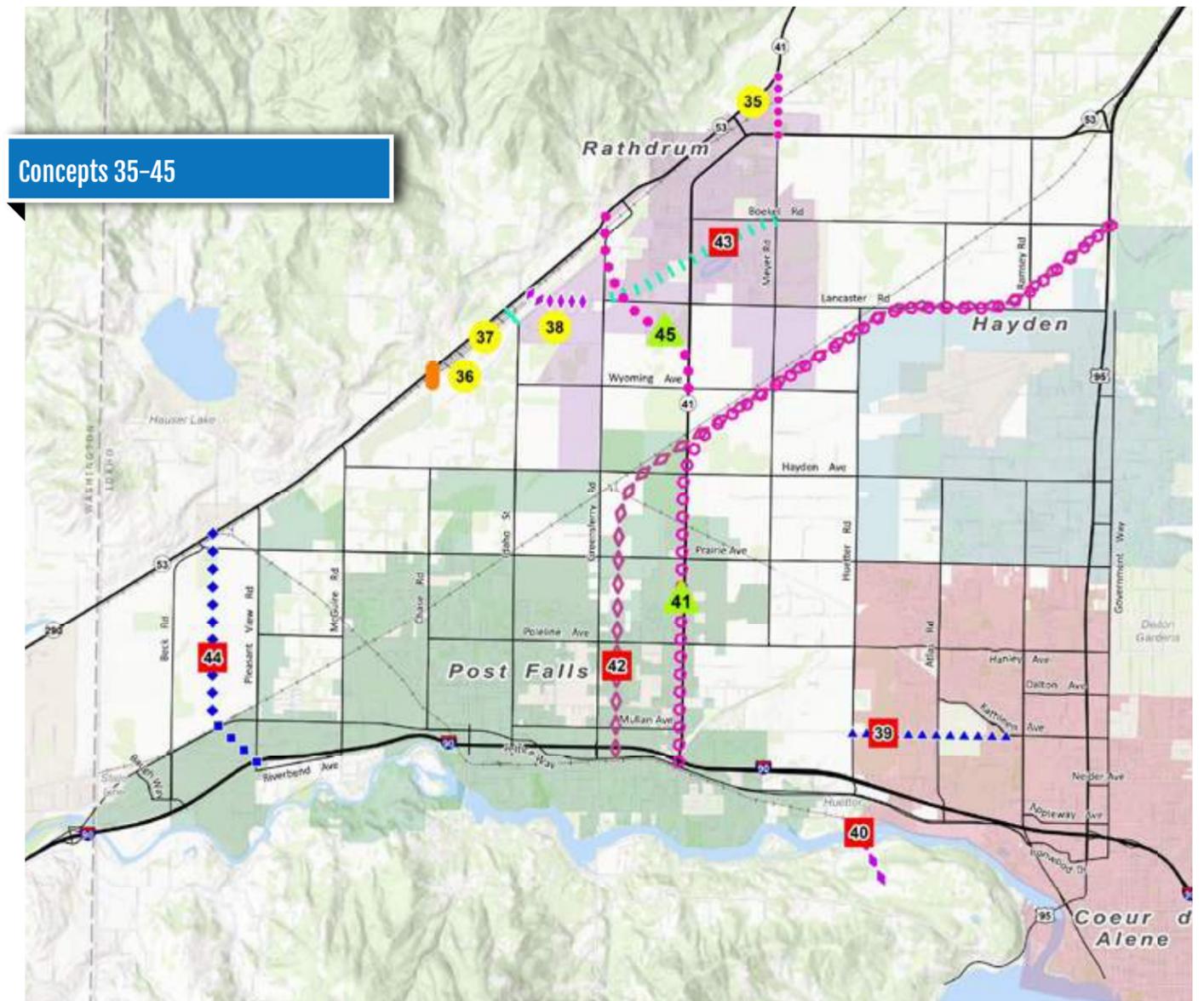
Level 1 Concept ID	New Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale for Eliminated Concepts
34	Stateline to Huetter Road along UPRR Access-Controlled Highway (with parallel frontage road & interchanges at key crossroads): Parallel to the UPRR line from state line to the Huetter Road. Note: North or south of UPRR line. Not feasible within UPRR right-of-way.	# Carried Forward



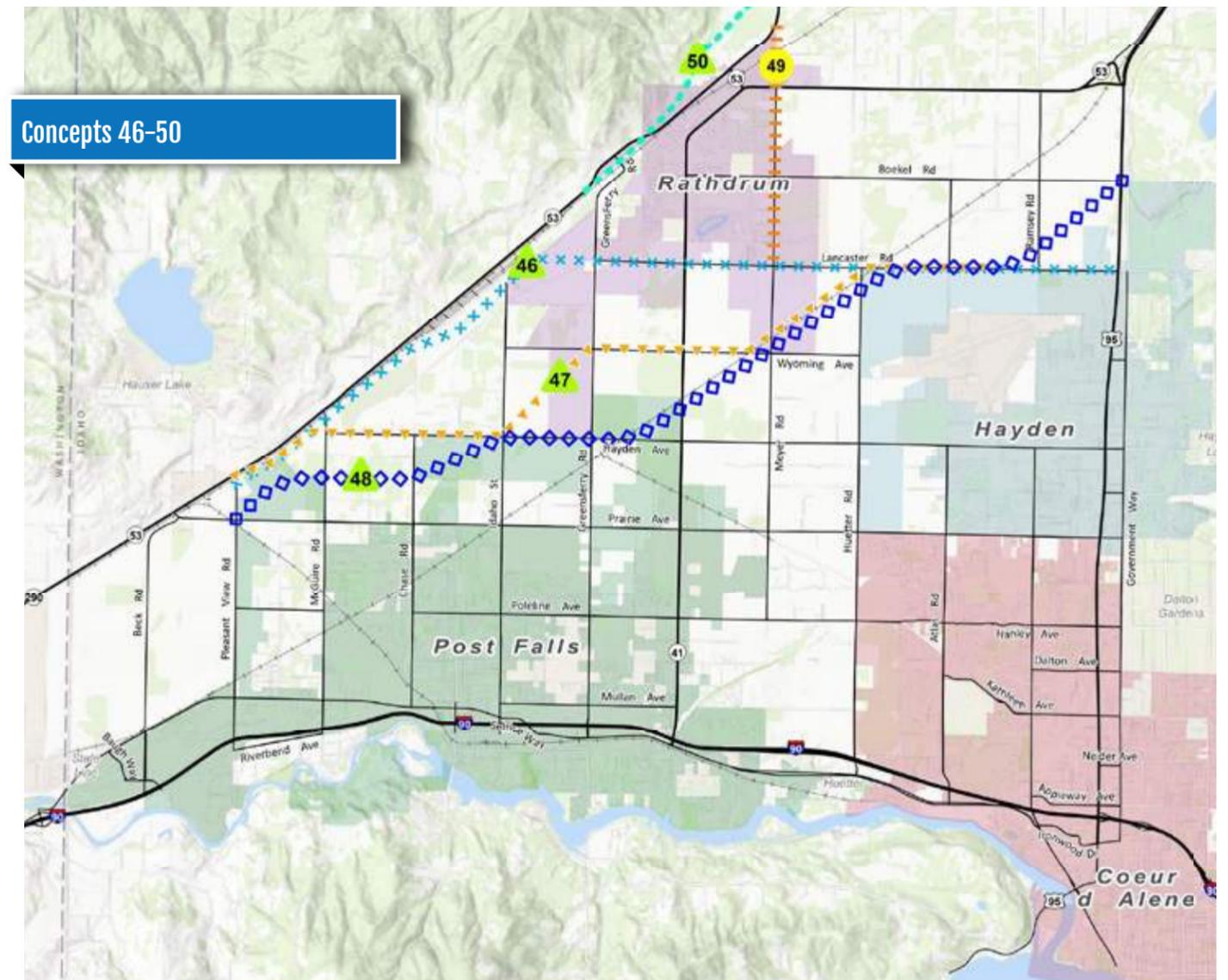
Level 1 Concept ID	New Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale for Eliminated Concepts
35	Meyer Road, Extension: Extend Meyer Road from SH-53 over BNSF and connect to SH-41.	# Retained as Element
36	Chase Road, SH-53 Connection: Extend Chase Road over BNSF and connect to SH-53.	# Retained as Element
37	Idaho Road, SH-53 Connection: Extend Idaho Road over BNSF and connect to SH-53.	# Retained as Element
38	Lancaster Road, SH-53 Connection: Extend Lancaster Road over BNSF and connect to SH-53.	# Retained as Element
39	Mullen Avenue, Extension: Extend Mullen Avenue from programmed project at Huetter Road to Kathleen Avenue.	# Eliminated Considered unreasonable due to alignment bisecting U.S. Forest Service nursery property.
40	Huetter Road, Extension: Continue Huetter Road south over the Spokane River on a new bridge, then into a tunnel to connect to US-95.	# Eliminated Not within the scope of this study.



Level 1 Concept ID	New Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale for Eliminated Concepts
41	SH-41, Access-Controlled Highway (with parallel frontage road & interchanges at key crossroads) from I-90 to US-95: SH-41 from I-90 to a new alignment south of UPRR line connecting to US-95.	 Carried Forward
42	Parallel to Greensferry Road, New Access-Controlled Highway (with parallel frontage road & interchanges at key crossroads): Parallel to Greensferry Road from I-90 to a new alignment south of UPRR connecting to US-95.	 Eliminated An access-controlled highway would necessitate an interchange with I-90. Directly connecting to I-90 is infeasible due to proximity (less than 1 mile) to adjacent interchanges. Note: Collector-distributor roads and other infrastructure along I-90 are being studied separately, which could make this feasible; however, it is outside of the scope of this study.
43	New North-South Rathdrum Arterial: New arterial between Meyer Road/Boekel Road and Greensferry Road/Lancaster Road.	 Eliminated Considered unreasonable due to alignment location entirely within utilities corridor. Anticipated high level of impacts to utilities corridor.
44	New North-South Access-Controlled Highway on west side of study area: I-90 to SH-53 between Beck Road and Pleasant View Road, connect to Pleasant View Road/I-90 Interchange.	 Eliminated Considered unreasonable as this alignment would serve the same purpose as a Pleasant View Road access-controlled corridor, and Pleasant View Road has an existing alignment and right-of-way, and established connection to I-90.
45	SH-41, North Realignment: Realign SH-41 to the west north of Wyoming Avenue to align with Greensferry Road with a new overpass over the BNSF line.	 Carried Forward



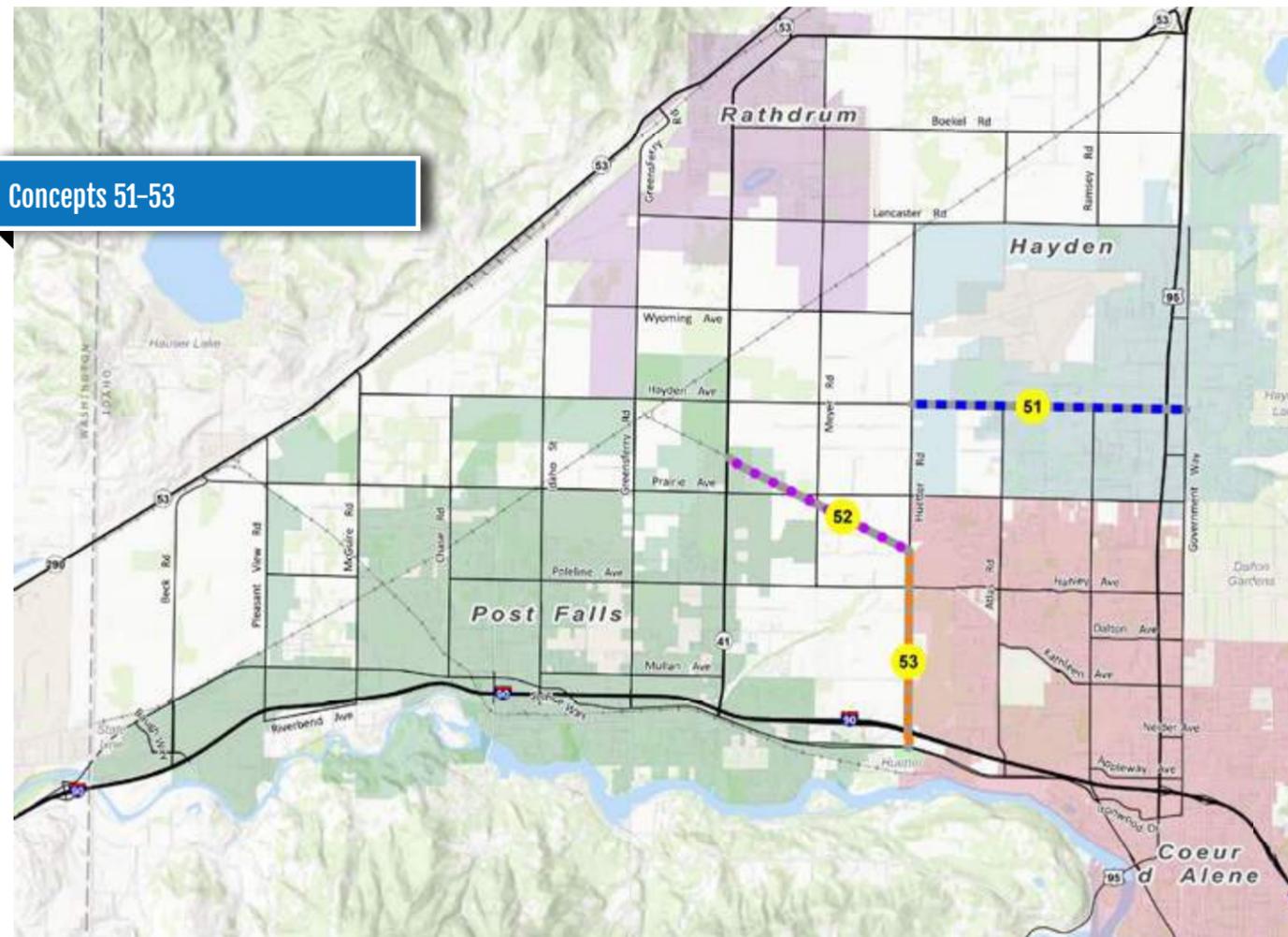
Level 1 Concept ID	New Roadway Concept Description for Story Map	Preliminary Screening Result and Rationale for Eliminated Concepts
46	New East-West Access-Controlled Highway South of Rathdrum to US-95 via Lancaster Road: From SH-53 and Pleasant View Road, parallel to BNSF line to Lancaster Road, and parallel to UPRR line to connect with US-95.	 Carried Forward
47	New East-West Access-Controlled Highway South of Rathdrum to from Pleasant View Road and SH-53 to US-95 via Wyoming and Parallel to UPRR line: From SH-53 and Pleasant View Road to Wyoming Avenue, and parallel to UPRR line to connect with US-95.	 Carried Forward
48	New east-west corridor from Pleasant View Road to US-95 via new alignment from Pleasant View Road to Hayden Avenue and parallel to UPRR line.	 Carried Forward
49	New North-South Access-Controlled Highway along Meyer Road: Realign SH-41 and SH-53 north of Rathdrum with direct connection to Meyer Road over the BNSF line.	 Retained as Element
50	New East-West Access-Controlled Highway north of Rathdrum: Realign SH-53 north of the City of Rathdrum from Greensferry Road to connect with SH-41.	 Carried Forward



New Pathway Concepts

Facilities for use by bicycles, pedestrians, and other non-motorist users.

Level 1 Concept ID	New Pathway Concept Description for Story Map	Preliminary Screening Result and Rationale for Eliminated Concepts
51	Hayden Avenue, Pathway: Add pathway along Hayden from Huetter Road to Government Way.	# Retained as Element
52	Prairie Trail, Trail Extension: Extend Prairie Trail through old railroad line from Meyer Road to SH-41.	# Retained as Element
53	Huetter Road, Bicycle and Pedestrian Improvements: Add pedestrian access along Huetter Road from Seltice Way to new trail along the rail corridor and to Centennial Trail.	# Retained as Element



Concepts 51-53

Prairie-wide Concepts

General concepts and ideas that are not location specific and apply to the entire study area.

- » Expand Traffic Management Center (TMC) and Intelligent Transportation System (ITS).
- » Consolidate railroad crossings, replace with overpasses.
- » Provide grade-separated crossings of I-90 for trails, bikes, and pedestrians.
- » Implement KMPO Regional Non-Motorized Transportation Plan.
- » Expand transit service (shorter headways, more routes) and incorporate transit use and connections into project implementation.
- » Update signal timing plans for highway and arterials.
- » Implement location-specific safety countermeasures.
- » Develop and enforce access management policies on major arterial roadways.

Retained as Element

Notes:



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY

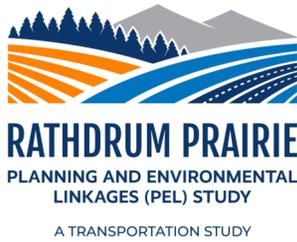
If you have questions, please contact the study team:
info@rathdrumprairiepel.com

Share your input by submitting a comment form or mailing one to:

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

Comments are due by **Friday, July 19, 2024.**



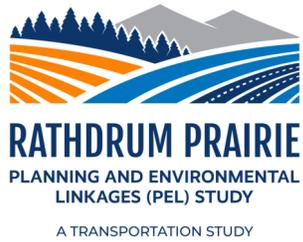


Appendix C | Comments

**Public Information Meetings: June 24 and 25,
2024**

Online Meeting: June 12-19, 2024





- Public Information Meeting
 - June 25, 2024 Meeting
 - [Comment Forms](#)
 - [Table Map Comments](#)
 - June 26, 2024 Meeting
 - [Comment Forms](#)
 - [Table Map Comments](#)
- Online Meeting
 - [Comments](#)
- [Comments Mailed to ITD](#)
- [Comments EMAILED to ITD](#)
- [Comment forms from ITIP Workshop](#)



Public Information Meeting Comment Forms

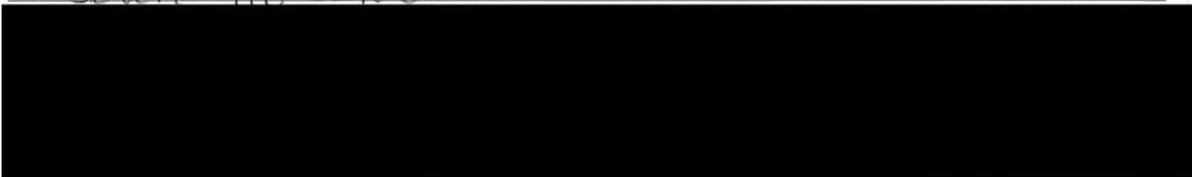
June 25, 2024



Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 25, 2024
 Kootenai Technical Education Campus (KTEC)
 6838 W Lancaster Road
 Rathdrum, Idaho
 5 p.m. – 7:30 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.
 JOAN KELLNER



Phone:

Would you rather type your comments?

Use the QR code or visit the project webpage at itdprojects.idaho.gov/pages/rathdrum-prairie-pel to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?

Make all intersections the same -
 ALL stop lights
 Better signs Bigger to see -
 Detour signs explain where to go

What is important to you as we continue to refine options for the study area?

- continue comments on side 2 -



RATHDRUM PRAIRIE
 PLANNING AND ENVIRONMENTAL
 LINKAGES (PEL) STUDY



Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 25, 2024
 Kootenai Technical Education Campus (KTEC)
 6838 W Lancaster Road
 Rathdrum, Idaho
 5 p.m. – 7:30 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: Keon Dingesari



Would you rather type your comments?
 Use the QR code or visit the project webpage at
itdprojects.idaho.gov/pages/rathdrum-prairie-pel
 to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?

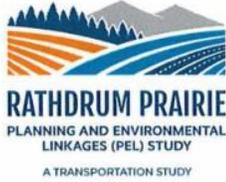
What is important to you as we continue to refine options for the study area?

*Consistency in intersection - stop lights instead
 of roundabouts - Better signage warning*

- continue comments on side 2 -

of intersections, especially roundabouts





Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 25, 2024
 Kootenai Technical Education Campus (KTEC)
 6838 W Lancaster Road
 Rathdrum, Idaho
 5 p.m. – 7:30 p.m.

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

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



Phone:

Would you rather type your comments?

Use the QR code or visit the project webpage at itdprojects.idaho.gov/pages/rathdrum-prairie-pel to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



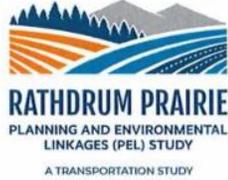
What do you think of the options developed for the study?

*make all intersections consistent. (cross sections)
 stop lights instead of roundabouts
 Better signage.*

What is important to you as we continue to refine options for the study area?

- continue comments on side 2 -





Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 25, 2024
 Kootenai Technical Education Campus (KTEC)
 6838 W Lancaster Road
 Rathdrum, Idaho
 5 p.m. – 7:30 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: Reinold Yande



Comments?

Use the QR code or visit the project webpage at itdprojects.idaho.gov/pages/rathdrum-prairie-pel to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?

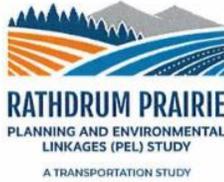
Good. Reasonable. Will help alleviate traffic
buildup, congestion, speed up thru traffic.
So far, so good.

What is important to you as we continue to refine options for the study area?

congestion, safety (#1), traffic flow - quickly & safely
get from point A to point B.

- continue comments on side 2 -





Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 25, 2024
 Kootenai Technical Education Campus (KTEC)
 6838 W Lancaster Road
 Rathdrum, Idaho
 5 p.m. – 7:30 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:

DARLENA WILSON



Use the QR code or visit the project webpage at itdprojects.idaho.gov/pages/rathdrum-prairie-pel to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



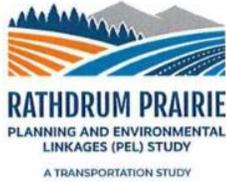
What do you think of the options developed for the study?

What is important to you as we continue to refine options for the study area?

*Make all cross section - inter sections
 as consistant as possible -*

- continue comments on side 2 -





Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 25, 2024
 Kootenai Technical Education Campus (KTEC)
 6838 W Lancaster Road
 Rathdrum, Idaho
 5 p.m. – 7:30 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.

RICHARD BAKER



Phone:

Would you rather type your comments?
 Use the QR code or visit the project webpage at
itdprojects.idaho.gov/pages/rathdrum-prairie-pel
 to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?

We support # 24
 we support # 47
~~we support # 16~~
 We support # 14
 We also like # 36

What is important to you as we continue to refine options for the study area?

- continue comments on side 2 -





RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

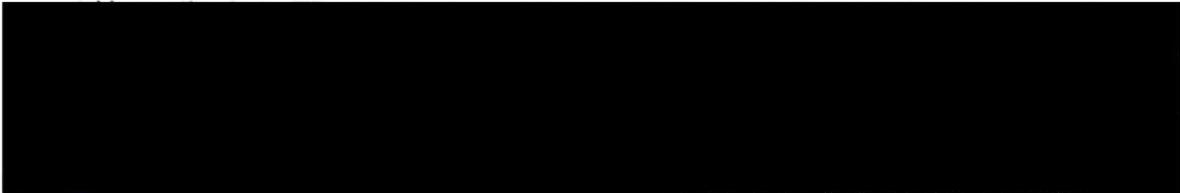


Rathdrum Prairie
Planning and Environmental Linkages (PEL) Study
Public Meetings
June 25, 2024
Kootenai Technical Education Campus (KTEC)
6838 W Lancaster Road
Rathdrum, Idaho
5 p.m. – 7:30 p.m.

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:

BLESSED SACRAMENT LUTHERAN Church (BSLC)



Use the address or visit the project web page at
itdprojects.idaho.gov/pages/rathdrum-prairie-pel
to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?

Blessed Sacrament Lutheran Church (BSLC) is firmly opposed to concept # 28, The Huetter Rd 4 or 6 lane access controlled HWY. The amount of our property likely to be devoured is oppressively burdensome. The additional setbacks that would accompany such a project would extend deeply into our property greatly limiting our current use and severely restrict future use. It is too much!

What is important to you as we continue to refine options for the study area?

We want to continue to have access to Huetter Rd from our church property. We want to maintain the physical integrity of our property as it exists currently. We do not wish to lose

- continue comments on side 2 -



Blessed Sacrament Lutheran Church (continued)

any of it. We also value Harvest Rd and Orchard Rd having continued access to Hwelter.

General comments or input:

of the proposed Hwelter Rd options, #16 seems the least onerous. Why can't this be reconfigured into a three lane (two lanes of traffic with center turn lane)? Lancaster and 95 are at the intersection is clearly designed to handle additional traffic. Why not capitalize on that?



RATHDRUM PRAIRIE
 PLANNING AND ENVIRONMENTAL
 LINKAGES (PEL) STUDY



Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 25, 2024
 Kootenai Technical Education Campus (KTEC)
 6838 W Lancaster Road
 Rathdrum, Idaho
 5 p.m. – 7:30 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: *Kelly Heck*



Use the QR code or visit the project webpage at itdprojects.idaho.gov/pages/rathdrum-prairie-pel to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?

*Work support + fuel would be very useful #24
 I would also like to see #47 @ frontage road south of 53
 I would also be a little supportive of #46
 These would all help the flow from east to west
 #14 would be a great way to get to from I90 to 53
 #36 would also work*

What is important to you as we continue to refine options for the study area?

- continue comments on side 2 -



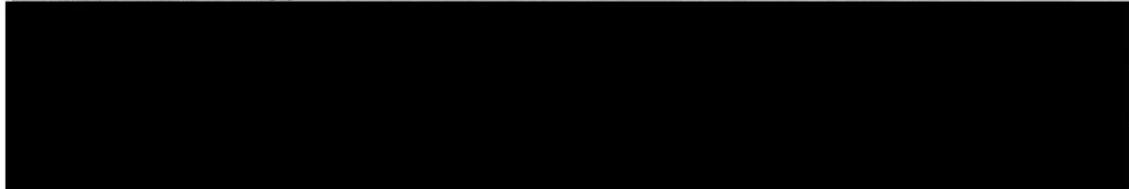


Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 25, 2024
 Kootenai Technical Education Campus (KTEC)
 6838 W Lancaster Road
 Rathdrum, Idaho
 5 p.m. – 7:30 p.m.

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

Shawn Dahn

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



Phone:

Would you rather type your comments?

Use the QR code or visit the project webpage at itdprojects.idaho.gov/pages/rathdrum-prairie-pel to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



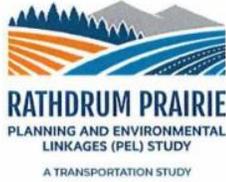
What do you think of the options developed for the study?

*Prefer options 16/17 Not option 28
 San Hugler Area.*

What is important to you as we continue to refine options for the study area?

- continue comments on side 2 -



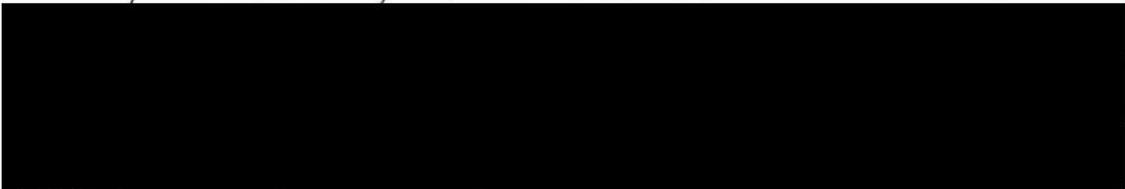


Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 25, 2024
 Kootenai Technical Education Campus (KTEC)
 6838 W Lancaster Road
 Rathdrum, Idaho
 5 p.m. – 7:30 p.m.

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

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

Mary Hammerly



Phone: / /

Would you rather type your comments?

Use the QR code or visit the project webpage at itdprojects.idaho.gov/pages/rathdrum-prairie-pel to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?

#19 is not realistic because 95 to Huetter is now or soon will be residential streets + There is no room for a 4 lane road plus turning lanes

#52 is great idea because it would make use of existing old RR roadbed + could be accomplished

What is important to you as we continue to refine options for the study area?

at less cost than acquiring new access, etc

- continue comments on side 2 -





RATHDRUM PRAIRIE
 PLANNING AND ENVIRONMENTAL
 LINKAGES (PEL) STUDY



Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 25, 2024
 Kootenai Technical Education Campus (KTEC)
 6838 W Lancaster Road
 Rathdrum, Idaho
 5 p.m. – 7:30 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: Branlon LaBreck

Address - City, State, ZIP: Rathdrum

Email: _____

Phone: _____

Would you rather type your comments?
 Use the QR code or visit the project webpage at
itdprojects.idaho.gov/pages/rathdrum-prairie-pel
 to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?

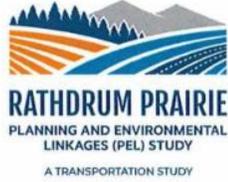
#28, Haetter Bypass is The Best Option at This Time. It would
reduce Semi Volume and Total volume. Reduction of Volume
would provide Traffic Calming and reduce aggressive Driving.

What is important to you as we continue to refine options for the study area?

increas Flow and Provide Traffic Calming Measures.

- continue comments on side 2 -





Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 25, 2024
 Kootenai Technical Education Campus (KTEC)
 6838 W Lancaster Road
 Rathdrum, Idaho
 5 p.m. – 7:30 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: Heather O'Keefe



Use the QR code or visit the project webpage at itdprojects.idaho.gov/pages/rathdrum-prairie-pel to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?

I support an over/underpass #24
I support option 46 and 47.
I support option 14
I support option 36

What is important to you as we continue to refine options for the study area?

- continue comments on side 2 -





RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

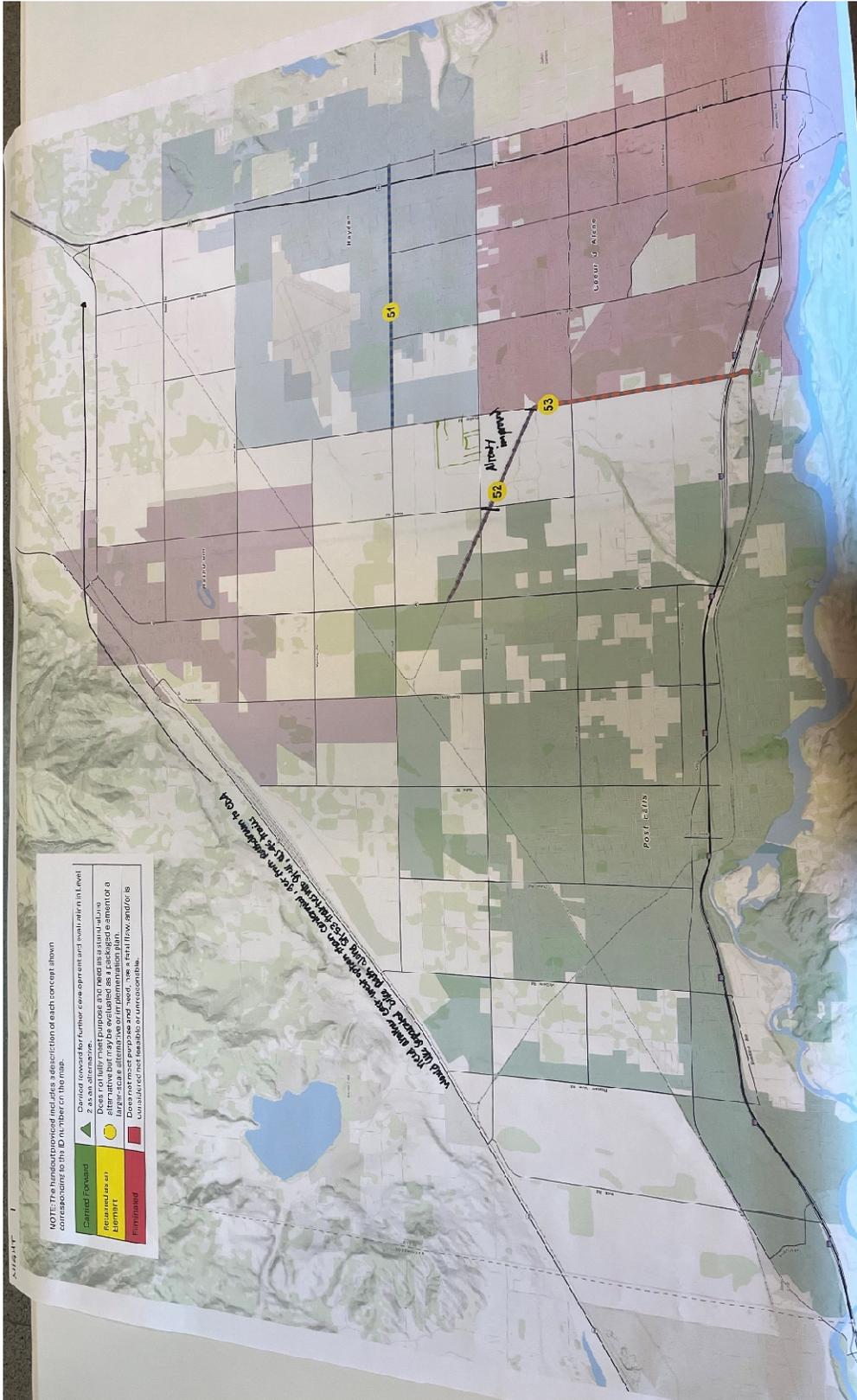
Public Information Meeting Table Map Comments
June 25, 2024





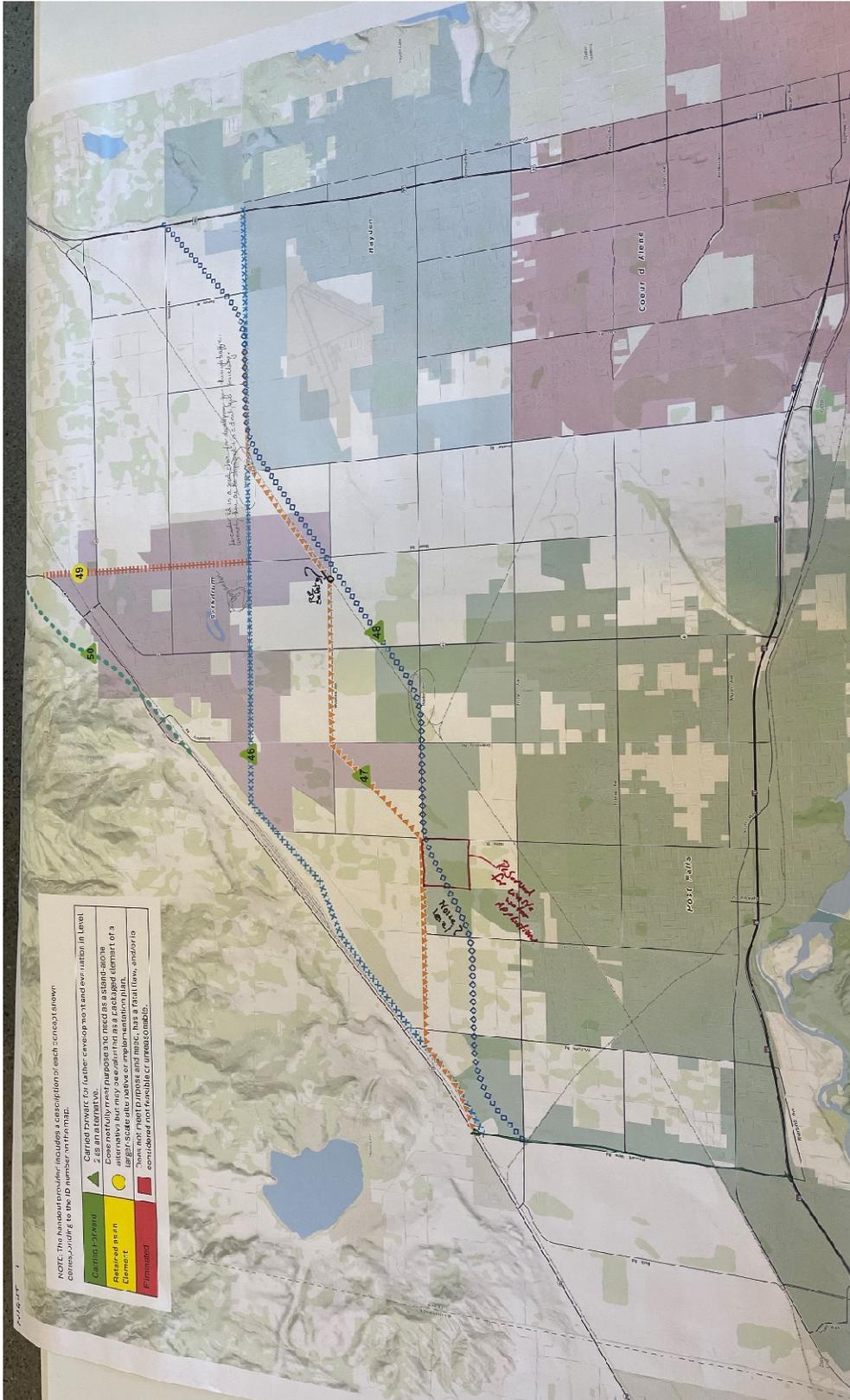
RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY





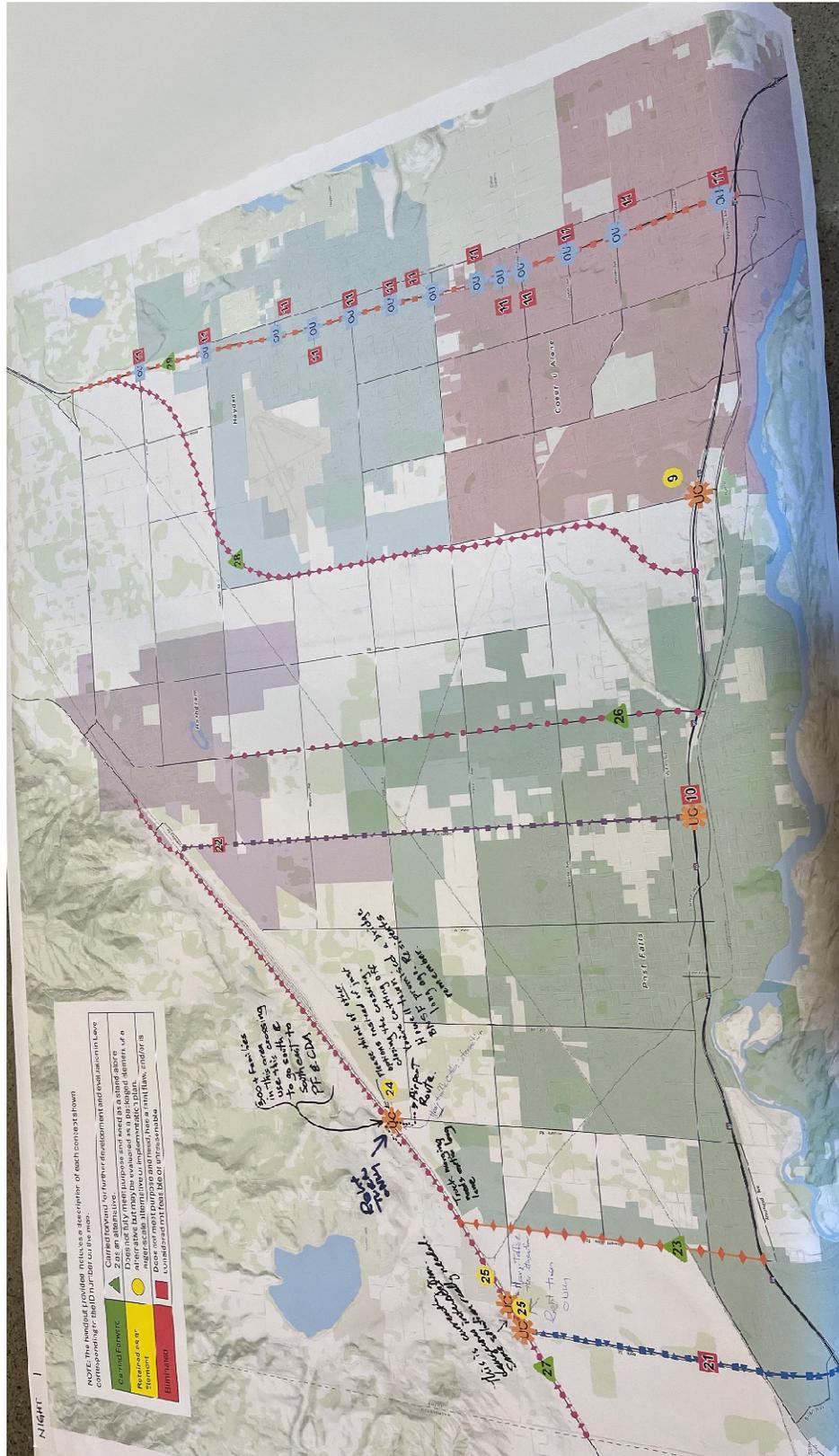
RATHDRUM PRAIRIE
 PLANNING AND ENVIRONMENTAL
 LINKAGES (PEL) STUDY





RATHDRUM PRAIRIE

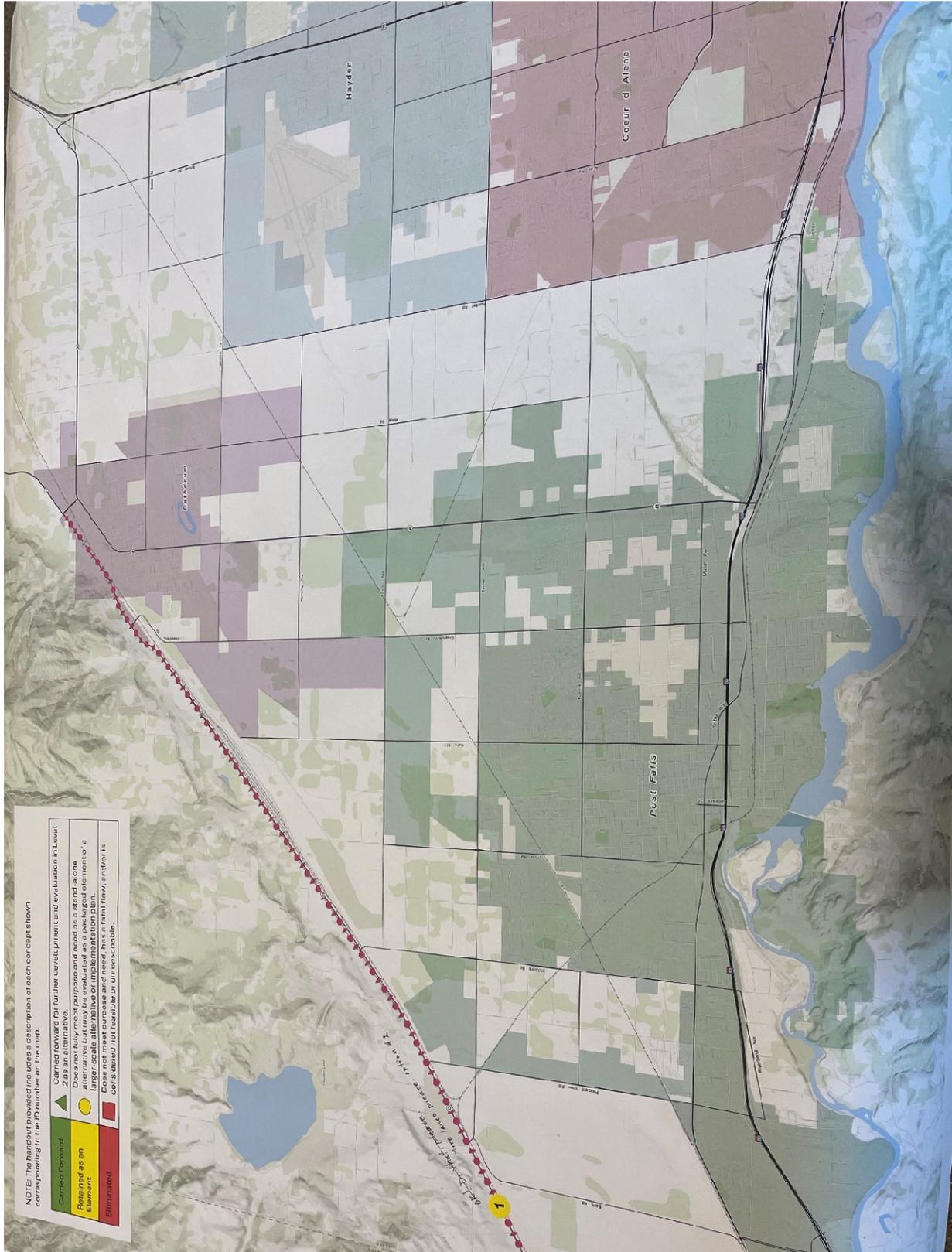
PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY





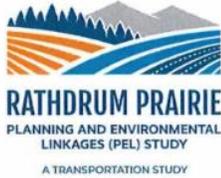
RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY



Public Information Meeting Comment Forms

June 26, 2024



Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 26, 2024
 Coeur d'Alene Shrine Club Event Center
 1250 W Lancaster Road
 Hayden, Idaho
 6 p.m. – 8:30 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: Kathy Pirato



Phone:

Would you rather type your comments?
 Use the QR code or visit the project webpage at
itdprojects.idaho.gov/pages/rathdrum-prairie-pel
 to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



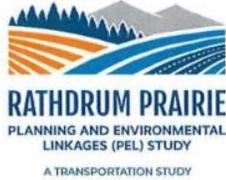
What do you think of the options developed for the study?

Hwy 2 between Prairie and Seltice is
an entirely Residential area, it absolutely
incomprehensible to put a highway through
there.

What is important to you as we continue to refine options for the study area?

~~non developed areas first before~~ To consider
To consider non developed areas first before
removing people from homes or taking land.

- continue comments on side 2 -



Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 26, 2024
 Coeur d'Alene Shrine Club Event Center
 1250 W Lancaster Road
 Hayden, Idaho
 6 p.m. – 8:30 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.

Stephanie Wolf



Phone:

Would you rather type your comments?

Use the QR code or visit the project webpage at itdprojects.idaho.gov/pages/rathdrum-prairie-pel to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



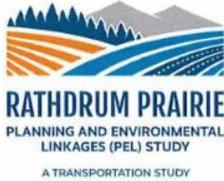
What do you think of the options developed for the study?

I feel that Hwy 41, being a highway already should have been used properly in the first place. It appears that the plans were obsolete before the construction on it even started. Looks as though your trying to use Huelter as a back up to cover your mistakes. Pleasant view also seems like a viable option.

What is important to you as we continue to refine options for the study area?

^(And Honest)
 A complete and serious study of the Rathdrum prairie Aquifer. Developers seem to get their way on everything. I have often heard people in the community say perhaps the Aquifer is the only way to slow them down in this area.
 - continue comments on side 2 -





Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 26, 2024
 Coeur d'Alene Shrine Club Event Center
 1250 W Lancaster Road
 Hayden, Idaho
 6 p.m. – 8:30 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: *Carolyn Dee*



Phone:

Would you rather type your comments?
 Use the QR code or visit the project webpage at
itdprojects.idaho.gov/pages/rathdrum-prairie-pel
 to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?

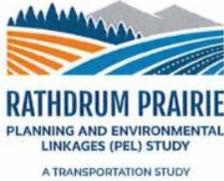
*A critical solution, RIGHT NOW, not years
 down the road, would be to accurately "time"
 the lights so traffic can move through. Include
 longer "green time" through this congested
 corridor (Lancaster to Hwy 90) on 95*

What is important to you as we continue to refine options for the study area?

*Control commercial traffic (logging trucks, etc.) off
 of Government way, back on to 95 ENFORCEMENT
 does not take a study!*

- continue comments on side 2 -

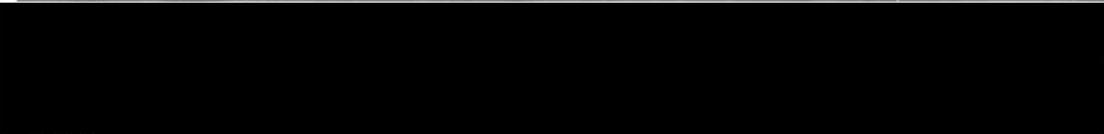




Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 26, 2024
 Coeur d'Alene Shrine Club Event Center
 1250 W Lancaster Road
 Hayden, Idaho
 6 p.m. – 8:30 p.m.

*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:
 Ed DePriest



Phone:

Would you rather type your comments?
 Use the QR code or visit the project webpage at itdprojects.idaho.gov/pages/rathdrum-prairie-pel to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?

*I understand the need for several options, but regarding the
 Huetter Bypass option, please make a decision quickly. This
 project See below*

What is important to you as we continue to refine options for the study area?

*Narrow the options quickly. The longer this is prolonged, the more
 it will cost. Where will that funding come from?*

- continue comments on side 2 -



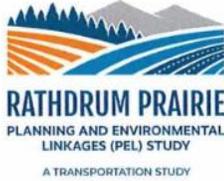
Ed DePriest (continued)

General comments or input:

The Weather Bypass has been talked about for decades. It is basically holding the ability of the city ^{of Hayden} to deal with growth and development hostage along that proposed route.

I see the majority issue being people coming from north of 53 down 95 having to go to 90 to go west to Spokane and vice versa.

I think the options that tie in at state line (Concept #2) and then continue on 53 E/W to 95 would alleviate a significant amount of those now traveling from N of 53 to 90 W to Spokane and vice versa.

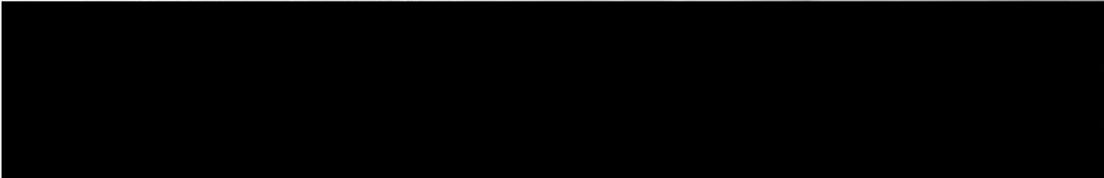


Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 26, 2024
 Coeur d'Alene Shrine Club Event Center
 1250 W Lancaster Road
 Hayden, Idaho
 6 p.m. – 8:30 p.m.

*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:

MARK & THERESIA GAGNON



Use the QR code or visit the project webpage at itdprojects.idaho.gov/pages/rathdrum-prairie-pel to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?

WE ARE HIGHLY OPPOSED TO CONCEPTS 46 AND ESPECIALLY 49. THIS AREA CONTAINS NEWER NEIGHBORHOODS, SOME LESS THAN 7 YEARS OLD THAT WOULD BE HIGHLY IMPACTED BY BOTH NOISE AND DECREASED PROPERTY VALUE IF IMPLEMENTED, NAMELY PRAIRIE SKY NEIGHBORHOOD. I WOULD RATHER SEE EITHER OPTIONS 47 OR 48 IMPLEMENTED INSTEAD. S.R. 53 NEEDS TO BE WIDENED WITH HIGHER SPEED LIMITS WITH AN EASIER CONNECTION TO I-90 AT EXIT 299, AND WITH MORE ACCESS POINTS TO/FROM THE PRAIRIE OVER BNSF.

What is important to you as we continue to refine options for the study area?

NOT TO HAVE OUR NEWLY PURCHASED HOME IMPACTED BY HIGH TRAFFIC NOISE, DECREASED HOME VALUE, OR WORSE, HOME ELIMINATED THROUGH EMINENT DOMAIN!

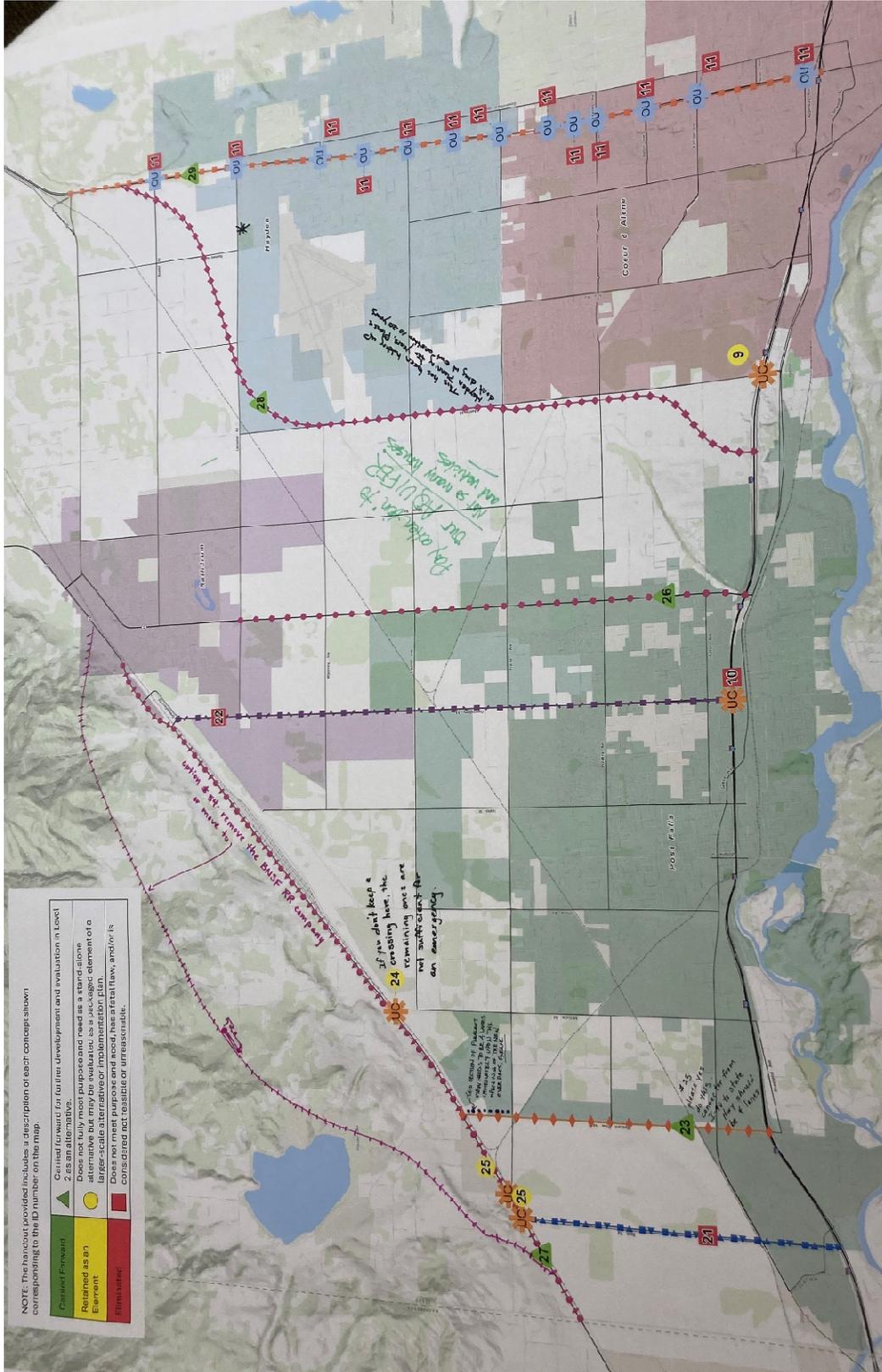
- continue comments on side 2 -





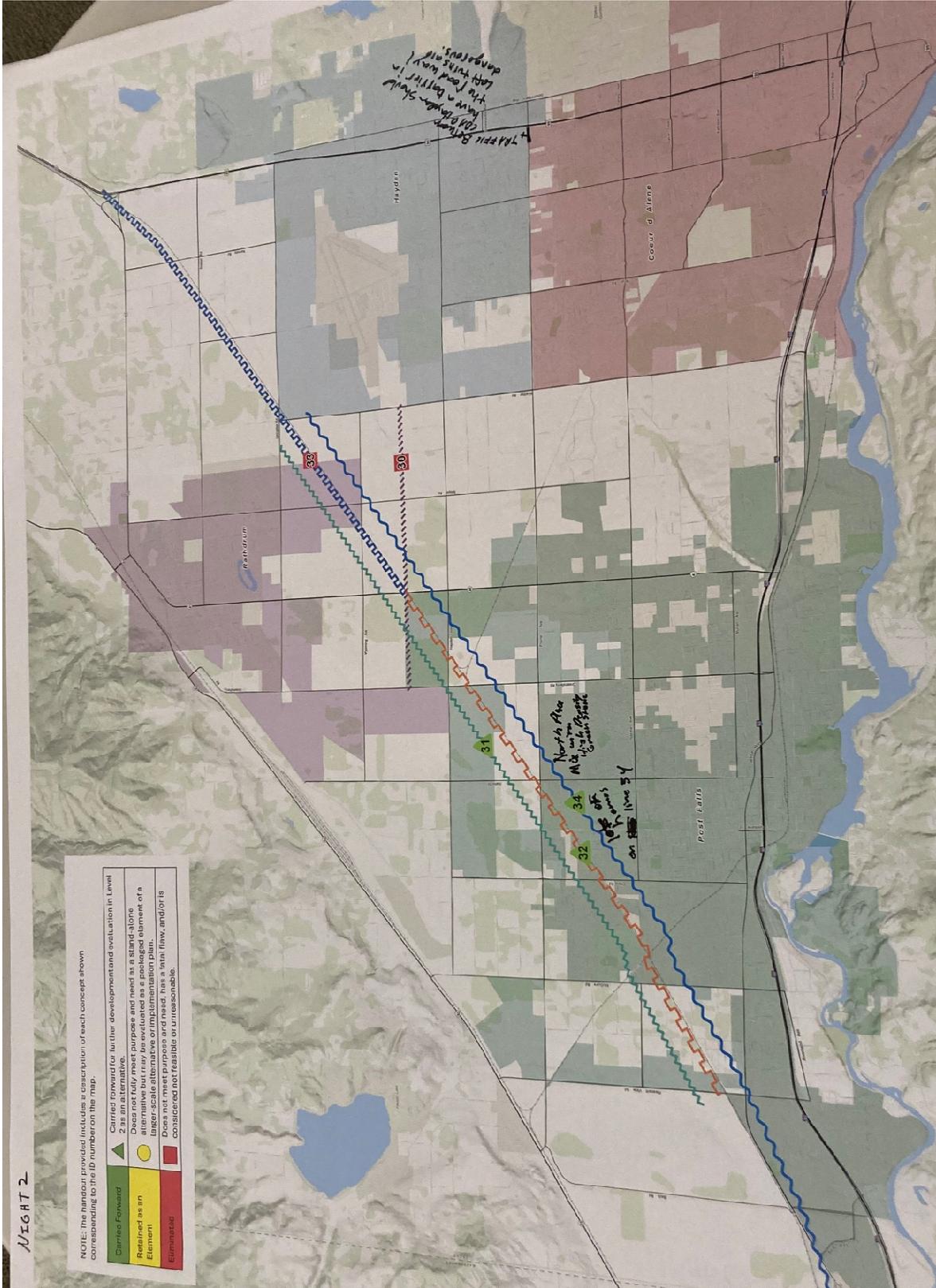
RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY





RATHDRUM PRAIRIE
 PLANNING AND ENVIRONMENTAL
 LINKAGES (PEL) STUDY

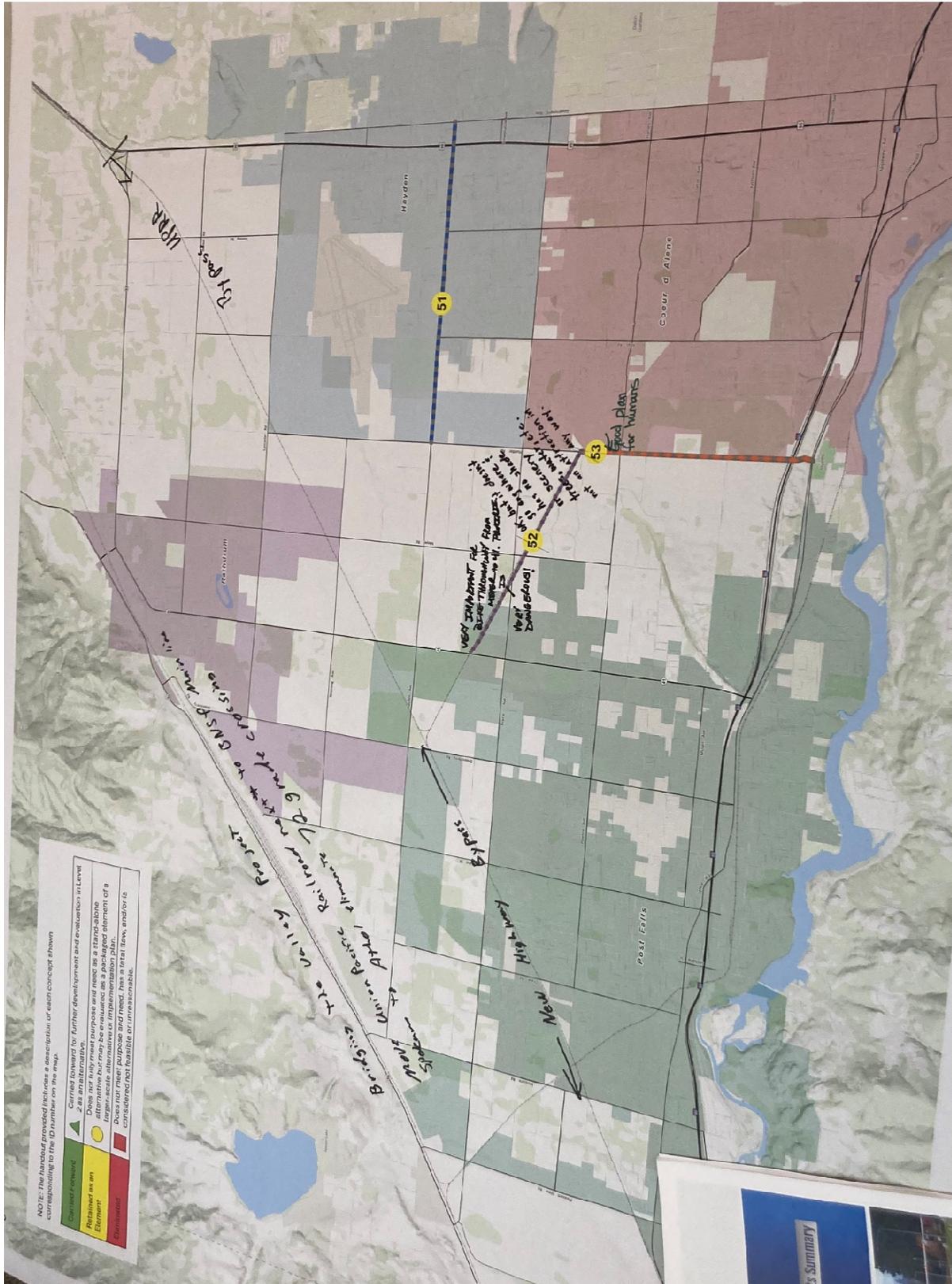


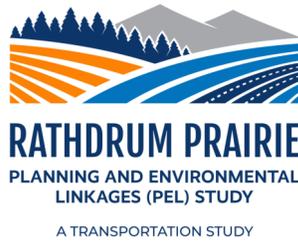
MEET 2





RATHDRUM PRAIRIE
 PLANNING AND ENVIRONMENTAL
 LINKAGES (PEL) STUDY





Online Meeting Comments June 27-July 19, 2024

Submission Date	Comments	First Name	Last Name
Jun 27, 2024	Lots of good ideas that you are advancing and incorporating! Please continue to keep some form of a Huetter / 95 bypass in the conversation! Thank you!	Asa	Gray
Jun 27, 2024	Disabled people need to be included as well. We already have a lot of disabled people that need access and more will be coming due to the refusal to address the ongoing pandemic. This is especially important for those that rely on wheelchairs and mobility scooters to get around.		
Jun 27, 2024	<p>Would like to suggest the following 2 projects based on continuing traffic growth & safety,</p> <ol style="list-style-type: none"> 1. Intersection Lancaster & Railway Ave. A stoplight or something comparable. With the Brookshire Development getting extremely challenging to get onto Lancaster. 2. "Pedestrian crosswalk @ Railway Ave. & Majestic Park St. Traffic has increased 5- fold in 6yrs. Dangerous to cross streets. <p>Thank you. Terry & Debbie Meece. Rathdrum</p>	Terry & Debbie	Meece
Jun 30, 2024	I attended the June 26th Meeting. While the information is good. I have one comment. In my opinion the most important improvement that can be made and that should be the highest priority is the Huetter By-pass #28. This would improve traffic for all of Kootenai County. It would take traffic pressure off of Highway 95 and off of Highway 4, especially the big truck traffic. In my opinion plans #31,32 & 34 do nothing for traffic congestion. Thank You.	Jon	Furbee
Jul 2, 2024	Hello, I'm very supportive of this PEL study and appreciate the time ITD/local agencies are putting into planning for our future. What is decided through this study will have a generation impact on the transportation aspects of our area. From a long-term circulation perspective, I greatly support strict access control on SH-53, I-90, US-95, SH-41, Pleasant View Road, Huetter Road, and Hayden Avenue. The original plan to access control Prairie Avenue would be too problematic to implement now that development has occurred, so choosing a logical east-west connector that is access controlled through the Rathdrum prairie and holding it will be very important for long-term circulation. I would recommend that ITD consider adopting an east-west corridor in the prairie (consider Hayden Avenue) to make	Kevin	Smith



Submission Date	Comments <small>TRANSPORTATION STUDY</small>	First Name	Last Name
	<p>it a State controlled 4-lane highway with frontage roads and access control. This idea is similar to alternative 48, but with the alignment following Hayden Avenue to the east all the way to US-95.</p> <p>Another consideration would be to revise concept 52. Last year the trail was constructed from Huetter Road to Meyer Road. A pedestrian undercrossing is programmed to be constructed in FY25 under Prairie Avenue along the old railroad line. It would be good to construct a trail from the currently planned terminus at Prairie Avenue to SH-41 along the old railroad line. Additionally, I would like to consider an option for a bike path along Poleline Avenue from Huetter Road to SH-41. That would be a direct route from CDA to Post Falls and would connect into a large development that is underway (Coeur Terre).</p> <p>Thanks for all you're doing on these studies. Great work!</p>		
Jul 2, 2024	One way to improve is NOT to approve so many building permits. Slow it down - that has been a concern for many years. We have too many out--of-state contractors and companies driving our area. Just slow it down!!!	Charlotte	Carstensen
Jul 2, 2024	One way to improve is NOT to approve so many building permits. Slow it down - that has been a concern for many years. We have too many out--of-state contractors and companies driving our area. Just slow it down!!!	Charlotte	Carstensen
Jul 3, 2024	I agree that the 8 identified locations are in desperate need of improvement. The two on Hayden Ave especially so. Lancaster / Huetter also seems to be a problem area. Is there a document that shows what specific remedies are planned or proposed? The recent upgrades on 95 (traffic light timing) seem to have had little positive effect at 2 or 3 intersections with traffic on 95 being stopped with no cross traffic present.	John	Baillie
Jul 3, 2024	I support the proposals number 28, 41, 16, 23, 48	FRITZ	WIEDENHOFF
Jul 3, 2024	You really need to route hwy traffic around down town Rathdrum. Their is no room for jamming that much traffic through town. A Lancaster by-pass sounds like good solution. Slow down hwy53 speed limit to 45 mph from Meyers Rd to Ramsey Rd. We have seen to many fatalities and 30 or 40 seconds longer won't kill anyone.	Jay	Mitchell
Jul 3, 2024	Concept 19 (Poleline/Hanley Arterial): Please drop ideas of turning Hanley into a 4-lane arterial where it goes right through the middle of a residential development (Coeur d'Alene Place) with three schools very close by. There have already been vehicle-pedestrian accidents involving school children before the Hanley to Poleline extension; chances of more accidents have increased now, and would skyrocket with a 4-lane arterial. This is NOT the place for that type of arterial!	Gary	Weber



Submission Date	Comments <small>TRANSPORTATION STUDY</small>	First Name	Last Name
Jul 4, 2024	I believe it would be a terrible idea to widen Hanley to 4 lanes. It runs through a very large neighborhood development, and there is HIGH pedestrian and bike traffic in the neighborhood in all seasons. There are also 2 schools (including a VERY busy high school, plus planning a middle school at Carrington), 2 churches, Children's Village, and a fire station. The traffic has already more than doubled since Hanley has been opened up to Poleline; and the danger (to pedestrians and cars) has already increased. It would be a disaster if Hanley were changed to 4 lanes! Most of Prairie (just north of Hanley) is already 4 lanes; and Hayden and Lancaster are much less developed, and could accommodate a change to 4 lanes much easier than Hanley. Good luck w/ the study. :)	Karen	Currie
Jul 5, 2024	The suggestion of widening Hanley to four lane from Heutter to 95 is concerning, especially through the new Coeur Terre development and Coeur d'Alene Place. There are several intersections that have high pedestrian volume during before and after school hours and are already congested. There are three schools in the Coeur d'Alene Place subdivision, with students moving back and forth across Hanley, with two additional school sites planned in the Coeur Terre development. Increasing traffic volume will more significantly impact the pedestrian traffic, specifically school aged children, in what has been a wonderful walkable neighborhood. Increasing the vehicle traffic will significantly impact the walkability and feel of the area, and increase risk to children accessing local schools. Please consider alternate east/west traffic routes through the area.	Michelle	Johnson
Jul 5, 2024	I'm very interested in staying informed as you provide meetings and input. Please keep me posted. Mrsfooj@me.com Thank you	Judy	Fujimoto
Jul 9, 2024	We both like the ideas of 3,4,16,17,26,27,37,& 38 for further evaluation. We also agree with the eliminated options and feel strongly that option 9 is a bad idea as 28 is preferable. We definitely like options 18,28,45, & 41 are options that should be completed.	Steven & Susan	Smith
Jul 9, 2024	CONCEPT 19 (POLELINE/HANLEY ARTERIAL): Please drop ideas of turning Hanley into a 4-lane arterial where it goes right through the middle of a residential development (Coeur d'Alene Place), with 4 schools very close by. There have already been vehicle-pedestrian accidents involving children before the Hanley to Poleline extension: chamber of more accidents have increased now, and would skyrocket with a 4- lane arterial. This is NOT the place for that type of arterial!	Cheryl	Weber





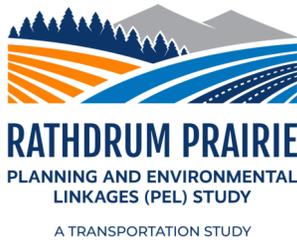
Submission Date	Comments TRANSPORTATION STUDY	First Name	Last Name
Jul 9, 2024	<p>The Preliminary Level 1 Screening Results Summary distributed at the recent Public Meeting includes a Retained as Element #49, showing Meyer Road as a North-South Access Controlled Highway connecting SH-41 and SH-53. Creating a connector highway through residential neighborhoods can not possibly be a viable alternative. From Nagle to the UPRR the roadway is lined on both sides with subdivisions that include pedestrian crossings crossing Meyer Road. Meyer Road is in need of repair, but only in the footprint already established. Otherwise the citizens of Rathdrum in this area take the full impact for those that choose to avoid SH-41 and US-95. The noise pollution along Meyer Road has already dropped property values and is extremely unpleasant.</p>	Matt	Harwood
Jul 16, 2024	<p>First, thank you for doing this study and accepting public input.</p> <p>I believe Existing Concepts 2, 3, 7, 17, 23 and especially 28 are most needed. For the New Concepts I like 31 & 48 the best.</p> <p>One I don't like is 19 for the section that goes east on Hanley from Atlas to 95 as it would destroy a neighborhood which has existing roundabouts which are working well.</p> <p>Thanks again for your work!</p>		
Jul 18, 2024	<p>I live off Hanley and Atlas. Extending Hanley over to Poline and Hwy 41 and beyond has created quite the traffic increase. It is difficult to cross Hanley as it is now. It is much more difficult to cross Hanley compared to last year when Hanley did not extend as it has a recently.</p> <p>I am very much opposed to Hanley becoming a four-lane arterial. I believe this is Option 19 I am opposed to. Hanley is where residents live and ride their bikes and walk their dogs. Children go to elementary school and need to regularly cross Hanley as well. This should not be a four-lane arterial down Hanley. Prairie is close by for this type of traffic. Please keep Hanley as quiet as possible.</p>	Lara	Newburn
Jul 19, 2024	<p>At the intersections of Meyer road and Hayden a light or round about is needed. Also a round about or light is need at the intersection of hayden and huetter road. Accidents occur here often. Further more a round about at huetter road and lancaster is needed.</p>	Samantha	Lahti
Jul 19, 2024	<p>I am a proponent of concept ID 28 - Huetter Road controlled access highway/ alternate I-95. With the continued growth this will be desperately needed to reduce congestion on 95 north of CDA. Thank you.</p>	Nicholas	Britz





Submission Date	Comments	First Name	Last Name
Jul 19, 2024	Do not take any more land away. The building needs to Stop. We don't need more infrastructure with the roadways. It just invites more people that we do not need. We are already passed capacity. The water systems won't be able to keep up. The roads won't ever be enough.		





Comments Mailed to ITD



JUL 3 2024 04:10:11

ITD District 1
ATTN: Carrie Ann Hewitt, P.E.
600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764

Dear Ms. Hewitt and Idaho Transportation Department:

It has come to the attention of the Board of Directors of the Coeur d'Alene Place Homeowners Association that Option 19 in the Rathdrum Prairie Planning and Environmental Linkages (PEL) Study would turn Hanley Avenue into a four (4) lane road. On behalf of the homeowners in Coeur d'Alene Place we want to make a strong objection to such a change.

Hanley Avenue runs through the middle of Coeur d'Alene Place. Even with extending Hanley to Poleline we are experiencing a significant increase in traffic making it difficult for us to cross Hanley Avenue or even enter the traffic on Hanley Avenue from our streets. If Hanley Avenue was changed to a four (4) lane road our neighborhood would be virtually sliced in two and the safety of anyone trying to cross Hanley Avenue, especially on foot would be in danger.

There are three (3) schools within Coeur d'Alene Place. Skyway Elementary school sits approximately a block from Hanley Avenue. Children from throughout our neighborhood attend Skyway Elementary and approximately half must cross Hanley Avenue to get to school. Children walk, ride bikes, etc. to reach this school since it is neighborhood school. There is no bus route available for the children in the neighborhood. Woodland Middle School is at the south end of Coeur d'Alene Place and children from all over Coeur d'Alene Place walk, ride bikes, etc. to Woodland Middle School. Since Hanley runs through the middle of Coeur d'Alene Place half of these students would need to cross Hanley Avenue to get to school. Lake City High school is located on the Western edge of Coeur d'Alene Place and draws students from all over our neighborhood. Again, many of these students would be walking and driving to school and be forced to cross a four (4) lane road to get to school if Hanley Avenue was changed to a four (4) lane arterial. In addition, many of the students at Lake City High School cross Hanley Avenue to get lunch, etc. at the strip mall on the north side of Hanley Avenue. All of these students would be at a significant risk if they were forced to cross a four (4) lane road. Placing a four (4) lane road in the middle of such a large school attendance area is a bad idea and asking for accidents and injuries to these children.

Hanley Avenue is the main road used by residents of Coeur d'Alene Place to get anywhere outside of our development. There are many short blocks that would most likely be prevented

Rockwood Property Management • 1421 North Meadowwood Lane Suite 200 • Liberty Lake WA 99019





from actually being able to enter Hanley Avenue from their streets, or if allowed to do so would have a great deal of difficulty entering the traffic, especially if a left turn was attempted.

Hanley Avenue has residential property on both sides of the street in Coeur d'Alene Place as well as an extensive trail system. If a four (4) lane road was put in this area, there would be a great deal of difficulty constructing such a road without be forced to remove at least a portion of these homes, or at the very least portions of the trail system that runs through Coeur d'Alene Place and allows us to walk or use bikes to reach destinations within and outside of Coeur d'Alene Place. (The trails in Coeur d'Alene Place connect to both the Prairie and the Atlas Trail and are used daily by residents of Coeur d'Alene Place.) If the goal is to encourage use of forms of transportation other than cars, destroying an existing trail system that is used extensively by the residents of Coeur d'Alene Place and the surrounding developments, especially by students going to and from school would be a terrible idea.

In summary changing Hanley Avenue to a four (4) lane road to run through Coeur d'Alene Place would divide our neighborhood and create a major safety hazard, especially to our children attending the three (3) schools in our neighborhood. We suggest you abandon this proposal.

Respectfully,

Cd'A Place Master Association
c/o Rockwood Property Management

PHONE: (509) 321-5921

Rockwood Property Management • 1421 North Meadowood Lane Suite 200 • Liberty Lake WA 99019

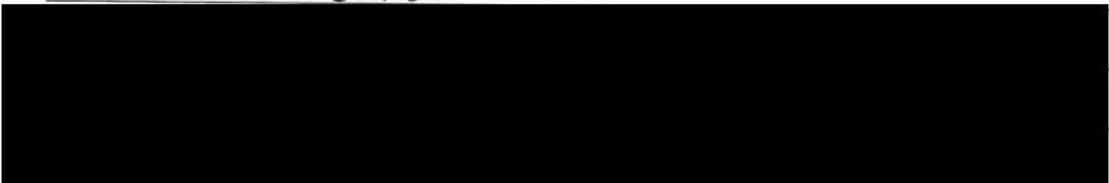




Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 25, 2024
 Kootenai Technical Education Campus (KTEC)
 6838 W Lancaster Road
 Rathdrum, Idaho
 5 p.m. – 7:30 p.m.

*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: Joe K. Verner



Use the QR code or visit the project webpage at itdprojects.idaho.gov/pages/rathdrum-prairie-pel to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?
 June 28, 2024

Dear Carrie Ann Hewitt- ITD Planning Lead

Thank you and your teammates for organizing the Preliminary Level 1 Screening Results Survey for the Rathdrum Prairie Public Meetings in June '24. I was impressed with the study and work that went into this planning document; well, "most" of the work. The one item (so far) that I am not in agreement with / support of is, currently classified as # Retained as Element, and calls for Hanley Ave from US-95 in CdA to Greensferry Road in Post Falls to be updated from a two-lane residential roadway through the middle of the densely populated CDA Place residential area of approximately 1900 residences and growing another 150+ residences by the end of 2026. Hanley is "the only" mainline roadway (east-west) "main thoroughfare" through CDA Place.

- continue comments on side 2 -





There are three schools in CDA Place, Skyway Elementary, located one-half block from Hanley; Woodland Middle School at the south end of CDA Place; **AND** Lake City High School on the corner of Hanley and Ramsey. Children and youths travel along Hanley via foot traffic, ride scooters, bikes, etc to get to and from their neighborhood school/s. A 4-lane roadway through CDA Place is a danger-zone of the first degree; and, traffic accidents involving children & youth is asking for multiple and continuous multi-million \$\$\$ law suits.

An alternative, perhaps, is to think about a 4-lane roadway on Hanley Ave to Greensferry, beginning at Huetter where Hanley becomes Poleline. Construction issues "might" be more manageable because properties on north and south sides of the roadway are "country-style" acre-sized or more lots with houses set back 50-100 feet from the roadway. It is a thought. Think about it and research it, PLEASE. The option is to leave Hanley and Poleline the way they are, period !

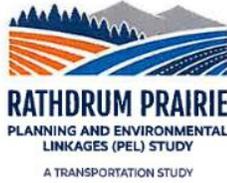
Thanks, *Joe Verner*







RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY



Rathdrum Prairie
Planning and Environmental Linkages (PEL) Study
Public Meetings
June 26, 2024
Coeur d'Alene Shrine Club Event Center
1250 W Lancaster Road
Hayden, Idaho
6 p.m. – 8:30 p.m.

RECEIVED
JUL 05 2024

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: Helen Furbel



Use the QR code or visit the project webpage at itdprojects.idaho.gov/pages/rathdrum-prairie-pel to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?

Well done! #28
I really would like to see the Huettner by-pass
move forward ASAP. It is overdue and housing
being built will only make for more "NIMBY" people.
Options 31, 32 and 34 make no sense to me. Use 53
or the Huettner by-pass (#28). #'s 31, 32 + 34 do nothing for
US95 from/to the south congestion.

What is important to you as we continue to refine options for the study area?

Moving forward as quickly as prudent and picking ~~up~~ the
routes so that developers are aware and don't build
in ROW.

- continue comments on side 2 -



General comments or input:

We also need another bridge in Post Falls over the Spokane River. There used to be 4. There continues to be development south of the river and it is a safety issue that there are only 2 bridges in a wildfire potential area.

Greensterry is the obvious choice. At some point, safety and congestion need to outweigh ~~the~~ the use of Templins marina.



RATHDRUM PRAIRIE PEL STUDY

JUL 05 2024
RECEIVED

I attended the open house on June 26 and picked up a copy of your comment questionnaire. Unfortunately my hand writing is atrocious, so I am doing it this way. I will follow the format that is used in the questionnaire.

Name: David Minor



What do you think of the options...? For the most part, I think it is pretty good. See comments later.

What is important to me in refining options? The Rathdrum Aquifer seems to be ignored, yet that is the source of our drinking water as well as for half a million people in Spokane County. While that is not the focus of this study, it can't be ignored. One of your posters mentioned environmental impacts as one aspect of this study, although not the primary focus.

Transportation improvements and remediation should focus in the undeveloped areas that will create the problem as these areas develop. At the same time, try to minimize impacts on existing neighborhoods. I hope Rathdrum Prairie doesn't turn into another Orange County, CA.

General comments or input: Aquifer one more time. How does the Aquifer recharge if it is covered in asphalt and roof tops? I would like to see conservation rights purchased from the farmers, with farmers being allowed to continue farming if they want, and open space helps to save the Aquifer and provide open areas for people. How do you pay for this is a good question, water rates, bonds?

Specific proposals on the plan. The worst idea in the plan is #19. You are talking about destroying the livability of an existing neighborhood and dividing Coeur d' Alene Place neighborhood in half. As it is now, this is a heavily developed residential neighborhood on both sides of Hanley Ave with landscaping, landscaped traffic circles that would have to be removed. There are two parks with different uses on either side of Hanley, two churches, an elementary school and a high school on different sides of Hanley. Because of these facilities, and all of the homes in the neighborhood, the walking/bike paths on both sides of Hanley going through the beautiful greenbelt is heavily used by children, families, and the elderly. A lot of people cross Hanley to get to the schools or the parks. I don't see how a five lane road is conducive to these activities, let alone fit in the existing right of way. When Hanley was developed it was designed to handle the traffic generated in this area in a way that adds to the quality of life. Why should this beautiful well designed neighborhood be destroyed because of developments several miles away? It doesn't make sense.

Focus your improvements in the areas being developed, and in corridors that are relatively undeveloped, such as the Huetter corridor. The traffic generated by these new developments should be





directed into these new routes. An example of what I mean is the new Archterra development just north of I-90 between Coeur d' Alene and Post Falls should be directed to Huetter and Poleline Road west of Huetter. Poleline is relatively undeveloped and if you want to 5 lane that, I think that is OK.

#28. I strongly favor this idea. It's relatively undeveloped and would be the way to get traffic from the central and northern parts of the Prairie to I-90. We need a high speed, high capacity road to connect I-90 to US 95. Putting traffic lights every mile wouldn't solve the future transportation issues, just as US 95 and soon SH 41 demonstrates. This would also help move a lot of traffic coming from Post Falls, Spokane, and other areas wanting to go north towards the lakes and Sandpoint.

#12. Currently Prairie Ave is 2 lanes east of SH 41. This should be widened to 5 lanes as is the rest of Prairie Ave.

#47, 48, possibly 31, 32, or 34. A high capacity east west highway is needed across the central Prairie.

I-90 is too far south to do any good. Out of these 5 proposed routes, choose the one that has the least impact on existing neighborhoods. I don't see a connection to #28, but there should be.

#8. What is it? I don't see an explanation in my booklet. SH 53 needs to be widened to handle the east west traffic at the north end of the Prairie. I don't know which proposal is best. Also at grade crossings with the Burlington Northern needs to be eliminated. This might already be proposed.

#49. Good idea, but extend it south to #48. Rathdrum is quite the traffic bottleneck already. #50 is a good idea as well, but tie it into SH 53 east of Rathdrum to US 95.

#52. I use the Prairie Trail, although the northern end of it is not very pretty. With all the new traffic, surface crossings of Huetter and Prairie need to be eliminated for safety reasons. Either build under or overpasses.

I don't see any plans for public transportation, how about an Amtrak station in Rathdrum to serve Kootenai County?

Thanks for your time, I hope my ideas won't be ignored and will help the final product.

Sincerely,

David Minor





RECEIVED
JUL 05 2024

July 2, 2024

ITD District 1
Attn: Carrie Ann Hewitt, P.E.
600 West Prairie Ave.
Coeur d'Alene, Idaho 83815

Dear Ms. Hewitt ~

It's come to our attention that the Idaho Transportation Department is considering a number of options regarding Rathdrum Prairie traffic. Of the choices before your group is Option 19 which will convert Poleline/Hanley Avenue from Greensferry Road in Post Falls to US-95 in Coeur d'Alene to a four-lane thoroughfare with a median/turn lane.

We're writing to urge the ITD to **eliminate Option 19** from consideration. It's impact on our neighborhoods will be severe on various fronts as the completed project will inevitably bring significantly increased traffic at increased speeds. As property owners in CDA Place who have made significant personal investments based on certain understandings and expectations regarding the culture of our neighborhoods, we respectfully request that the Poleline/Hanley project be withdrawn from consideration.

Grateful for your consideration,



Bruce S. Gilbert
[Redacted]



Cathy J. Gilbert
[Redacted]





JUL 05 2024
RECEIVED



To Whom It May Concern:

I understand that there is a proposal to widen Hanley Ave from Hwy 41 to Prairie. I personally don't like it because it is right outside my neighborhood. There is already increased traffic with the opening of Hanley to Hwy 41. I wish that there was another solution to provide efficiency for the increased growth in this community. So that said, I'm against this proposal. I don't like to complain about something without adding some suggestions. One would be adding turn lanes to the various neighborhoods and side streets. Another would be to plan some pedestrian overpasses that could provide access for children having to cross a 4 lane street to get to schools and homes. At the intersection of Courcelles and Hanley there is an elementary school to the north that children have to cross to get to school and back to home. An overpass would be helpful there. Those are the only suggestions that I have. I'm sure there are more to provide safety for our kids.

Also, how about a turn lane on Atlas and La Rochelle. It is difficult to make a left turn onto Atlas from La Rochelle because of the increase in traffic.

Good luck in trying to solve the infrastructure problem without upsetting someone.

Regards


Sally Gidlund





ITD District 1
ATTN: Carrie Ann Hewitt, P.E.

I am writing with the highest concern regarding the following proposal:

"Poleline / Hanley Avenue, Improved Arterial: Update to four-lane arterial with a median/turn lane from Greensferry Road to US-95."

As a resident of Coeur d' Alene Place, I am ***extremely opposed and concerned*** about this proposal. I live and travel in the section of proposed work and this expansion would be incredibly detrimental to our neighborhood.

Of highest concern is safety – our neighborhood of Coeur d' Alene Place on both sides of Hanley is very walkable and family-friendly. There are always families, children, pets being walked, runners, etc. out in the area and on the walking trail that parallels Hanley. If this proposal were to go through, there would be an immense increase in traffic and that would be dangerous to those who walk the area on a regular basis. Skyway Elementary and Lake City High schools are in this exact area as well. School-age children need to walk these streets and creating a multi-lane road of Hanley would make that extremely dangerous. There is current improvements happening to update the crosswalk and add a lighted sign to the walkway where there was none previously. This is current proof that the street is already busy and *already dangerous* to cross on a daily basis.

Many of us chose our neighborhood because of the safety, walkability, and friendliness. Creating a major arterial out of Hanley Avenue would disrupt our daily commutes, cause our safety to be in jeopardy, and make it virtually impossible to enjoy family friendly walks throughout Coeur d Alene Place and its walkways along Hanley.

Besides the major issue of safety, there is the simple fact of the beauty of Hanley through the neighborhood. There are well-established trees and landscaping that has taken years of dedication and care to maintain. The walking/biking trail that follows Hanley is one of the best places to walk your dog, take a stroll, and enjoy the beauty of North Idaho. The trees are gorgeous in every season. To take away this beauty to expand the road would be tragic to the city, the neighborhood, and the personal value of what Coeur d' Alene Place represents.

While I fully understand that there is growth in our community and that steps will need to be taken to account for that growth, turning Hanley into a major four lane roadway through our neighborhood is not the correct answer.

Please know, and take into serious consideration, that our community opposes this proposal.

Thank you,


Katrina Cook Bjorkman





ITD District 1
ATTN: Carrie Ann Hewitt, P.E.
600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764

Dear Ms. Hewitt and Idaho Transportation Department:

It has come my attention that Option 19 in the Rathdrum Prairie Planning and Environmental Linkages (PEL) Study would turn Hanley Avenue into a four-lane road. As a resident of Coeur d'Alene Place I strongly object to such a change.

As a grandmother with young grandchildren here in Coeur d'Alene Place, I'm concerned for their safety and all the other children who need to cross Hanley Avenue to get to and from school. I would also hate to see the loss of the great walking/biking paths along Hanley if a four-lane road were to replace the existing street.

I pray that this proposal be dropped.

Sincerely,

A handwritten signature in black ink that reads "Val Crosby". The signature is written in a cursive, flowing style.

Val Crosby



7-3-2024

Carrie Ann Hewitt, P.E.
600 West Prairie Avenue
Coeur d'Alene Id.

Dear Carrie Ann,

This concerns Poliline/Hanley Avenue:
for an improved arterial.

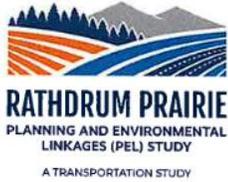
We are already experiencing excessive
traffic with the extension of Hanley to Poliline.
Traffic travels too fast now and when
trying to turn off onto Madellaine we
have to put up with tailgaters.

We do not want more traffic, more
speeders going through our neighborhood.
We do not want a four lane highway
going through here!

We don't need children getting
run over on their way to school by
twice as many speeders as we have
now.

Don't let that happen!

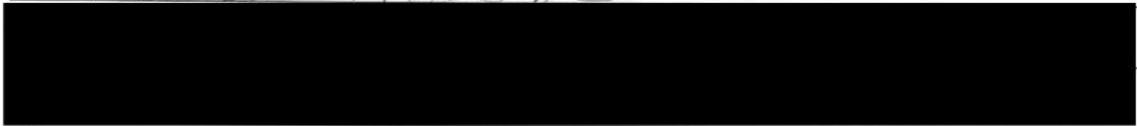
Katherine Phillips
Madellaine Drive



Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 25, 2024
 Kootenai Technical Education Campus (KTEC)
 6838 W Lancaster Road
 Rathdrum, Idaho
 5 p.m. – 7:30 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: Rebecca Fritzsche



Phone:

Would you rather type your comments?
 Use the QR code or visit the project webpage at
itdprojects.idaho.gov/pages/rathdrum-prairie-pel
 to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?

I like the idea of frontage roads & No
lights on the highway but Not at the expense
of losing any farm land to do it!

What is important to you as we continue to refine options for the study area?

instead of putting roundabouts near here in
short time will need lights cut expense & fuel cost

- continue comments on side 2 -





RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

July 8, 2024

ITD District 1
ATTN: Carrie Anne Hewitt, P.E.
600 West Prairie Avenue
Coeur d' Alene, ID 83815-8764

Dear Ms Hewitt:

We are writing in opposition to Option 19 of the Planning & Environmental Linkage (PEL) study of Rathdrum Prairie traffic. Option 19 states: *Poleline/Hanley Avenue, Improved Arterial: Update to four-lane arterial with a median/turn lane from Greensferry Road to US 95.*

We live in Park Place, which is in Couer d' Alene Place Development. We are surrounded by:

Lake City High School to the East,
Woodland Middle School to the Southwest,
Blue Grass Park to the Southwest,
Church of Jesus Christ and **Skyway Elementary** to the Northwest.

This is a walking community with a highly dense population of children who are often at the playground or walking to and from school. Changing Hanley to four lanes would make it an extremely dangerous area. The quality of life in this neighborhood would be dramatically impacted. With the extension of Hanley to Poleline this has provided emergency vehicles access to the East - West corridor. This is an established neighborhood and a four-lane arterial would be a detriment.

Respectfully,



Jim & Mary Davis

JUL 30 2024 PM 12:45





JUL 12 2024 PM 2:09

7/9/2024

•••

Amber George

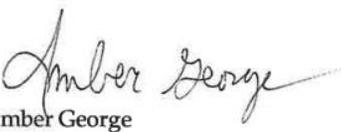
[REDACTED]
ITD District 1
ATTN: Carrie Ann Hewitt, P.E.
600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764

Dear Ms. Hewitt

Regarding the PEL study of the Rathdrum Prairie traffic, option 19 I wish to register my strongest possible objection to this change. As a resident of the Coeur d'Alene Place neighborhood and living in close proximity to Hanley Avenue, this proposal would negatively impact my quality of life, my children's safety, my property value, and cause undesired congestion in my neighborhood. There are multiple school crossings on Hanley as well as a community greenbelt and bike path which will be negatively affected by this proposed expansion.

I urge you to consider other alternatives, to include adding freeway exits at Atlas Rd and Huetter Rd to channel traffic directly from the various portions of the Rathdrum Prairie to the freeway rather than route that traffic through our neighborhood.

Best Regards,


Amber George

[REDACTED]





7/9/2024

•••

Robert George

[Redacted] Alene, ID 83815

ITD District 1
ATTN: Carrie Ann Hewitt, P.E.
600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764

JUL 12 2024 PM 2:09

Dear Ms. Hewitt

Regarding the PEL study of the Rathdrum Prairie traffic, option 19 I wish to register my strongest possible objection to this change. As a resident of the Coeur d'Alene Place neighborhood and living in close proximity to Hanley Avenue, this proposal would negatively impact my quality of life, my children's safety, my property value, and cause undesired congestion in my neighborhood. There are multiple school crossings on Hanley as well as a community greenbelt and bike path which will be negatively affected by this proposed expansion.

I urge you to consider other alternatives, to include adding freeway exits at Atlas Rd and Huetter Rd to channel traffic directly from the various portions of the Rathdrum Prairie to the freeway rather than route that traffic through our neighborhood.

Best Regards,

A handwritten signature in black ink, appearing to read "R. George", written over a white background.

Robert George

[Redacted]





RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

To: Carrie Ann Hewitt, P.E.

Subject: Option 19: Proposal to widen Hanley Avenue from Huetter to I-95.

Dear Ms. Hewitt,

As a health care provider, I am writing to express my concerns regarding the impact that Option 19, the widening of Hanley Avenue, would have on the community of Coeur d'Alene Place as well as other communities along Hanley Avenue. These concerns relate in most part to the health and safety of the very high concentration of school-aged children living in the area.

One of the most obvious concerns is the physical safety of hundreds of children of elementary, middle, and high school age residing in the area that currently cross Hanley from their residences to get to and from school. A four-lane thoroughfare with an additional center turn lane would significantly increase the danger to these children.

Further, it is well-documented that decreased green space (in this case resulting from the widening of the roadway) increases the occurrence of mental health issues. For example, the National Institutes of Health state, "Given the current prevalence and costs of worldwide mental ill-health, it is important to incorporate greenspace into homes and communities to create shared spaces which facilitate interaction and attachment, foster well-being, and increase opportunities for green exercise. The integration of biophilic design may provide a cost-effective public health intervention, which promotes the evident positive links between green spaces and mental health."

Research has shown that children who lived near a major roadway at birth had lower nonverbal IQ, verbal IQ and visual motor abilities in mid-childhood compared to their peers who were living further away from a busy roadway.

Additionally, multiple studies have shown that resident's physical health is also greatly affected by increased exposure to busy roads. These studies have found that living near busy roads causes:

1. Adverse health outcomes in both children and adults, including respiratory symptoms, asthma attacks, decreases in lung function, heart attacks, strokes, and low birthweight.
2. A potential increase in the risk of lung cancer by up to 10%
3. A potential increase in the stunting of lung growth in children by 3-14%
4. Increased susceptibility to dementia, Parkinson's disease, Alzheimer's disease and multiple sclerosis.
5. Increase in the risk of premature death by a fifth.

The issues stated here are not all inclusive. It would be an irreputable health risk to literally thousands of people should Option 19 move forward.

Thank you very much for your consideration.

Gina Prindle Ph.D., APRN

APR 12 2024 4:49





RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

Ryan and Jaylene Crosby



JUL 12 2024 AM 6:50

July 5, 2024

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

To Whom it May Concern,

I am writing to express my concerns regarding the proposal to update Poleline/Hanley Ave to a four-lane arterial with a median/turn lane from Greensferry Road to US-95. As a resident of the CDA Place neighborhood, I have significant reservations about the potential impact of this project on our community.

Since the recent extension of Hanley to Poleline, we have already experienced a substantial increase in traffic on Hanley Ave. Converting Hanley into a four-lane road would exacerbate this situation, making it nearly impossible for pedestrians to cross safely. This is particularly alarming as many children in CDA Place must cross Hanley to attend school. The increased traffic volume and higher speeds associated with a four-lane arterial would pose a serious risk to the safety of our children and other pedestrians.

Our neighborhood values a safe and walkable environment, and the proposed expansion would undermine this. I urge the Idaho Transportation Department to consider the adverse effects this project would have on our community's safety and quality of life. I strongly recommend exploring alternative solutions that address traffic concerns without compromising pedestrian safety.

Thank you for your attention to this critical matter. I look forward to your response and am hopeful for a solution that prioritizes the well-being of all CDA Place residents.

Sincerely,

Ryan and Jaylene Crosby
Residents of CDA Place





Children's Safety: Our Community's First Priority

Dear Sir or Madam,

We were recently notified of a Planning and Environmental Linkage (PEL) Study that proposes an option to expand Hanley Ave to four lanes from Ramsey to Atlas Road (*Option 19*). I'm writing you to communicate my deep concern that such construction would be detrimental to our community, specifically the safety and well-being of the children here.

If you, or the folks conducting the PED study, spend time on this stretch of Hanley, you'll observe consistent activity by the thousands of families and residents here that walk their dogs, jog, ride scooters, or teach their kids to ride bikes. More and more, we see children riding motorized scooters and bikes that require extra attention by drivers on Hanley. Those of us that live here understand that it's important for us to drive cautiously precisely because there are so many people crossing and using the paths around Hanley.

When our community's children return to school in the fall, the number of students crossing back and forth on Hanley will increase drastically. They walk and bike in both directions as middle schoolers and high schoolers cross in one direction to Woodland & Lake City, and the little ones cross the opposite direction to Skyway. Included among these students are those with special needs, like our friend Olivia, that is blind. The logistics and safety of our neighborhood's children getting to and from school should absolutely be the PEL group's First Priority.

I do not write you as an opponent of growth and development in our community. CDA Place, Sunshine Meadows, etc. are not "NIMBY" neighborhoods. These are mixed use neighborhoods with a diversity of senior living, apartments, parks, schools, etc. Having grown up in Rathdrum and residing in CDA the last ~20 years, I understand that the Prairie is growing and traffic demands will have to account for that. The stretch of Kathleen between Ramsey & Atlas is already heavy with businesses. Those businesses would benefit and appreciate additional traffic. The pedestrian crossing over Kathleen gets substantially less traffic than what we have on Hanley, and there's a great crossing light/sign in place. That option would seem to make much more sense than Option 19.

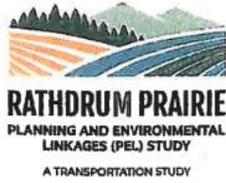
Please keep our children's safety top of mind when considering plans from the PEL. Thank you for taking this under consideration, and have a lovely summer.

Warm Regards,

Alex Litz

JUL 12 2024 4:56:48



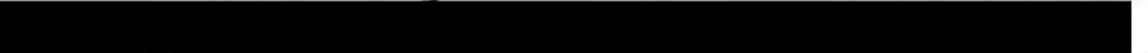


Rathdrum Prairie
 Planning and Environmental
 Linkages (PEL) Study
 Public Meetings
 June 25, 2024
 Kootenai Technical Edu
 6838 W Lancaster Road
 Rathdrum, Idaho
 5 p.m. – 7:30 p.m.



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: Robert Vanden Berg



Email:

Phone:

Would you rather type your comments?
 Use the QR code or visit the project webpage at itdprojects.idaho.gov/pages/rathdrum-prairie-pel to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



What do you think of the options developed for the study?

See ATTACHED

What is important to you as we continue to refine options for the study area?

- continue comments on side 2 -





IDT District 1

Attn: Carrie Ann Hewitt, P.E.

600 West Prairie Avenue

Coeur D Alene, ID 83815 July 12, 2024

Dear Carrie Ann Hewitt / IDT Planning Lead

I am writing in response to the proposal for widening Hanley from Greensferry road in Post Falls to US-95 in Coeur D Alene. As residents living on the corner of Hanley and Atlas for the past three years, we strongly suggest that this option be tabled indefinitely. When we chose this location for our home, one of the primary reasons was the beauty of Hanley Road, particularly from Atlas to Ramsey. The tree-lined roads, expanded walk areas, and beautiful landscaping create a unique and charming environment that we deeply value.

Safety is a major concern for us as well, especially considering the high-density residential nature of this area. The proposed changes would significantly impact the community, including three schools: Skyway Elementary, Woodland Middle School, and Lake City High School. During the school year, regardless of weather, several students use the designated walking paths to travel to and from their school. The increased traffic, eliminating the current designated walking paths which provide extra safety, will increase the potential hazards to students by widening would jeopardize the safety of these students.

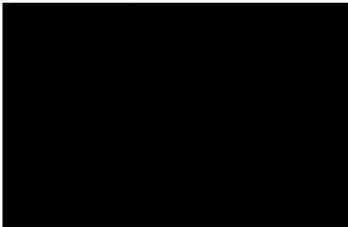
We urge you to reconsider and not proceed with this process or program.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink that reads "Robert Vanden Berg".

Robert (Bob) Vanden Berg



7/12/24

To Whom It may concern:

As a resident of Soleil Park for only 4 years, we were disturbed to hear the possible plans for expansion of Hanley Ave. to 4 lanes of traffic and a left turn lane. The width of the proposed expansion would destroy the landscaped green area with sidewalks that drew us to this development.

We have had conversations with many of our neighbors and we appear to agree on our opposition to this change. At this time our ability to leave our development is hampered by continual heavy traffic on Atlas Road. Our only option to avoid the traffic is to use the north gate of Soleil Park and exit onto Hanley Ave. With the extension of Hanley connecting to Poleline at Huetter, the traffic volume has increased to the point of making our exit from the north gate equally as difficult. Further with the inevitable increase in traffic speed will make merging onto Hanley more hazardous. There is also grave concern for children and pedestrians attempting to cross this expanded thoroughfare. We urge reconsideration of this radical concept that will not only alter our lifestyle but decrease the value of our properties.

Soleil Park Residents



IDT District 1

ATTN: Carrie Ann Hewitt, P.E.

We are current residents living in CDA Place. We received an email regarding 'Widening of Hanley Ave.'

We absolutely **oppose** this idea! We love our neighborhood full of families, small children and the warm nature surrounding us. Not only would this disrupt our peaceful living, but this would also cause tremendous issues for the children going to school, making it much more dangerous.

We vote NO on this proposal.

Thank you for reading,

Travis and Tessa de Blicck





JUL 19 2024 4:51 PM

ITD District 1
Carrie Ann Hewitt
600 W Prairie Ave
Coeur d'Alene, ID 83815

July 18, 2024

Dear Planning Department,

I am writing to express my concern with Option 19 of the PEL Study of Rathdrum Prairie traffic. I am a resident in the Coeur d'Alene Place neighborhood and was made aware of the proposal to widen Hanley to a four-lane arterial from US 95 to Greens Ferry Road. This 5.75 mile route encompasses 2.5 miles of residential neighborhood roads. The Planned Urban Development (PUD) of Coeur d'Alene Place was well designed to incorporate schools, parks, urban forests, sidewalks, bikepaths, and a church within a mix of single family, multiple family, and senior housing. Hanley Avenue is the primary E/W route providing efficient and safe access for residents to neighborhood amenities as well as connectivity to amenities outside the neighborhood.

The design of Hanley between Atlas and Ramsey was thoughtfully engineered to maintain efficient traffic flow for the volume of its local users. Traffic circles deter use by those outside the neighborhood by regulating speeds. It was never intended to be a major arterial or high speed cut-off. With the increased use from the extension of Hanley to Huetter, traffic through the neighborhood has increased. But, the inherent design has moderated those impacts. The safety and efficiency for residents has not been compromised. Children can still walk and ride their bikes to schools and parks without encountering dangerous intersections which cross multiple lanes of high-speed traffic. Residents can still enter and exit the neighborhood without waiting for multiple traffic light cycles or uninterrupted strings of cars passing through.

The character and utility of the neighborhood is a testament to the forethought and planning that took place prior to its development. The issues that have brought about the need for this proposal stem from a lack of forethought and planning on the Rathdrum Prairie. Comprehensive urban planning for infrastructure has been seriously lacking throughout the decades-long expansion in Kootenai County. It has put the community in a difficult situation which now has to retrofit solutions into an established footprint. It is not wise to punish the well-planned urban developments to address issues stemming from a lack of planning elsewhere. Please consider other options to relieve traffic issues using a long-range planning horizon and comprehensive needs assessment.

Respectfully,

Adrienne L Morrow
CdA Place Resident





-1

July 17, 2024

JUL 17

To Whom It May Concern:

My husband and I live in CDA Place. Our home backs up to Hanley Avenue. We are opposed to Option 19, for several reasons. Due to Poleline being opened all the way to Hanley Ave, we have seen a significant increase in traffic and noise. It takes alot more time now to turn out of our neighborhood onto Hanley Ave.

With an increase to four lanes, it would be almost impossible to get across. Also, the road would be right in our backyard. Thus, causing a significant decrease in property value.

Of most important concern is the safety of children having to cross Hanley Ave. to attend school. It already causes bottlenecks in the morning as school starts and in the afternoon as school lets out.

One reason we moved to our community was because of the beauty and the well-planned design, along with how peaceful it is. Those in Post Falls, already have several

"May the words of my mouth and the meditation of my heart be pleasing in Your sight, O Lord...."
PSALM 19:14 NIV





RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY



- 2

alternative routes that can get them
to US 95 and to Coeur d'Alene.

We are against Option 19 and appreciate
you taking our thoughts into consideration.
Thank you.

Sincerely,
Brian & Mary Clark

"May the words of my mouth and the meditation of my heart be pleasing in Your sight, O Lord..."
PSALM 19:14 NIV





RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

ITD District 1
ATTN: Carrie Ann Hewitt, P.E.
600 West Prairie Avenue
Coeur D Alene, ID. 83815-8764

JUL 19 2024 09:10:58

Carrie Ann Hewitt,

We are submitting this response in regards to IDT's Option 19, Poleline/Hanley Avenue, Improved Arterial. We strongly oppose this option.

Option 19 creates an extreme safety hazard for children crossing this proposed 4 lane arterial. It would impact children safety who attend Lake City High School, Woodland Middle School and Skyway Elementary. Many of these students walk to school, some as young as 6 years old, and crossing a 4 lane arterial is extremely unsafe. The traffic volume (platooning) has already increased with the connection of Hanley to Poleline, it will only get worse with Option 19.

Option 19 not only impacts student's safety walking to school, but also creates a safety hazard for those using Bluegrass Park, which is located one block south of the roundabout at Hanley and Courselles Parkway. The Master Plan for Coeur D Alene Place was designed with this large park for children, to be able to utilize the walking paths and sidewalks to access the park. Option 19 defeats this design objective, while creating pedestrian safety issues for some very young children who frequent the park.

We live one block north of Skyway Elementary and are quite familiar with the vehicle/pedestrian congestion already on Hanley, when Lake City High School, Woodland Middle School and Skyway students are released. There has already been a student going to Woodland, using the roundabout at Hanley, who was hit by an auto.

Pedestrian safety must be the priority, and placing this responsibility on school age children as young as 6 years old is irresponsible. We can do better than create a 4 lane obstacle as suggested in Option 19.

Thomas C. Boyce
Cathryn Boyce

Thomas and Cathryn Boyce





July 16, 2024
JUL 19 2024 AM 10:56

Greetings Ms Hewitt,

We would like to express our concern and opposition to the proposed widening of Hanley Avenue (concept #19 in the Rathdrum Prairie PEL). Our family resides in the CDA Place neighborhood about two blocks from Hanley. Widening Hanley to a 4+1 lane arterial would have significant negative impact on our neighborhood and our family's ability to safely enjoy what is currently a very pleasant place to live. Here are some of our concerns:

Safety: My wife and I have two young children who enjoy walking and biking in our neighborhood. There are several parks our family enjoys that are across Hanley from our home. Hanley has already become noticeably less safe to cross since it was recently connected with Poleline Ave. Not only has the volume and speed of traffic increased since being connected with Poleline, but the character of the traffic has also changed. Local residents tend to drive more slowly and considerately in their own neighborhood. The increase in traffic to and from Poleline is presumably people transiting through our neighborhood between areas in Post Falls and areas in CDA East of our neighborhood. When crossing Hanley with our kids we have noticed drivers are more in a hurry and less considerate about stopping at crosswalks. If Hanley were widened to a 4+1 lane regional arterial, then the safety of our neighborhood would certainly be further negatively degraded.

Aesthetics: We love the beauty of CDA Place. The proposed widening of Hanley would presumably replace roundabouts that have lovely landscaping with traffic lights. Mature trees would be removed. Lovely wide grassy margins would be removed. Pleasing curves in the roadway and sidewalks would be straightened. Noise levels would increase. Hanley in CDA Place neighborhood is a lovely treed and grassy stretch to walk and we'd hate to see that spoiled.

Property Value: The above factors will likely have a negative impact on the property values in our neighborhood. It will decrease peoples desire to live here and desire to invest in improving their homes.

For the above reasons we strongly oppose the proposed widening of Hanley Ave. We appreciate the challenges of planning for regional traffic. But we really don't want to see our neighborhood become less safe, less aesthetically pleasing, and less desirable to live in.

Thank you for taking time to read our concerns!

Respectfully,

Guy & Shannon Shefner
[Redacted]

Copy of email sent.





To: Carrie Ann Hewitt, P.E.

I am writing to object Option 19 presented in the Planning and Environmental Linkage (PEL) Study of Rathdrum Prairie traffic. The Poleline/Hanley Avenue, Improved Arterial: Update to four lane arterial with a median/turn lane from Greensferry Road to US-95.

JUL 19 2024 AM 10:55

As a resident of CDA Place, I am greatly concerned about the negative impact of this project. Increasing the amount of traffic on Hanley Avenue to a four (4) lane road would make it virtually impossible to cross, especially for pedestrians. Many of the children in CDA Place residential area must cross Hanley Ave to get to elementary, middle or high school. Families walk to church services and sport events. Making the road a four (4) lane arterial would be very dangerous to our community. This is a residential community with bike trails and nature areas to enjoy, this project would destroy the original design of this neighborhood.

The concept behind CDA Place was to create a quiet, residential, family community. The residents of this area greatly value this type of a lifestyle. There are many picturesque areas with mature, established trees, and bike paths for recreation, enjoyment and entertainment for families that this area is known for.

Property values of the adjacent homes to Hanley Avenue and surrounding areas would decreased due to noise and traffic levels. Mature trees would have to be destroyed to accommodate building of the project.

Please do not move forward with this proposition.
Thank you for your attention.

Sincerely,
Eva Wojnowski



7/14/2024





JUL 19 2024 AM 10:53



July 16, 2024

ITD District 1

Attn: Carrie Ann Hewitt, P.E.

600 West Prairie Avenue

Coeur d'Alene, ID 83815-8764

RE: Poleline/Hanley Avenue, Improved Arterial, Option 19

Dear Ms. Hewitt:

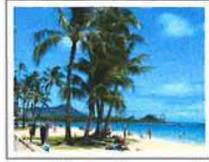
I am writing in protest of Option 19, which would update to four-lane arterial with a median/turn lane from Greensferry Road to US-95.

This would negatively impact the safety of pedestrians, especially children crossing to attend school.

Sincerely,

Carolyn James





Juanita Uno

JUL 19 2024 10:54

July 16, 2024

Carrie Ann Hewitt, P.E.
600 West Prairie Avenue
Coeur d'Alene, Idaho 83815

Dear Ms Hewitt,

It has come to my attention there is a plan to widen Hanely Avenue.

Please reconsider as this street in the Coeur d'Alene Place subdivision is extremely busy with the lanes that are already in place. Even the traffic on my street is insane at times, especially when school is in session with people driving way above the 25mph speed limit as it is, try to imagine adding more lanes to Hanely and the effect on the surrounding streets and neighborhoods it will have.

I thank you for allowing me to voice my opinion.

Sincerely yours,



Juanita Uno



JUL 19 2024 AM 10:59

To whom it may concern,

I just received disturbing news that they are considering putting in a 4 lane street on Hanly & poleline. I am very opposed to this idea. I bought here 14 years ago and have already seen too many negative changes. We already have too much traffic and noise in our once quiet neighborhood. It's not safe for the kids and people who love to walk and bike here.

Please consider the locals who have been here and stop this development.

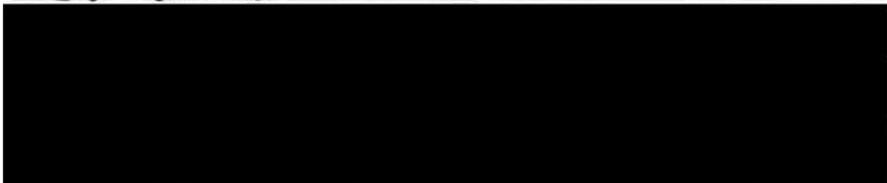
Sincerely,
Joanne Wells



Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meetings
 June 26, 2024
 Coeur d'Alene Shrine Club Event Center
 1250 W Lancaster Road
 Hayden, Idaho
 6 p.m. – 8:30 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.

Jan Collins



Phone:

Would you rather type your comments?

Use the QR code or visit the project webpage at itdprojects.idaho.gov/pages/rathdrum-prairie to go to the online meeting and submit a comment.

LEAVE COMMENTS, MAIL OR EMAIL BY JULY 19 TO:

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



JUL 22 2024 4:11:01 PM

What do you think of the options developed for the study?

Wow! So happy that a collaborative approach is implemented with city-county-state roads and allowing public opinions to help shape the future! I agree with additional lanes for US 95, SH-53, SH-41 Chase, Meyer, Huetter, Lancaster, Hayden. Prairie should be 4 lane plus turn lane to SH 53

What is important to you as we continue to refine options for the study area?

Wish lists are awesome, but funding is the only way to reality. Best plan - Huetter expressway from I-90 Boekel Rd / 95. US 95 relieves pressure, improves

- continue comments on side 2 -



retail shopping. Huetter is almost central between PF + CDA and provides accessibility to Rathdrum. Also, Sandpoint + our friendly Canadians could access our area easily. The most important E - W route would be Hayden Ave to 4 lane. Again, central to the Prairie and all cities involved. Connects to Hwy 53.

General comments or input:

I grew up in Spokane, born in Sacred Heart and what is now Spokane Valley. In the 80's the city leaders talked of a N-S freeway and most people in their 20's left for bigger towns. I worked for a CA company and had the opportunity to live in Austin, Ft Worth, Dallas, Ft Lauderdale, LA, San Francisco, Baltimore, Atlanta, Montgomery, etc. Those cities moved people with loops or expressways. Now, 40 years later Spokane has a mini expressway and it takes me from PF to Deerpark in about 40 minutes instead of an hour and 10. They purchased property about 10-15 years ago, a little too late. Right now, the proposed routes are not heavily populated (my fav Huetter....), but values are going up. Don't wait too long, Spokane sure did. I don't think impact fees hurt housing. Growth is affecting us all. New growth does cost more, so development should as well. PS - I have lived in PF since 2001. I love it here.



JUL 22 2024 PM 11:30

July 17, 2024

To Whom It May Concern,

The proposed widening of Hanley Avenue through the established family neighborhood of Coeur d'Alene Place is a very poor idea to consider.

The multitude of children and pedestrians that use the arterial of Hanley to get to and from school, from elementary age through High School age would be put at great risk of physical harm if this road is widened to a 4 lane road. I would also assume the speed limit would be increased to 35? Individuals could then drive over 40 just behind our fences?

What you're actually proposing with this initiative is to put children at risk near fast speeding cars and to turn people's backyards into loud and dangerous buffers against a traffic congested road. Devaluing properties and greatly reducing the quality of life for all of the school children who moved here to take advantage of the proximity of the schools they attend.

My backyard borders Hanley and my children are constantly hopping the fence to retrieve nerf darts and balls. What happens if there is no longer a safe green space on the other side? I shudder to think.

Please use your vast knowledge of the available arterials in our beautiful city and find another solution that doesn't destabilize a thriving community.

Best Regards

Shannon & Joe Fisher
CDA Place Residents





JUL 22 2024 09:11

Gordon Liss



7/17/24

IDT District 1
Attn: Carrie Ann Hewitt, P.E.
600 West Prairie Ave
Coeur d'Alene, Idaho 83815-8764

Dear Carrie Ann Hewitt,

I am writing to express my thorough rejection of the IDT's proposal to widen Hanley Road to a four-lane thoroughfare. As a homeowner and resident of the CDA Place neighborhood, I feel compelled to voice my strong opposition due to the serious safety concerns this expansion presents.

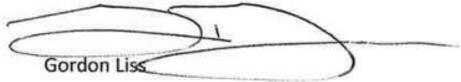
As you are aware, Hanley Road is a main thoroughfare and home to numerous families with young children, including my own. The current traffic volume already poses significant risks, and my wife and I constantly worry about the safety of our children. Increasing the number of lanes would only exacerbate these dangers, leading to a higher likelihood of accidents and creating an even more hazardous environment for all residents.

Again, the existing traffic on Hanley Road is already too heavy and disruptive. Converting it into a four-lane road will inevitably lead to increased traffic flow, in and out of CDA Place further deteriorating the quality of life in our community. Our neighborhood streets should be safe and peaceful, allowing children to play and residents to walk without fear of speeding vehicles and congestion.

I understand growth and the need to plan effectively, but I urge the IDT to reconsider this proposed option and explore alternative solutions that prioritize the safety and well-being of our community members. I would strongly encourage IDT to look at alternate measures that could effectively address traffic concerns without increasing congestion and compromising the safety of our neighborhood.

Thank you for considering my concerns. I trust that you will also consider the voices of other residents who will be directly impacted by this decision and feel the same way I do.

Sincerely,



Gordon Liss





JUL 22 2024 @ 11:31

To whom it may concern,

I have two children that walk to school and must cross Hanley Ave at Courcelles Parkway. There have been multiple children hit by motor vehicles at this intersection. There are flashing pedestrian crossing signs put in place recently and still children were hit. With budget cuts there are no crossing guards. If Hanley is widened to a four lane road this will be an extreme risk to our children. Please keep in mind the safety of our children when reviewing this proposal.

Respectfully,

Mikayla Boyd

A handwritten signature in blue ink that reads "Mikayla Boyd".





July 18, 2024

ITD District 1

Attn: Carrie Ann Hewitt, P.E.

600 W Prairie Ave

Coeur d'Alene, ID 83815

JUL 22 2024 AM 11:52

To whom it may concern,

This letter is in reference to a proposal to widen Hanley Avenue from 2 lanes to a 4 lane arterial with a median/turn lane from Greensferry to Hwy 95. I oppose this proposal. A 4 lane arterial going through CDA Place subdivision would cause many problems. Currently it is hard enough for the school children to cross Hanley Ave during school hours. The current upgrades to the crosswalks are a welcome addition and will provide safer passage, but increasing the number of lanes would definitely make it unsafe. Coeur d'Alene Place is a walkable/bikeable community that is split by Hanley Ave and adding lanes will only make it less walkable/bikeable and more car centric. Please reconsider this proposal. Thank you.

Sincerely,

A handwritten signature in black ink that reads "John R. Forsythe".

John R. Forsythe





July 15th, 2024
Alexandra Galliher



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

JUL 22 2024 AM 11:33

To whom this may concern,
On behalf of residents of CDA Place Neighborhood I would like to voice my opposition for Option 19 (Poleline/Hanley Avenue, Improved Arterial) of the Planning and Environmental Linkage (PEL) Study of Rathdrum Prairie traffic.

My husband and I are longtime residents of the Hayden and Coeur d'Alene area having both moved here as children.

Unlike most locals, we have welcomed the growth in our area and appreciate and value the need to improve the transportation in our area. I work for a local utility company and know all too well how difficult it is to make decisions you know will leave some unhappy.

My husband and I are both in our early thirties and have worked incredibly hard to not only maintain our life here in this amazing city but also to own a home here. In June we were fortunate enough to buy what we feel is potentially our forever home in the CDA Place neighborhood. Of course we love the home itself, but the main reason we purchased this home was the neighborhood. We have two small children who attend school in this neighborhood and the number of kids biking, running, playing, laughing and selling lemonade was the main selling piece for us. It is incredibly safe and truly a neighborhood many dream to raise their families in.

My understanding is that this potential option would update Hanley to a four—lane arterial. The National Safety Council did a study to see if it was safer for children to ride a school bus, walk, or ride as a passenger in a vehicle on their way to school.

The study ultimately showed that school buses were the safest option, but another result of that study showed that suburban areas with high speed, multi-lane roads have higher rates of pedestrian fatalities. I can also see that as the traffic on Hanley





has increased the corner of Hanley and Madellaine is getting a lighted crosswalk which I appreciate. This also shows me that there is a need to make it safer for pedestrians and children to cross that street currently as many children do to get to Blue Grass Park, go to school, and visit their friends. Increasing this road would make it extremely dangerous for children trying to enjoy the amenities we love so dearly about this neighborhood. We ask that you consider the immense suburban impact this would have for the safety of our children in this neighborhood when making your decision.

Please feel free to reach out to me further regarding this at any time.

My email is [REDACTED] or you may reach out to me via cell at [REDACTED]

Thank you for your time and consideration.

Best,
Alexandra & Dyton Galliher

A handwritten signature in cursive script, appearing to read "Alexandra Galliher".





RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

Idaho Transportation Department

July 15, 2024

JUL 22 2024 PM 11:34

Re: PEL Study Option 19 widening of Hanley

To whom it may Concern,

Having recently moved to CDA Place neighborhood, because of the lovely neighborhood feel with tree lined streets grass between roads and homes, along with the wonderful trails for walking, biking. These elements drew me to the community, along with the family focused park like settings with the intergraded walking trails that support a community lifestyle.

As a mom, I have serious concerns about the Option 19 in the PEL Study that Hanley/Poleline would be widened to four lanes and a turn lane in the middle. **This neighborhood has an established pattern of travel for kids and disrupting the flow of traffic very well could have a tragic impact to a local family, because of the proposed major modification of Hanley Road.**

Recently drove from Post Falls to the 95 down Poleline and then onto Hanley to the 95 to see what it looks like and why this was proposed. The fact is between Atlas and Ramsay I couldn't even imagine how making a major change in the roads would destroy the vibe of our neighborhood. I strongly oppose the widening of Hanley!

Last weekend the HOA community had a wonderful park party where hundreds of families came to enjoy each other over food, conversation, and kids' activities. This is the culture and community connecting neighbors in a special event. Families walked and rode their bikes from all over CDA place. With a major widening of Hanley would frankly destroy our community spirit. Think about the school years with a 4-lane road and the elementary kids walking and riding bikes across this road twice or more daily with sporting practices. Please reconsider moving forward with this plan and **I urge you to find another path of travel to divert traffic without changing the existing road and traffic circle as it is now.**

Please use common sense in this matter, perhaps create a business loop on 95 to help with congestion. I strongly urge you not to widen Hanley through the lovely CDA Place community. This action would destroy the community park like setting while jeopardizing the safety of the hundreds of kids who attend the three schools, play at the adjacent parks and soccer complex. **This is a very special and unique planned development that functions for a neighborhood and community.** Changing this environment and allowing a more throughfare of traffic will introduce cars that are not coming home or leaving from their homes, opening more opportunity for drivers that are not as cautious because they simply do not live here! I would cringe if something tragic were to happen to a resident or child due to the drastic modification to this road and the increase of traffic, **I certainly would not want to be responsible for that decision.**

Again, as a mom I cannot imagine the negative impact. It is with urgency to reconsider this road proposal as it is now, and protect our kids from a busy street,



Kristen Sloop





From the Desk of Todd Kunkler

JUL 18 2024 11:35 AM

July 18, 2024

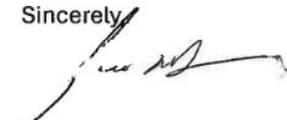
ITD District 1
Attn.: Carrie Ann Hewitt, P.E.
600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764

Dear Ms. Hewitt,

As residents of Coeur d'Alene Place, we are very concerned about the proposed widening of West Hanley Avenue. With several schools in the neighborhood, the increase in traffic poses a threat to the many children who walk to school and play in the neighborhood.

We strongly urge that this proposal be abandoned for the sake of our neighborhood children.

Sincerely,



Todd M. Kunkler

5766 N. Toulon Drive • Coeur d'Alene, Idaho 83815





JUL 22 2024 AM 11:36

July 17, 2024

To: Idaho Transportation Department

Re; PEL Study Option 19 widening of Hanley

Please know I am new to the CDA Place neighborhood off of Ramsey and Hanley in the last two years. We were drawn to the community for its quiet park like setting with the walking trails and community spirit.

It is my understanding with Option 19 in the PEL Study that Hanley/Poleline would be widened to four lanes and a turn lane in the middle.

My wife and I decided to drive from Post Falls to the 95 down Poleline and then onto Hanley to the 95 to see what it looks like and why this was proposed. And I see how Poleline area was considered and then again on Hanley close to 95. But between Atlas and Ramsay I couldn't even imagine how tearing that area up (our neighborhood) and what it would do to it. I strongly oppose doing this.

We just had a community wide park party where hundreds of families came to enjoy each other over food, conversation and kids activities. What a great community building event. Families walked and rode their bikes from all over CDA place. With a major widening of Hanley would frankly destroy that community spirit. If that's your goal continue but if its to create ways to divert traffic and ease the flow there must be other ways.

Maybe one of the options is to create a business loop on 95 to help with congestion though I strongly urge you not to widen Hanley through the CDA community. This will destroy the community park like setting while jeopardizing the safety of the hundreds of kids who attend the three schools, play at the adjacent parks and soccer complex. It would transform this area beyond recognition while setting up an environment you all will be responsible for if something tragic were to happen.

Thank you for your common sense in this matter.

Mark Seres





To whom it may concern,

I am writing to inform you that I **STRONGLY OPPOSE** the widening of Hanley avenue through Coeur d'Alene place neighborhood.

The impact of a four lane arterial in our neighborhood would seriously deteriorate the quality of my family's lifestyle, and that of our neighbors. My family walks along Hanley frequently, as a father of toddlers it is already busy enough, we have seen a notable increase in travel along the road since opening of the street west of Atlas. Often people travel above the marked speeds and the roundabout at the intersection of Hanley, N Courcelles Pkwy becomes especially busy at the end of a school/work day. Changing this area into four lanes would make it especially difficult and unsafe to cross with children. I hope that the future of this neighborhood and town allow my children to be able to walk, ride bikes to the park or school, easily access the Prairie trail without the constant worry about these crossings.

There are many young families in Coeur d' Alene place. Our neighborhood especially appeals to young families for its long, treed walkways and large green spaces. Interjecting a four lane road would completely destroy the safety, beauty and appeal of our neighborhood.

I urge you to please consider other options. Please keep our neighborhood safe and find a different way to alleviate traffic flow. We have Prairie to the north, Kathleen to the south. Coeur d'Alene place is such a beautiful place to live.

Thank you,

Neil P.

JUL 18 2024 AM 10:23



JUL 18 2024 AM 10:46

To Whom It May Concern,

I am a resident of Solei Park on The corner of Hanley and Atlas. I am very much opposed to The widening of Hanley under Option 19. We have already experienced a very noticeable increase in traffic on Hanley as a result of The connection of Polatone and Hanley both from vehicles and Commercial Trucks. There have been a number of times as I exited through our gate in being able to make a left hand turn onto Hanley. Courd'Alene Place is an area of families, retired and elderly residents. I am very concerned about Their safety and all the children needing to cross Hanley to attend To The several schools in our area. Increasing Hanley to a 4 lane arterial would be very dangerous to our community.

Thank you —

Marilyn McDonald





ITD District 1
ATTN: Carrie Ann Hewitt, P.E.
600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764

2024 08 18 10:24 AM

The expansion and widening of Hanley Avenue, between Atlas and Ramsey, is not in the best interest of our community. Development of other East-West driving routes would be much less destructive to the largest mature and planned neighborhood in the area. Schools, churches, walking and biking paths, and mature green spaces would all be compromised forever. The Coeur d'Alene Place neighborhood would be bisected with a large and very busy roadway leading to dangerous conditions for the thousands of students, citizens and pedestrians living in this child-friendly area.

We've been productive citizens of this community for over 30 years and feel that preserving the culture of green spaces and walkable neighborhoods should be a top priority for the future.

Dave and Linda Barnes (MD and RN)





Sheldon Kernodle

July 15, 2024

Idaho Transportation Department
ATTN: Carrie Ann Hewitt, P.E.
600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764

Dear Ms. Hewitt,

I am writing to express my deep concern and opposition regarding the proposed Option 19 of the Rathdrum Prairie traffic study, which involves widening Hanley Avenue to a four-lane arterial with a median/turn lane from Greensferry Road to US-95.

As a homeowner at 2704 W Bolivar Ave in the neighborhood known as Coeur d'Alene Place, I am profoundly worried about the negative impact this proposal will have on our neighborhood. The current traffic situation on Hanley Avenue is already problematic, and increasing the number of lanes will only exacerbate these issues. Here are my primary concerns:

1. **Safety of Pedestrians and Children:** Many children in our community, including my own, need to cross Hanley Avenue to reach their schools. Turning Hanley into a four-lane road will make it extremely difficult and dangerous for them to cross safely. The increased traffic volume and speed associated with a four-lane arterial will significantly heighten the risk of accidents and endanger the lives of our children and other pedestrians.
2. **Traffic Congestion:** Expanding Hanley Avenue will likely lead to increased traffic congestion, making it more difficult for residents to navigate the area. The current infrastructure is not designed to handle the volume of traffic that a four-lane arterial would attract, leading to potential gridlocks and delays.
3. **Noise and Pollution:** An increase in traffic will inevitably lead to higher levels of noise and pollution. This will degrade the quality of life for residents in the Coeur d'Alene Place neighborhood, disrupting the peace and tranquility that we currently enjoy.
4. **Community Disruption:** The proposed changes will alter the character of our neighborhood, transforming it from a peaceful residential area into a bustling traffic corridor. This is not the vision that many of us had when we chose to live here, and it is not conducive to fostering a close-knit, safe community.

Given these concerns, I strongly urge the Idaho Transportation Department to reconsider Option 19 and explore alternative solutions that do not compromise the safety and well-

JUL 18 2024 0810





being of our residents. I believe there are better ways to address the traffic issues in our area without negatively impacting our community.

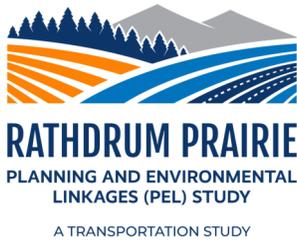
Thank you for your attention to this matter. I hope that the voices of concerned residents will be heard and that a more community-friendly solution will be found.

Sincerely,

A handwritten signature in blue ink, appearing to be 'SK', with a long horizontal stroke extending to the right.

Sheldon Kernodle
Marissa Kernodle
Hayes Kernodle
Lainey Kernodle





JUL 18 2024 AM

To whom it may concern,

I am writing to inform you that I strongly oppose the widening of Hanley avenue through Coeur d'Alene place neighborhood.

The impact of a four lane arterial in my neighborhood would seriously deteriorate the quality of my family's lifestyle, and that of our neighbors. My family walks along Hanley frequently, it is already busy enough. If it were to be made in to four lanes, it would be unsafe and difficult to cross.

There are many young families in Coeur d' Alene place. Our neighborhood appeals to young families for its long, treed walkways and large green spaces. Interjecting a four lane road would completely destroy the safety, beauty and appeal of our neighborhood.

Please consider other options. Coeur d'Alene place is such a beautiful place to live. Please keep our neighborhood safe and find a different way to alleviate traffic flow.

Please consider my request.

Thank you,

Patti Bowen





5

July 15, 2024

IDT District 1
ATTN: Carrie Ann Hewitt, P.E.
600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764

Greetings,

I am writing regarding a proposal to widen Poleline/Hanley Avenue to 4 lanes.

I am absolutely against this proposal. There is already too much traffic on Hanley considering it involves school children who have to cross Hanley to get to and from school. This is already an unsafe street. Making it four lanes would be a disaster with children's lives at stake.

The second reason I oppose this option is the noise pollution it would cause. We already have Prairie and Ramsey traffic loads causing too much noise. Cutting a four lane road right through Coeur d'Alene Place would greatly add to that and be very negative.

Respectfully,



Jeanette Kelly





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY

To Do ...

I oppose any expansion of the highway for banley to poleline. I live in Hawks nest its a huge hassel to turn an to banley now with all the traffic from poleline its scary with the amount of cars and the speed at which they are coming. Stop

Cecilia/cynthia
Henz



St. Jude Children's
Research Hospital
Finding cures. Saving children.
ALMA - DANIEL THOMAS FOUNDER

stjude.org/donate



2024

JUL 18 2024 AM 10:27





September 6, 2024

Carrie Ann Hewitt, P.E.
600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764

Dear Carrie Ann Hewitt:

The purpose of this letter is to express my concern over the Idaho Transportation Department Proposal to widen Hanley Avenue in Coeur d'Alene (specifically in the Coeur d'Alene Place Neighborhood). First, I apologize for this letter being late, as I did not see the information sent to the Coeur d'Alene Place Association until just recently.

My family lives on [REDACTED] north of Hanley Avenue, with our backyard being adjacent to Hanley Avenue. We have lived in our house for over seventeen years and enjoy the neighborhood and green spaces developed. I am a retired PE In Civil Engineering who graduated from the University of Idaho.

By measurement, Hanley Avenue, behind our house, is 30-feet wide, consisting of a 2-Lane Roadway with narrow bike paths on both sides. To increase Hanley to a 4-Lane Road with a turning lane would result in a 50-foot wide Roadway, thereby eliminating the existing trees and the existing paved Walkways. The two existing roundabouts would require removal or completely modified, as well as the three newly installed school crossings. The proposal would disrupt the neighborhood and significantly increase the traffic flow on Hanley Avenue. There are three schools in the neighborhood with two schools (Skyway Elementary and Lake City High) next to Hanley Avenue. The students who attend the Elementary, Junior High and High Schools must cross Hanley Avenue. The three Crossing Lights installed on Hanley allow students to cross and with the increase traffic flow, this would create a safety issue for the students. The proposal to make Hanley Avenue a 4-Lane Road with a turning lane in an existing neighborhood does not make sense causing increase traffic flow and risking the safety of our kids.

My thoughts are the I-90 and SH-41 Interchange needs to be complete (scheduled completion summer of 2025), to allow cars to travel to/from Post Falls to Coeur d'Alene more efficiently. With the current construction on the interchange, I know people who try to avoid that area (I-90 and Seltice Way) due to safety concerns and lengthen travel times. As a result, the West-to-East Route uses Hanley and Prairie Avenues. The completion of the interchange will lessen traffic on Hanley Avenue. In addition, Prairie Avenue will continue for West to East Traffic Flow. Once the interchange is complete, Hanley Avenue should stay as designed as current traffic pattern should be less. My suggestion is to lower the speed limit on Hanley Avenue within the Coeur d'Alene Place neighborhood from 35 mph to 30 mph, thereby trying to force traffic to use I-90 and Prairie Avenue.

Please reconsider the traffic options and do not hesitate to contact me if you have any questions. Thank you for your time.

Sincerely,

Tom Colwell





Carrie Ann Hewitt

Comments EMAILED to ITD

From: Carrie Ann Hewitt
Sent: Friday, July 12, 2024 3:48 PM
To: jamin juhasz
Subject: RE: Rathdrum Prarie PEL

info@rathdrumprairiepel.com

Thank you for your comment. I'm going to print it out and add it to our letters that we've received. If you'd like more information on the project, please visit the website at: <https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel>

Thanks again and have a great weekend!

Carrie Ann M. Hewitt, P.E.
Idaho Transportation Department – District One
Technical Engineer Services Leader – Planning Services
600 W. Prairie Avenue
Coeur d'Alene, ID 83815-8764
Office: 208-772-1230
Cell: 208-620-8291



Our Mission:
Your Safety. Your Mobility.
Your Economic Opportunity.

From: [REDACTED]
Sent: Thursday, June 27, 2024 7:22 PM
To: Carrie Ann Hewitt <CarrieAnn.Hewitt@itd.idaho.gov>
Subject: Rathdrum Prarie PEL

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

Hi,

I wasn't able to attend any meetings, and this may not even be in the scope of what you would have discussed anyway, but one observation that I've made is that the intersection of Diagonal road and Highway 41 could really use a roundabout. It would greatly help with congestion during high traffic times. Anyway, that's my suggestion. Take it for what it's worth.

Thanks.

J.





From: [Redacted]
Subject: [Redacted]
Date: July 18, 2024 at 12:33 PM
To: info@rathdrumprairiepel.com

JUL 19 2024 4:11 PM

Dear Idaho Transportation Department,

I am writing to express our community's grave concerns regarding Option 19 of the Rathdrum Prairie traffic study, specifically its impact on CDA Place. The proposal to transform Hanley into a four-lane arterial road poses significant and unacceptable risks to our neighborhood's safety and quality of life.

Current Situation and Pedestrian Safety:

The prospect of expanding this to a four-lane road is alarming, as it would create an absolute hazard for the hundreds of pedestrians attempting to cross. This is particularly concerning given the high number of school-age children in CDA Place who must cross Hanley daily to reach elementary, middle, and high schools. I grieve for the kid or kids who's families will have their lives altered after a tragedy due to this decision.

Specific Crossing Concerns:

1. High school students are currently crossing to the Maverick gas station without a designated crosswalk, forcing vehicles to stop in an informal crossing area. This situation is already precarious and will only worsen with four lanes.
2. There is an existing crosswalk at Hanley and Ramsey frequently used by high school students.
3. With the proposed four-lane expansion, we would need at least three crosswalks for school children within a short stretch of road, necessitating a slow school zone.

Impact on Traffic Flow:

The wait times created by these essential crosswalks would negate any potential time advantage of using Poleline and Hanley over Prairie Road. Prairie is already a four-lane road without nearly as many necessary crossings, making it a more suitable route for increased traffic flow.

Redundancy and Resource Allocation:

Expanding Hanley to four lanes is redundant given the proximity of Prairie Road, which already serves as a four-lane arterial. This duplication of infrastructure within such a short distance is an inefficient use of resources and unnecessarily disrupts our residential area.

Call for Common Sense:

We strongly urge the city planning department to exercise common sense in this matter and abandon Option 19 entirely. The safety risks to our children and community members, coupled with the inefficiency of the proposal, make it an untenable option.

Conclusion:

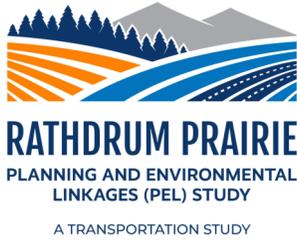
The transformation of Hanley into a four-lane arterial would be detrimental to our community's safety, particularly for our school-age children. We implore you to prioritize the well-being of our residents over marginal traffic flow improvements that can be better addressed through existing infrastructure.

Sincerely,

Josh Cypher

[Redacted contact information]

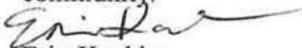




ITD District 1
ATTN: Carrie Ann Hewitt, P.E.
600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764
Email: info@rathdrumprairiepel.com

This letter **opposes** the proposed change of Hanley to a four-lane road in Coeur d'Alene Place. Children walk across Hanley to get to one of three schools. The proposed change to four lanes puts children and other pedestrians at significant risk of harm and being hit by a car. It may not be advisable for a child to attempt to cross four lanes of traffic. I am concerned that the IDOT would put children at risk. I think it should be thought of how to encourage drivers to use Prairie and Kathleen, which are already 4 lane roads. I would suggest reducing the speed on Hanley from 35 to 25 between Atlas and Ramsey and putting in a stop sign at Madelline. If motorists cannot speed through Hanley, they may be encouraged to use alternate routes, reducing traffic there.

I appreciate your time and attention in considering my opposition to the proposed increase of Hanley to 4 lanes. Thank you for your commitment to ensuring the safety and well-being of our community.


Erin Koehler



JUL 19 2024 09:10:49





JUL 22 2024 09:11:31

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

7/18/2024

My husband and I totally oppose the idea of widening Hanley thru CDA Place. This is a residential area not a traffic thruway and would make living here difficult to impossible. We purchased our home for the community it provides and this would be gone if Hanley is widened.

Our community exit is right on Hanley – Soleil Parc and is filled with many people of advanced age who would be negatively affected.

Do not do this....it is a terrible idea.

Sincerely

Sara Smith and Raul Diaz



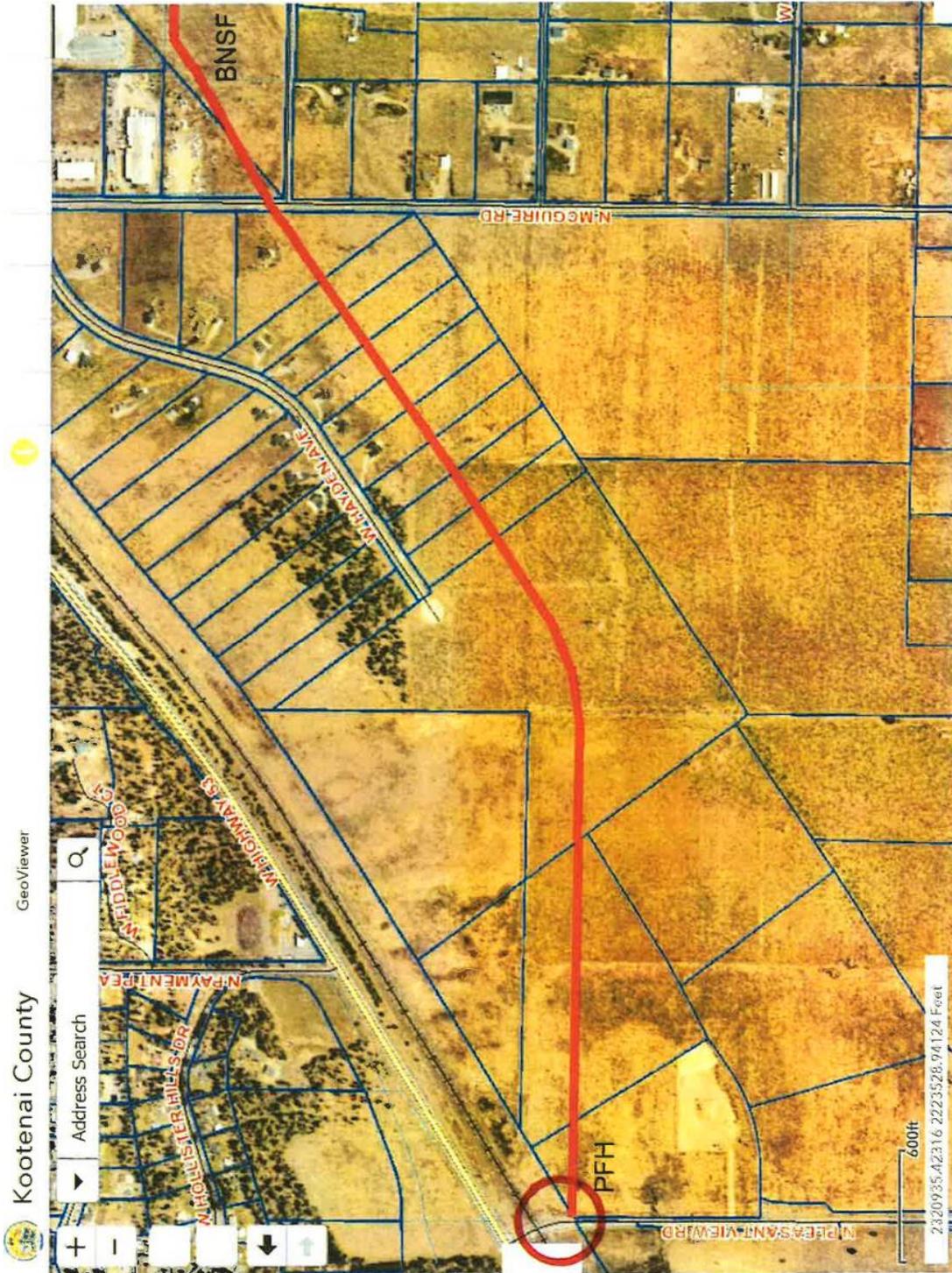


RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY

<https://gis.kcgov.us/app/leaflet/#/>



11/10/2023, 11:56 AM

1

1 of 1

Kootenai County

GeoViewer

Kootenai County

Address Search

600ft
2320935.42316 2223528.94124 Feet





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY

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

Kootenai County



Kootenai County

GeoViewer



Address Search



2

11/10/2023, 12:23 PM

1 of 1



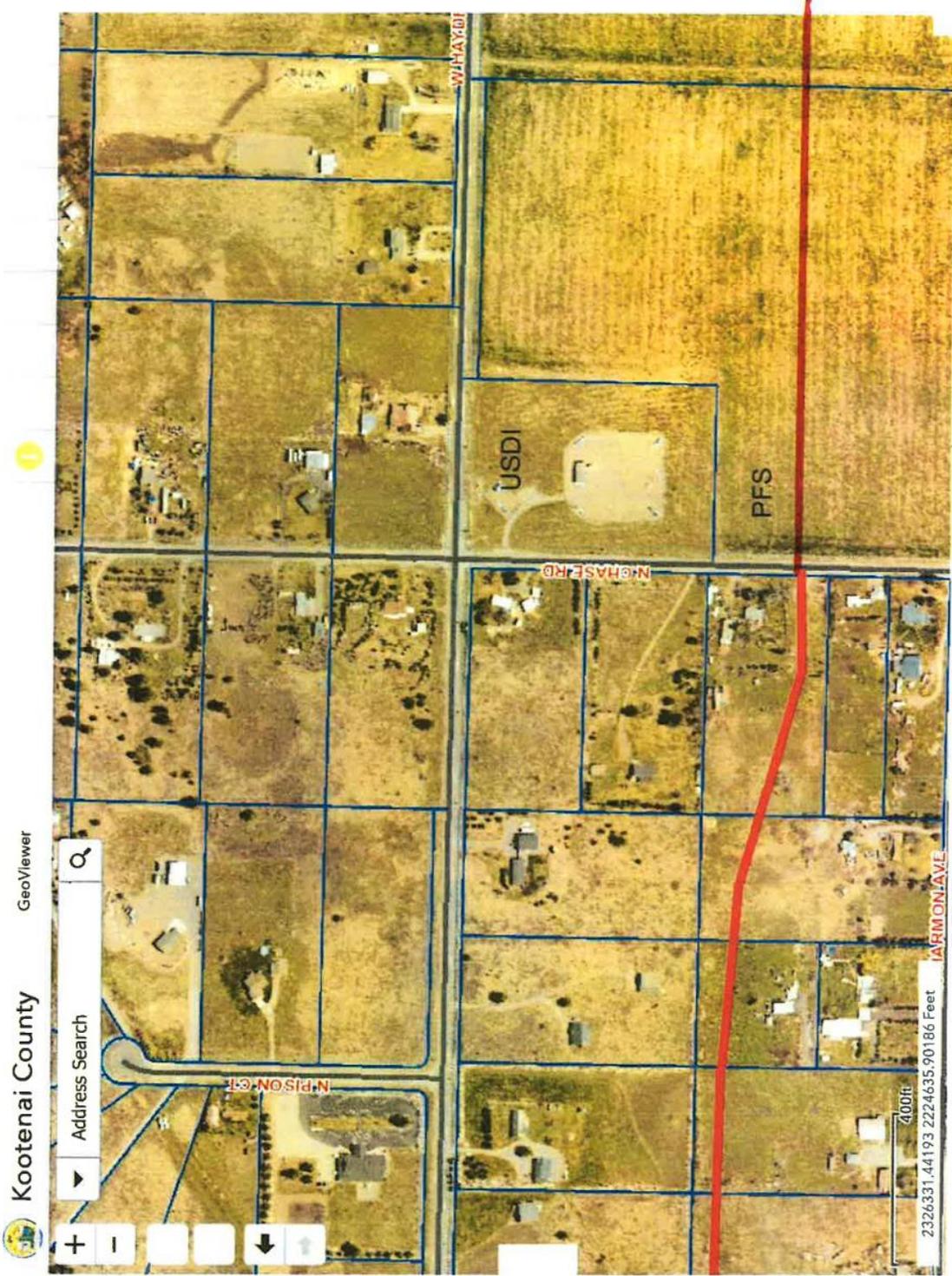


RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY

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



Kootenai County

Kootenai County

GeoViewer

1

11/10/2023, 12:25 PM

3

1 of 1



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

Kootenai County



11/10/2023, 12:31 PM

II 4

1 of 1



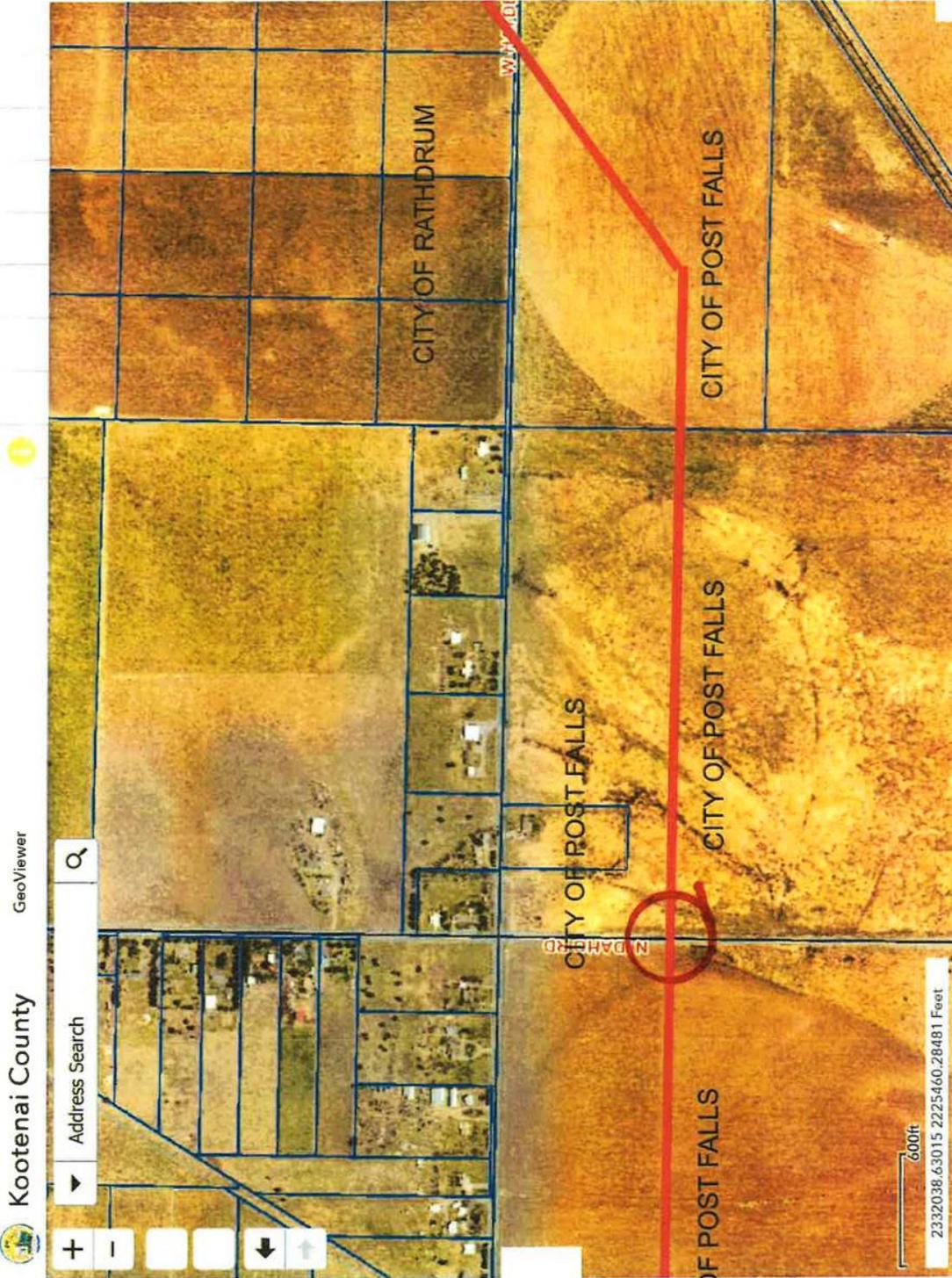
RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY

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

Kootenai County



11/10/2023, 1:15 PM

5

1 of 1





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY

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



11/10/2023, 1:17 PM

#6

1 of 1





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY

<https://gis.keg.gov.us/app/kcearth/>

Kootenai County



GeoViewer

Kootenai County

Address Search



600ft

2343510.87531, 2228126.95681 Feet

11/10/2023, 1:21 PM

1 of 1

#7





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY





RATHDRUM PRAIRIE
 PLANNING AND ENVIRONMENTAL
 LINKAGES (PEL) STUDY

Comment forms from ITIP Workshop



D1 ITIP Workshop

Deadline to Comment:
 July 31, 2024

To submit a comment, fill out this form
 and send to ITIPcomments@itd.idaho.gov
 or mail to the following address:

Attn: John Tomlinson
 11331 W Chinden Blvd
 Boise, ID 83714

Name: JEFF TYLER Email: 
 Street Address/City/State/Zip: 

Comment or Question:

For the PEL study - I'm the
 Chairman of the Post Falls Highway District
 I have long had an idea to connect
 Nagel Road south of Rathdrum to
 Greensferry road. There is a short section
 where the connection can be made that
 will redirect some travelers from going
 through Rathdrum.
 I would also like to see improvement
 & signage on 41 to direct drivers onto
 Lancaster both East and West to 95 and
 S3 to redirect around Rathdrum.
 (improvement to Lancaster road)



For more information, contact:
 John Tomlinson | John.Tomlinson@itd.idaho.gov | 208-334-8496



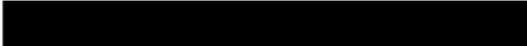
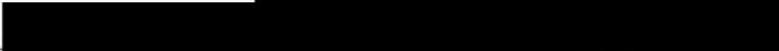


D1 ITIP Workshop

Deadline to Comment:
July 31, 2024

To submit a comment, fill out this form
and send to ITIPcomments@itd.idaho.gov
or mail to the following address:

Attn: John Tomlinson
11331 W Chinden Blvd
Boise, ID 83714

Name: Randy Westlund Email: 
Street Address/City/State/Zip: 

Comment or Question:

*For PEL, we need more East-west
Connectivity on arterials to take pressure off the Freeway.
Our housing growth on Post Falls and Coeur d'Alene is going
north, and it's inefficient to push traffic south to I-90
and then north again at the destination. Better
to have a good grid of arterials to go directly East/West*



For more information, contact:
John Tomlinson | John.Tomlinson@itd.idaho.gov | 208-334-8496

The following table summarizes the comments in favor of or not in favor of specific concepts.

Level 1 Concept ID	In favor	Not in favor
1	1	
2	5	
3	3	
4	2	
7	2	
8	2	1
9		1
12	2	2
14	4	
15	1	1
16	4	
17	4	1
18	2	
19		52
20	1	
23	5	
24	7	
26	1	
27	2	
28	16	3
31	1	3
32		2
34		4
36	3	
37	2	
38	1	
41	3	
45	4	
46	5	1
47	7	1
48	8	
49		2
50	1	1
52	4	1



Appendix D

Online Meeting

(June 27-July 19, 2024)



Welcome

Thank you for your interest in the Rathdrum Prairie Planning and Environmental Linkages (PEL) study. The PEL is a transportation study that is looking at ways to reduce congestion, enhance connectivity, and improve mobility throughout the region. The study is looking at short-, mid-, and long-term improvements that could be implemented by ITD or other local jurisdictions including cities, counties and highway districts.



Click image to enlarge

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.
- Throughout this meeting, there are clickable links, accordion lists, and tabs with more information, be sure to click around.
- To view the 53 concepts developed as part of Level 1 analysis, go to the Level 1 Concepts tab.

PEL Study Background

ITD initiated the study in 2022 to evaluate the state highway and federal 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.

Note: ITD is conducting a separate study for improvements to Interstate 90 from the Washington State Line to State Highway 41 (currently on hold until funding is identified), and from State Highway 41 to 15th Street in Coeur d'Alene.

ITD chose to use the PEL process because it helps transportation decision-makers by examining community, economic, and environmental goals early in the federal environmental process for developing transportation projects.



POST-PEL PROJECT STEPS



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

Reason: Why is the PEL study being conducted?

Growth and congestion are increasing in northern Kootenai County as the area develops. The study is developing concepts for potential improvements to increase safety and reduce traffic delays through proactive planning.

Vision: What is the vision for the study area?

The vision for the Rathdrum Prairie PEL study is to provide safe and reliable travel for the planning year of 2045.

Purpose and Need: What are the greatest needs in the study area that should be addressed?

What is a Purpose and Need?

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

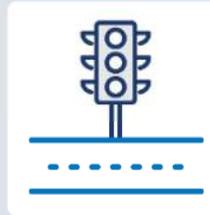
Following Public Meeting #1, ITD developed the Purpose and Need for the study. The detailed Purpose and need is available on the project website: itdprojects.idaho.gov/pages/Rathdrum-prairie-pel

For more information, please see the [full purpose and need document](#).

Purpose

The purpose of the transportation recommendations are to improve safety, mobility, as well as system reliability and resiliency for the current and future movement of both people and goods as northern Kootenai County and the Rathdrum Prairie continue to see rapid growth and development.

Need



Address vehicular safety concerns within high-crash corridors and intersections.



Address existing and future transportation system capacity constraints caused by growth.



Provide opportunities to increase safety, mobility, and connects for bicyclists, pedestrians and transit users.



Goals: What additional issues need to be addressed? ^

What is a Goal?

Goals are the 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 is important to you as we consider transportation improvements in the study area? Please tell us in your comments.

Current goals include developing transportation improvements that have:

- Compatibility with local plans for growth and development.
- Benefits or opportunities for local governments
- Reduce impacts to the community and way of life in the area.
- Reduce environmental impacts.
- Preserve opportunities for greenspace including parks and recreational areas.
- Leverage existing highway and roadways to create improved connections and provide flexibility for future corridor improvements.
- Add more transportation options and choices.





What is a PEL?

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

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

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

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 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 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.





RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY
A TRANSPORTATION STUDY

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



IDAHO
TRANSPORTATION DEPARTMENT

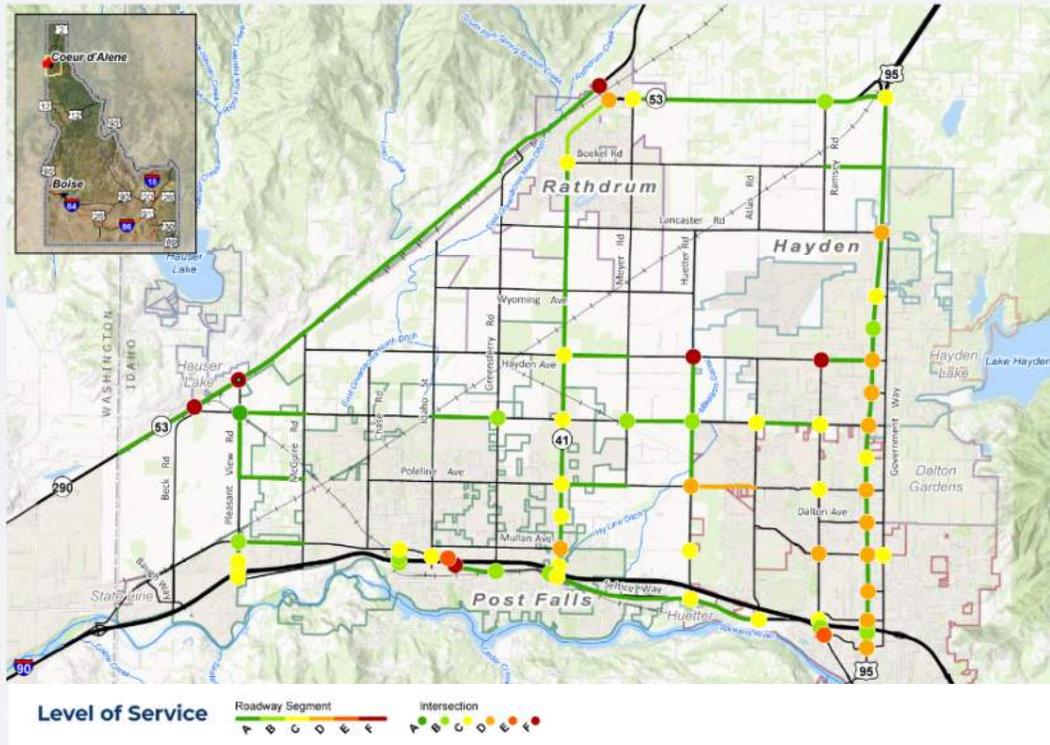


Your Safety • Your Mobility • Your Economic Opportunity

Area Traffic

Existing Conditions | No Action Conditions | Crash Data

Existing Conditions PM Peak Hour Level of Service



- 8 intersections experienced Level of Service (LOS) E or F during the existing PM peak hour, failing to serve travel demand.
- Additionally, 23 intersections had queues that could be expected to exceed the available turn-lane storage space or spill over into the next intersection.

Generally, ITD seeks to achieve Level of Service (LOS) C or D

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

Best ↑
↓ Worst

Source: 2000 FHWA, Exhibit 27-3, Speed Flow Curves with LOS Criteria for Multi-Lane Highways

Click images to enlarge



RATHDRUM PRAIRIE

PLANNING AND LINKAGES **Level of Service**



A TRANSP

Area Traffic

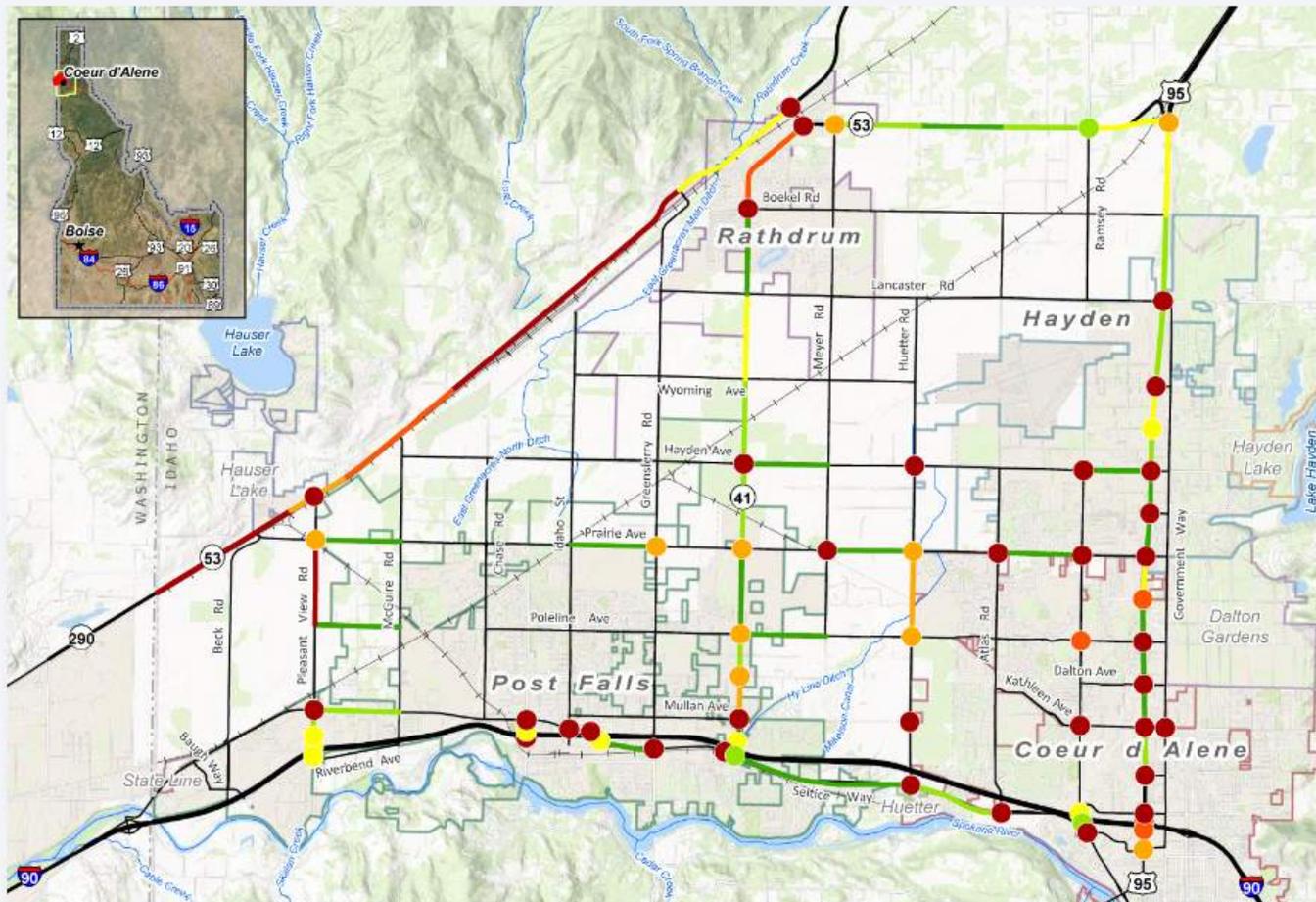
Existing Conditions **No Action Conditions** Crash Data

38 intersections and 6 roadway segments are projected to experience LOS E or F during the PM peak hour.

12 of the 35 intersections projected to experience LOS F are on US-95 during the PM peak hour.

46 intersections are projected to have queues that could be expected to exceed the available turn-lane storage space or spill over into the next intersection.

2045 No Action Conditions PM Peak Hour Level of Service



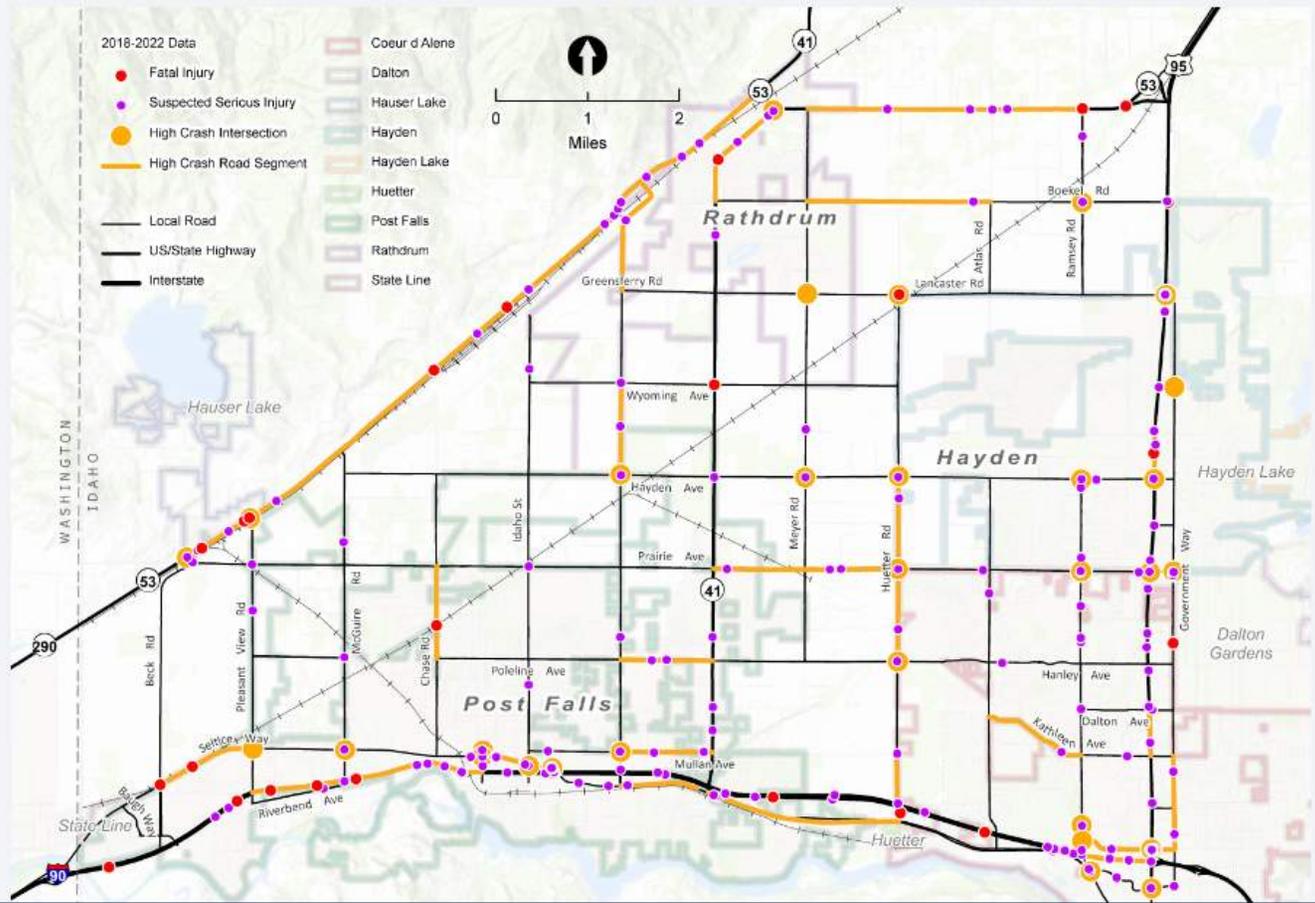
Your Safety • Your Mobility • Your Economic Opportunity

- Total crash rates for 108 segments exceeded the statewide average for their respective road classes.
- Fatal and injury crash rates for 100 segments exceeded the statewide average for their respective road classes.
- Fatal crash rates for 20 segments exceeded the statewide average for their respective road classes.

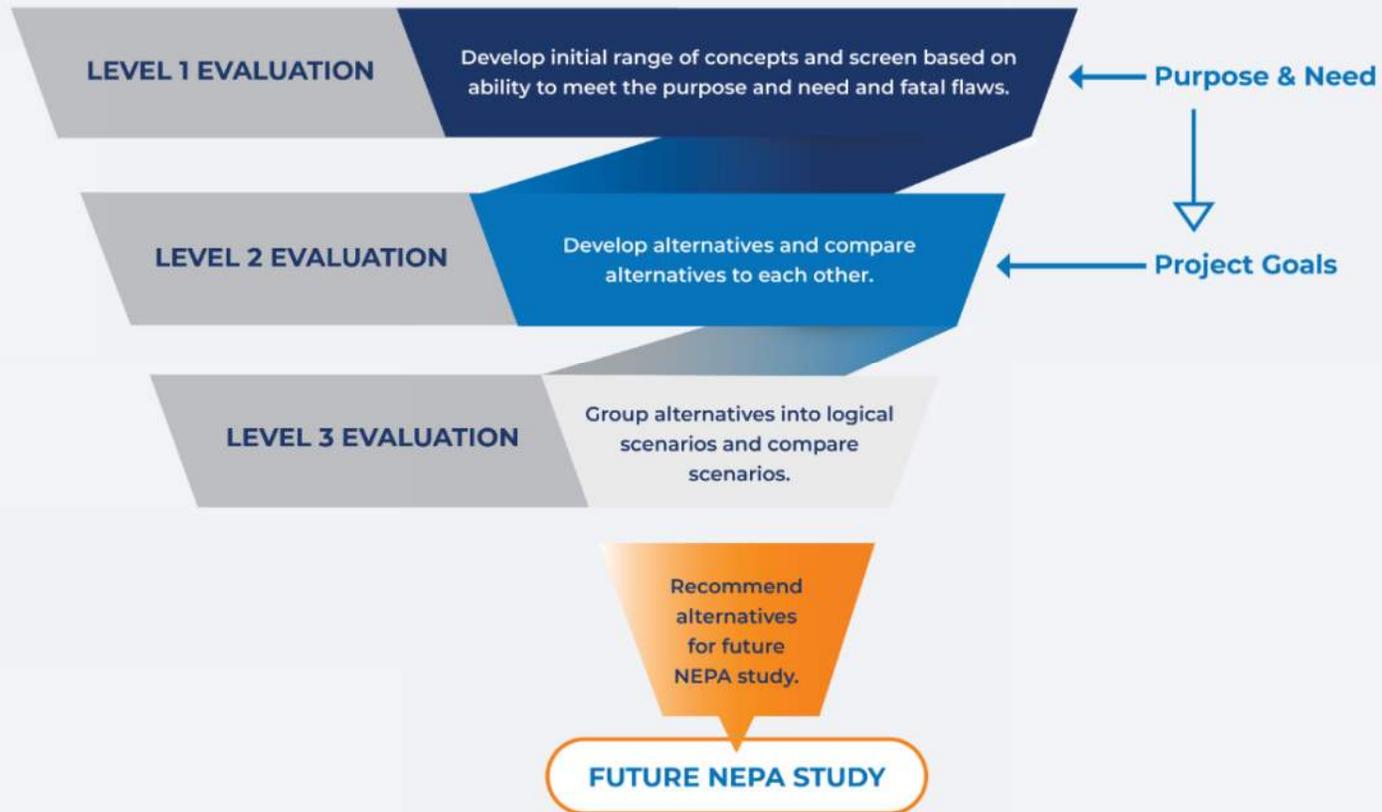
Area Traffic

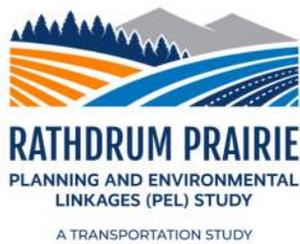
Existing Conditions No Action Conditions **Crash Data**

New High Crash and Fatal and Serious Injury Crash Locations: 2018 – 2022



What is included in a PEL?





Study Terminology

- **Existing Roadway Concepts:** Concepts developed along existing or planned roadways or routes.
- **New Roadway Concepts:** Concepts developed along new roadways or routes.
- **Interchange:** Grade separation of access between roadways with on-and off-ramps.
- **Expanded Highway:** Adds capacity to existing state and federal highway corridors with additional lanes or other improvements (SH-41, SH-53, US-95). Maintains at-grade signalized intersections.
- **Frontage Road:** Provides access to adjacent land uses while consolidating access to the main roadway.
- **Express Lanes:** New lanes for the purpose of separating pass-through traffic from general purpose local traffic.
- **Access Controlled Highway:** Access controlled by interchanges.
- **Improved Arterial:** Update local roadway to four lanes with a left-turn lane in the median, as traffic volumes warrant.
- **Pathways:** Facilities for use by bicycles, pedestrians, and other non-motorist users.
- **Prairie-wide Concepts:** General concepts and ideas that are not location specific and apply to the entire study area.

How concepts were screened

Level 1 Screening Questions – Based on the Purpose and Need

- Does the concept address safety concerns within high-crash roadways and intersections?
- Does the concept address **existing** transportation system congestion caused by growth within the corridor?
- Does the concept address **future** transportation system congestion caused by growth within the corridor?
- Does the concept improve existing or add new routes to increase reliability and resiliency for regional and local trips?
- Does the alternative provide opportunities to increase safety, mobility, and connections for bicycles, pedestrians, and transit users?
- Does the alternative avoid fatal flaws, including feasibility and impacts to resources that make the concept extremely challenging to approve or construct?





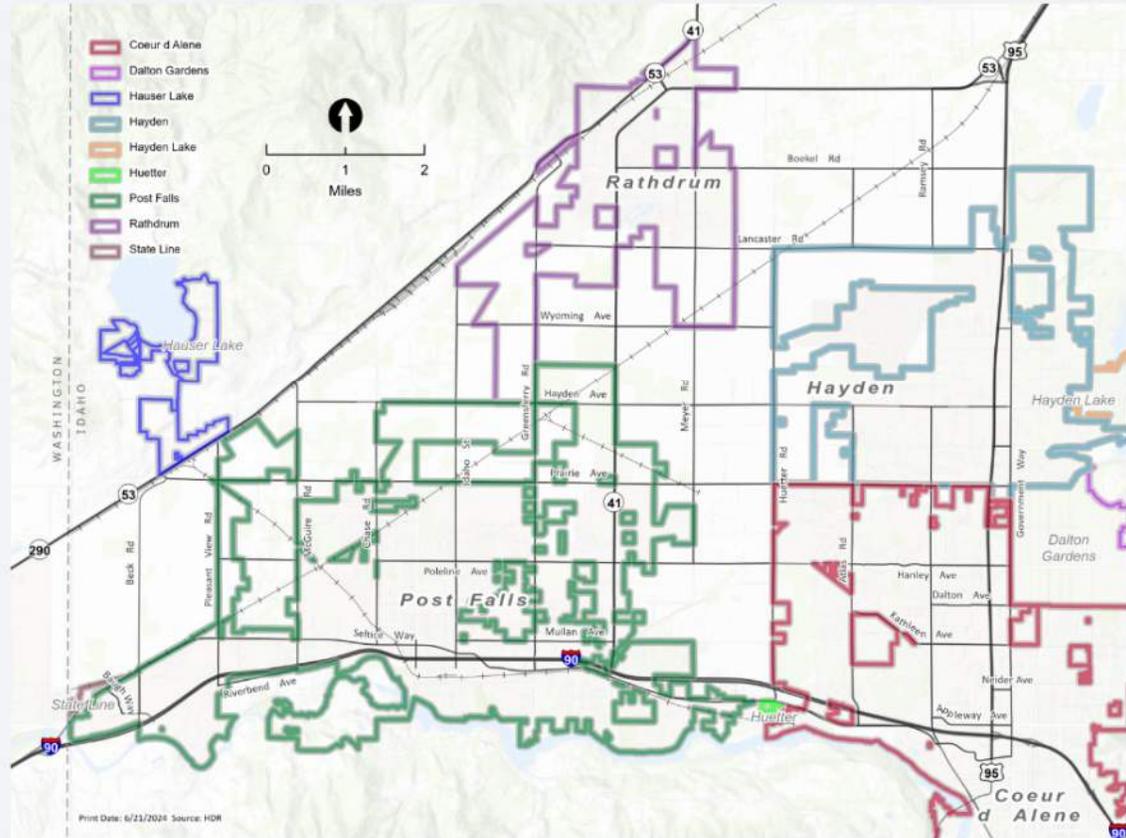
RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY

Highway and Roadway Jurisdictions

ITD is responsible for the statewide highway system and has jurisdictional responsibility for almost 5,000 miles of highway (or nearly 12,000 lane miles), more than 1,700 bridges, and 30 recreational and emergency airstrips. Also included on the state highway system are 30 rest areas and 10 fixed ports of entry. Within the study area, ITD is responsible for I-90, US-95, SH-53 and SH-41.

Regional and Local Jurisdictions include cities, counties, and highway districts. They plan, design, construct, preserve and maintain roads and bridges within their jurisdiction that are not under control of ITD.



Level 1 Concepts

ITD used public and stakeholder input, planning best practices, and collaboration with agencies and jurisdictions to develop more than 50 Level 1 Concepts.

For more information, view the [Level 1 Concepts StoryMap](#) or review the [Level 1 Concepts PDF](#).

What is a Level 1 Concept?

Level 1 Concepts are ideas for transportation solutions that can be further refined and combine into alternatives during the Level 2 and 3 screening process. Concepts include an alignment (location on a map) and a general description, sometimes including a general representative cross-section.





What's Next?

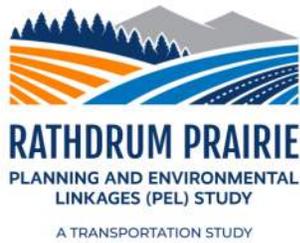
Level 2 Screening

ITD will evaluate the alternatives carried forward into Level 2 with the following steps:

- Further develop screening criteria based on the Purpose and Need, create additional criteria based on the goals.
- Further develop and combine Level 1 Concepts into Level 2 Alternatives.
- Conduct additional traffic analysis.
- Develop a footprint for each alternative to categorize and quantify potential impacts to local communities and the environment.
- Compare Level 2 Alternatives against each other to see how they each achieve success in meeting the Purpose and Need and goals.

Where are we in the process?





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:

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

208-772-1230

[Project Webpage](#)



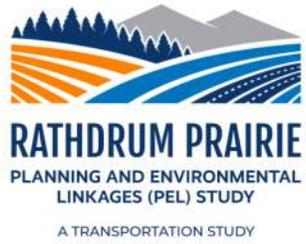
Comments

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, info@RathdrumPrairiePEL.com.

[Email Your Comment](#)

*While your comments are always welcome, they can be best utilized if received by **July 19, 2024**.*





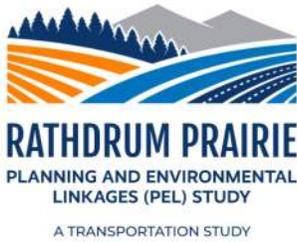
Appendix E | Notifications





- [Coeur d'Alene Press Display Ads \(Local Section\)](#)
 - October 12
 - October 18
 - October 25
- [ITD News Release](#)
 - June 21
- [ITD News Blog Archives](#)
- [Postcard \(51,000 mailed via zip code drop to the area\)](#)
- [Constant Contact emails](#)
 - June 13
 - June 24
 - July 1
- Social Media
 - [Facebook Posts](#)
 - June 20
 - June 24
 - July 2
 - July 17
- [KXLY news story](#)
 - June 24
- [Kootenai Journal Article about Study](#)
 - June 21





Display Ads



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY

Now is the time to help shape the future of transportation in the Rathdrum Prairie. We want your input on a range of potential high-level options to optimize existing corridors and develop new routes that will reduce congestion, enhance connectivity, and improve mobility throughout the region.



Public Meetings

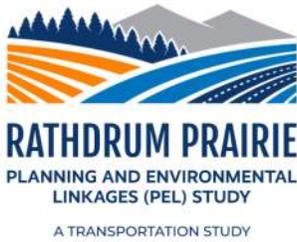
June 25, 2024
5 p.m. - 7:30 p.m.
Kootenai Technical Education Campus (KTEC)
6838 W Lancaster Road
Rathdrum, ID 83858

June 26, 2024
6 p.m. - 8:30 p.m.
Coeur d'Alene Shrine Club Event Center
1250 W Lancaster Road
Hayden, ID 83835

Online Meeting

Can't attend in person? View the same content online June 27- July 12 at itdprojects.idaho.gov/pages/rathdrum-prairie-pel





Public Meeting(s) Notice



JOIN US!

**June 25, 2024
5 p.m. - 7:30 p.m.**

Kootenai Technical Education Campus (KTEC)
6838 W Lancaster Road
Rathdrum, ID 83858

**June 26, 2024
6 p.m. - 8:30 p.m.**

Coeur d'Alene Shrine Club Event Center
1250 W Lancaster Road
Hayden, ID 83835

★Click this banner for more information★





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY



Public Meeting(s) Notice



★Click this banner for more information★

June 25, 2024

5 p.m. - 7:30 p.m.

Kootenai Technical Education Campus (KTEC)
6838 W Lancaster Road
Rathdrum, ID 83858

June 26, 2024

6 p.m. - 8:30 p.m.

Coeur d'Alene Shrine Club Event Center
1250 W Lancaster Road
Hayden, ID 83835



Public Meeting(s) Notice

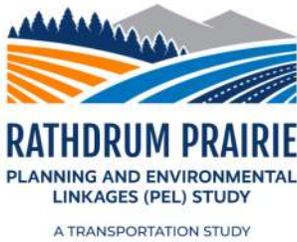
June 25, 2024
5 p.m. - 7:30 p.m.



June 26, 2024
6 p.m. - 8:30 p.m.

★Click this banner for more information★





ITD News Release

Heather McDaniel

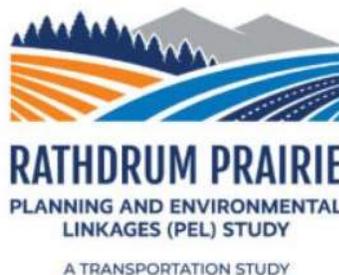
From: ITDNews
Sent: Friday, June 21, 2024 8:27 AM
To: Heather McDaniel
Subject: ITD invites the public to provide input on potential transportation improvements within the Rathdrum Prairie



6/21/2024

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

ITD invites the public to provide input on potential transportation improvements within the Rathdrum Prairie



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. The public will have the opportunity to review a range of potential high-level options to reduce congestion, enhance connectivity and improve mobility in the region.

Join one of two public meetings held in Rathdrum and Hayden. The same information will be shared at both meetings which will be held in an open house format, allowing participants to attend at their convenience. No presentations will be given, but the study team will be available to discuss the information with participants and answer questions.





Public Meetings

Tuesday, June 25

5 p.m. - 7:30 p.m.

Kootenai Technical Education Campus

6838 W. Lancaster Road

Rathdrum, ID 83858

Wednesday, June 26

6 p.m. - 8:30 p.m.

Coeur d'Alene Shrine Club Event Center

1250 Lancaster Road

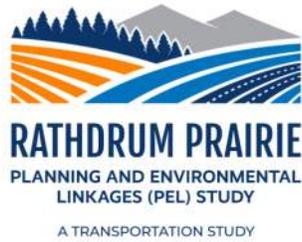
Hayden, ID 83835

The study is evaluating the state highway and local roadway system within the Rathdrum Prairie stretching from the Washington/Idaho state line to the west, State Highway 53 to the north, Government Way to the east, and Interstate 90 to the south. On the heels of last year's initial public meeting, community input was collected and helped to shape a range of potential high-level options to optimize existing corridors and develop new routes that will be on display.

An online version of this meeting, including all the same content and information, will be available from June 27 through July 12 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 studies.

###



ITD News Blog Archives



- HOME
- DMV
- ROAD REPORT
- BUSINESS
- PROJECTS
- BOARD
- ABOUT ITD

ITD invites the public to provide input on potential transportation improvements within the Rathdrum Prairie

Posted on June 21, 2024 by Heather McDaniel



Tri-fold Postcard

Join us at one of two
 in-person public meetings:



June 25, 2024

5 p.m. – 7:30 p.m.
 Kootenai Technical Education
 Campus (KTEC)
 6838 W Lancaster Road
 Rathdrum, ID 83858

June 26, 2024

6 p.m. – 8:30 p.m.
 Coeur d'Alene Shrine Club
 Event Center
 1250 W Lancaster Road
 Hayden, ID 83835

The same information will be shared at both meeting locations. Information will be shared in an open house format, allowing participants to attend at their convenience. The Idaho Transportation Department (ITD) will present information on the PEL process during the open house.



Can't attend in person?

An online version of this meeting, with the same information, will be available from **June 27 to July 12** at itdprojects.idaho.gov/pages/rathdrum-prairie-pel or scan the QR code.



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

Join us at our upcoming public meetings!

Persons needing an interpreter or special accommodations are urged to contact (208) 334-8884 or TTY/ITDD users Dial 711 to use the Idaho Relay System.

Se les recomienda a las personas que necesitan un intérprete o arreglos especiales que llamen al 208-334-8496. Usuarios de TTY/ITDD: Marque 711 o (800) 377-3529 para usar el sistema de Relay de Idaho.



RATHDRUM PRAIRIE
 PLANNING AND ENVIRONMENTAL
 LINKAGES (PEL) STUDY
 A TRANSPORTATION STUDY

YOU'RE INVITED!

Now is the time to help shape the future of transportation across the Rathdrum Prairie. We want your input on a range of potential high-level options to optimize existing corridors and develop new routes that will mitigate congestion, enhance connectivity, and improve mobility throughout the region.

Join us at one of two upcoming in-person public meetings, June 25 and June 26.



Timeline



ITD anticipates that the PEL Study will be complete by Summer/Fall 2025 and potential transportation solutions will move into National Environmental Policy Act (NEPA) analysis.



- **Spring 2023 – Fall 2023**
Collect data and gather public input
- **WE ARE HERE**
Fall 2023 – Summer 2024
Develop alternatives and gather public input
- **Summer 2024 – Fall 2024**
Refine alternatives
- **Fall 2024 – Winter 2025**
Gather public input on refined alternatives
- **Spring 2025**
Prepare report on planning study findings
- **Spring – Summer 2025**
Prepare, review with agencies, and publish PEL report

Post-PEL project steps



Study Purpose



ITD is working now to plan for recent and projected growth by evaluating the federal and state highway and local transportation systems within the Rathdrum Prairie.

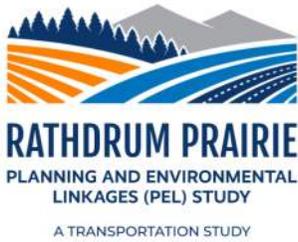
This study is a first step in efforts to reduce congestion, enhance connectivity, and improve mobility throughout the region. **Public input is very important to this process, so please plan to participate in person or online.**

Recommendations from this study may be used or adopted into future NEPA studies.



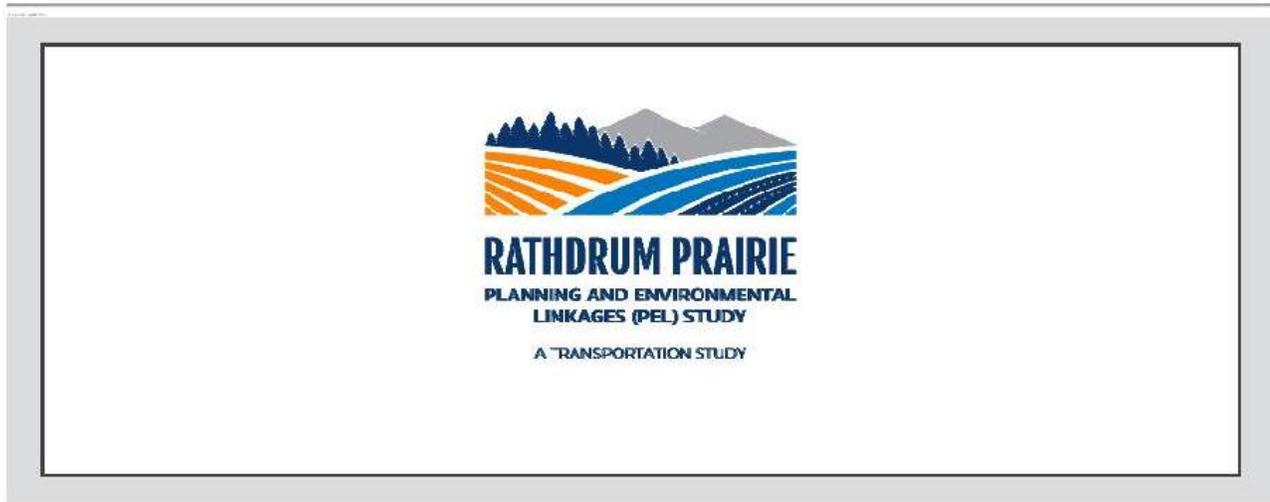
Study Area: Washington/Idaho state line to the west, State Highway 53 (SH-53) to the north, Government Way to the east, and Interstate 90 (I-90) and Seltice Way to the south.

Contact: Carrie Ann Hewitt, P.E.
 ITD Planning Lead
 208-772-1230
 Email: info@rathdrumprairiepel.com



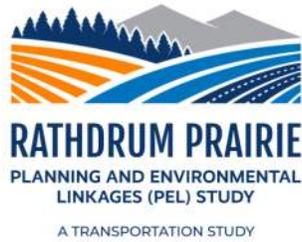
From: Idaho Transportation Department <stephanie.borders-hdrinc.com@shared1.ccsend.com>
Sent: Thursday, June 13, 2024 3:13 PM
To: Heather McDaniel <Heather.McDaniel@itd.idaho.gov>
Subject: Rathdrum Prairie Transportation Study

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



Constant Contact Email





You're Invited!

Join us at our upcoming public meetings

Now is the time to help shape the future of transportation across the Rathdrum Prairie. We want your input on a range of potential high-level options to optimize existing corridors and develop new routes that will mitigate congestion, enhance connectivity, and improve mobility throughout the region.

June 25, 2024

5 p.m. – 7:30 p.m.

Kootenai Technical Education

Campus (KTEC)

6838 W Lancaster Road

Rathdrum, ID 83858

June 26, 2024

6 p.m. – 8:30 p.m.

Coeur d'Alene Shrine Club
Event Center

1250 W Lancaster Road

Hayden, ID 83835

The same information will be shared at both meeting locations. Information will be shared in an open house format, allowing participants to attend at their convenience. The Idaho Transportation Department (ITD) will present information on the PEL process during the open house.

Can't attend in person?

An online version of this meeting with the same information will be available from June 27 to July 12 at itdprojects.idaho.gov/pages/rathdrum-prairie-pel.





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY



Visit the project page to stay updated on project developments.

[Learn More](#)



Your Safety • Your Mobility • Your Economic Opportunity

Idaho Transportation Department | itd.idaho.gov



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.

Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen al 208-334-8496. Usuarios de TTY/TDD: Marque 711 o (800) 377-3529 para usar el sistema de Relay de Idaho.

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

[Unsubscribe](#) | [Update Profile](#) | [Constant Contact Data Notice](#)



Try email marketing for free today!



RATHDRUM PRAIRIE

From: Idaho Transportation Department <stephanie.borders-hdrinc.com@shared1.ccsend.com>
Sent: Monday, June 24, 2024 9:56 AM
To: Heather McDaniel <Heather.McDaniel@itd.idaho.gov>
Subject: Rathdrum Prairie Transportation Study

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



RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY
A TRANSPORTATION STUDY

Just a friendly reminder to join us tomorrow or Wednesday!

Now is the time to help shape the future of transportation across the Rathdrum Prairie. We want your input on a range of potential high-level options to optimize existing corridors and develop new routes that will mitigate congestion, enhance connectivity, and improve mobility throughout the region.

June 25, 2024

5 p.m. – 7:30 p.m.

Kootenai Technical Education

Campus (KTEC)

6838 W Lancaster Road

Rathdrum, ID 83858

June 26, 2024

6 p.m. – 8:30 p.m.

Coeur d'Alene Shrine Club
Event Center

1250 W Lancaster Road

Hayden, ID 83835



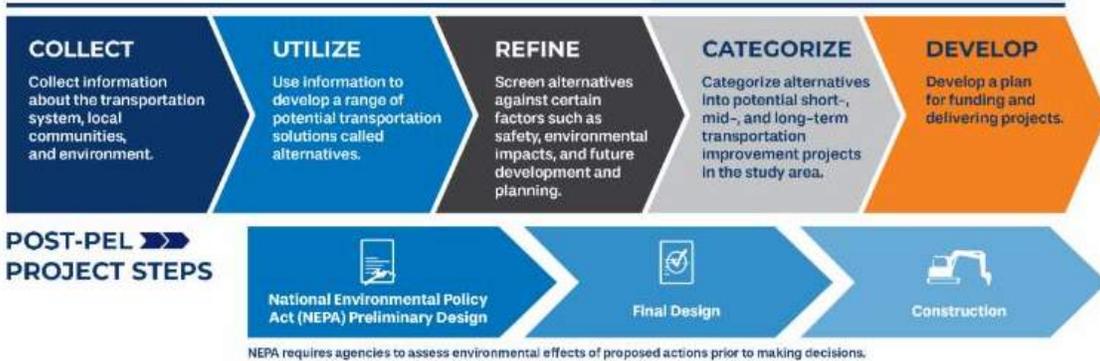
What is a Planning & Environmental Linkages (PEL) Study?

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

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

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

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



The same information will be shared at both meeting locations. Information will be shared in an open house format, allowing participants to attend at their convenience. The Idaho Transportation Department (ITD) will share information on the study process during the open house. No presentation will be given.

Can't attend in person?

An online version of this meeting with the same information will be available from **June 27 to July 12** at itdprojects.idaho.gov/pages/rathdrum-prairie-pel.



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY



Visit the project page to stay updated on study developments.

Learn More



Your Safety • Your Mobility • Your Economic Opportunity

Idaho Transportation Department | itd.idaho.gov



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.

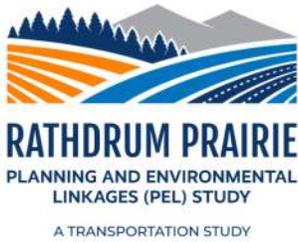
Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen al 208-334-8496. Usuarios de TTY/TDD: Marque 711 o (800) 377-3529 para usar el sistema de Relay de Idaho.

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

[Unsubscribe](#) | [Update Profile](#) | [Constant Contact Data Notice](#)

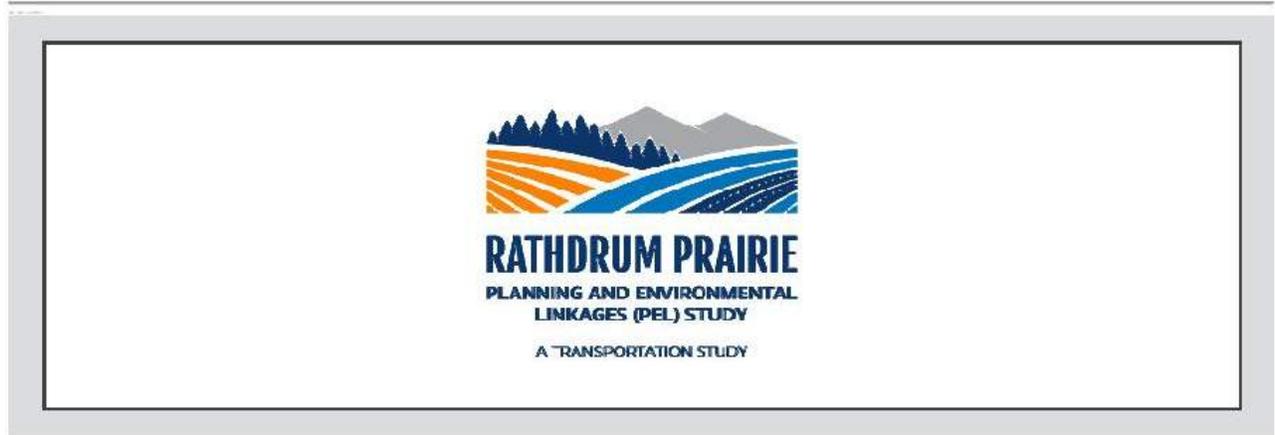


Try email marketing for free today!



From: Idaho Transportation Department <stephanie.borders-hdrinc.com@shared1.ccsend.com>
Sent: Monday, July 1, 2024 9:09 AM
To: Heather McDaniel <Heather.McDaniel@itd.idaho.gov>
Subject: Rathdrum Prairie Transportation Study

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



**Thanks to those of
you who attended
public meetings in
Rathdrum and Hayden
last week.**



Missed the meetings?

You still have time to view the 53 concepts we developed and tell us what you think at <https://rathdrumprairiepel.com/PIM-2/>
Please submit your comments by **July 19.**

Study Background

Now is the time to help shape the future of transportation across the Rathdrum Prairie. We want your input on a range of potential high-level options to optimize existing corridors and develop new routes that will mitigate congestion, enhance connectivity, and improve mobility throughout the region.

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

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

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

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

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



POST-PEL PROJECT STEPS



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





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY



Sign up to receive study updates.

[Learn More](#)



Your Safety • Your Mobility • Your Economic Opportunity

Idaho Transportation Department | itd.idaho.gov



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.



Your Safety • Your Mobility • Your Economic Opportunity



Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen al 208-334-8496. Usuarios de TTY/TDD: Marque 711 o (800) 377-3529 para usar el sistema de Relay de Idaho.

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

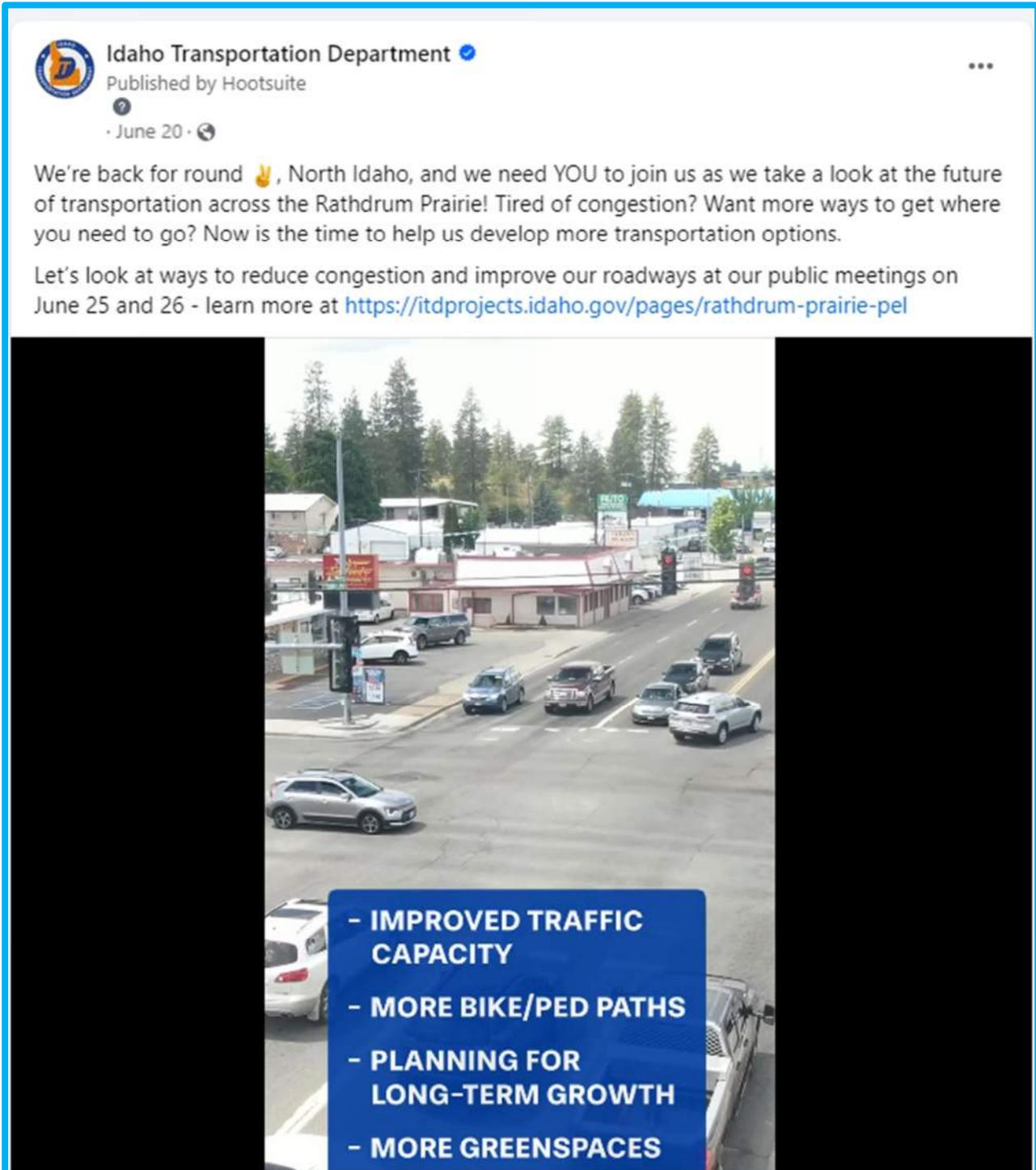
[Unsubscribe](#) | [Update Profile](#) | [Constant Contact Data Notice](#)



Try email marketing for free today!



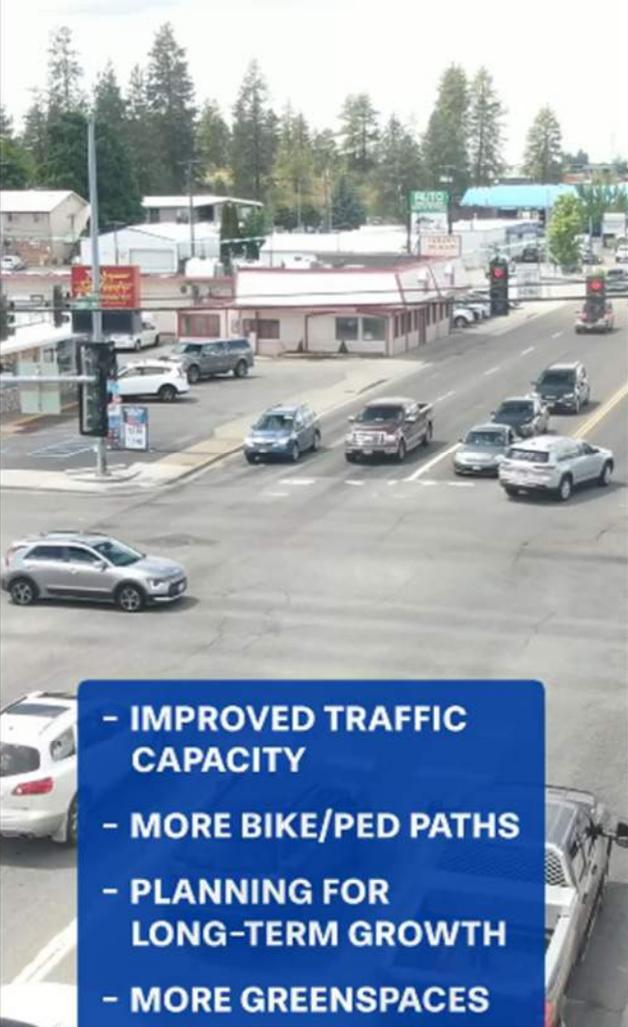
Facebook Posts



Idaho Transportation Department ✓
Published by Hootsuite
June 20

We're back for round 🙌, North Idaho, and we need YOU to join us as we take a look at the future of transportation across the Rathdrum Prairie! Tired of congestion? Want more ways to get where you need to go? Now is the time to help us develop more transportation options.

Let's look at ways to reduce congestion and improve our roadways at our public meetings on June 25 and 26 - learn more at <https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel>



- IMPROVED TRAFFIC CAPACITY
- MORE BIKE/PED PATHS
- PLANNING FOR LONG-TERM GROWTH
- MORE GREENSPACES



Idaho Transportation Department ✓

Published by Hootsuite



· June 24 · 🌐



Have better things to do than spend your time in traffic? We are looking at ways to improve safety and mobility in the Rathdrum Prairie for the next 20 years.

Join our public meetings on June 25 and 26 to see what we've come up with. Find out more at <https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel>





Idaho Transportation Department ✓

Published by Hootsuite

July 2 · 🌐

If you missed our public meetings last week but have concerns about the future of transportation in the Rathdrum Prairie, we want to hear from you. You can view the 53 concepts developed and submit your comments at www.rathdrumprairiepel.com any time before July 19.

We want your input!
Online Meeting through July 19



RATHDRUM PRAIRIE
 PLANNING AND ENVIRONMENTAL
 LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY

Idaho Transportation Department

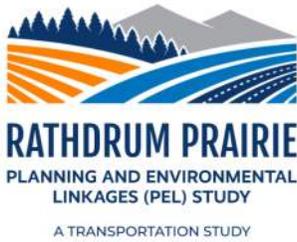
Enhancing quality of life through transportation

[See insights and ads](#)

[Boost again](#)

👍 77

3 comments 1 share



Idaho Transportation Department 

Published by Stephanie Geane Borders

July 17

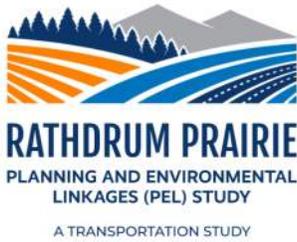
!! Attention Rathdrum Prairie: Two more days to comment on potential transportation solutions. Visit the online meeting at <https://rathdrumprairiepel.com/PIM-2/> and use the comment form to tell us what you think.



**Comment period ends
Friday, July 19**

Idaho Transportation Department
Enhancing quality of life through transportation





KXLY News Story

8/23/24, 4:29 PM

Idaho Transportation Department seeks public input on Rathdrum Prairie | News | kxly.com

https://www.kxly.com/news/idaho-transportation-department-seeks-public-input-on-rathdrum-prairie/article_dc005c58-327d-11ef-b1a1-8f31a930eb40.html

Idaho Transportation Department seeks public input on Rathdrum Prairie

Nick Hawthorne
Jun 24, 2024



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY

Credit: Idaho Transportation Department

IDAHO — The Idaho Transportation Department (ITD) has scheduled two public meetings for public input to help shape transportation across the Rathdrum Prairie.

Information will be shared in an open house format, allowing participants to attend at their convenience.

The Idaho Transportation Department (ITD) will present information on the PEL process during the open house.

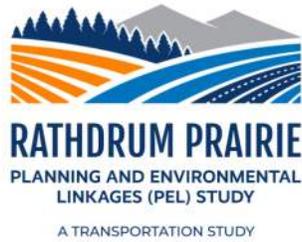
The first meeting is on June 25, from 5 p.m. - 7:30 p.m. at the Kootenai Technical Education Campus (KTEC) in Rathdrum, ID.

The second meeting is on June 26, from 6 p.m. - 8:30 p.m. at the Coeur d'Alene Shrine Club Event Center in Hayden, ID.

The same information will be shared at both meeting locations.

https://www.kxly.com/news/idaho-transportation-department-seeks-public-input-on-rathdrum-prairie/article_dc005c58-327d-11ef-b1a1-8f31a930eb40.h... 1/2





8/23/24, 4:29 PM

Idaho Transportation Department seeks public input on Rathdrum Prairie | News | kxly.com

A link to the online version of these two meetings with the same information, will be available from June 27 to July 12 at the **ITD website**.

COPYRIGHT 2024 BY KXLY. ALL RIGHTS RESERVED. THIS MATERIAL MAY NOT BE PUBLISHED, BROADCAST, REWRITTEN OR REDISTRIBUTED.

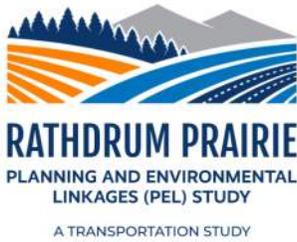
TOP VIDEOS

Powered by [minute.ly](#)

Nick Hawthorne

Director of Digital and Streaming

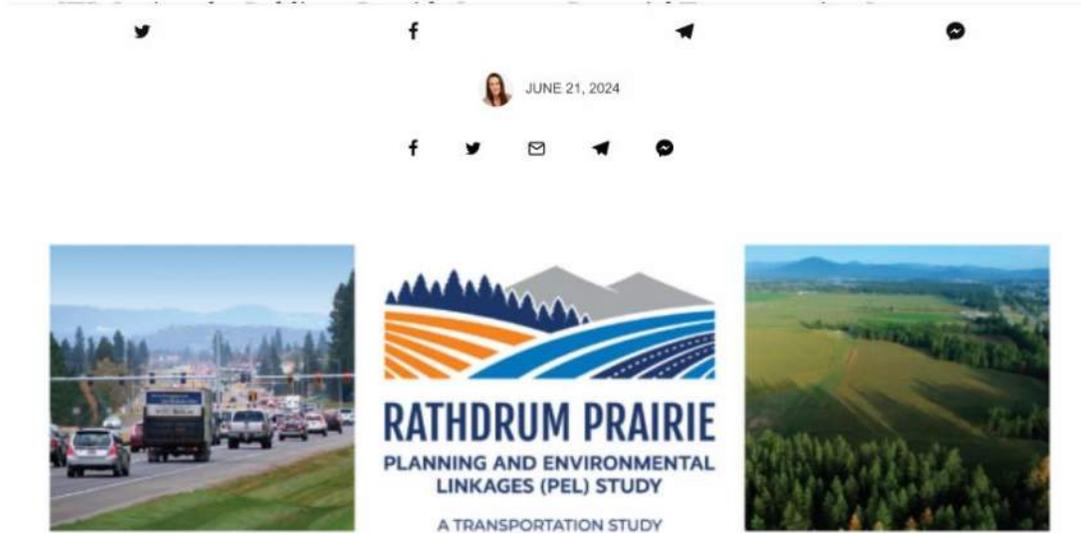




Kootenai Journal News Story

8/23/24, 4:29 PM

The Kootenai Journal • ITD Invites the Public to Provide Input on Potential Transportation Improvements Within the Rathdrum Prairie



Press Release for Idaho Transportation Department

COEUR d'ALENE, Idaho – 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. The public will have the opportunity to review a range of potential high-level options to reduce congestion, enhance connectivity and improve mobility in the region.

Join one of two public meetings held in Rathdrum and Hayden. The same information will be shared at both meetings which will be held in an open house format, allowing participants to attend at their convenience. No presentations will be given, but the study team will be available to discuss the information with participants and answer questions.

Tuesday, June 25 from 5 p.m. to 7:30 p.m. – Kootenai Technical Education Campus, 6838 W. Lancaster Road, Rathdrum, ID 83858

Wednesday, June 26 from 6 p.m. to 8:30 p.m. – Coeur d'Alene Shrine Club Event Center, 1250 Lancaster Road, Hayden, ID 83835

The study is evaluating the state highway and local roadway system within the Rathdrum Prairie stretching from the Washington/Idaho state line to the west, State Highway 53 to the north, Government Way to the east, and Interstate 90 to the south. On the heels of last year's initial public meeting, community input was collected and helped to shape a range of potential high-level options to optimize existing corridors and develop new routes that will be on display.

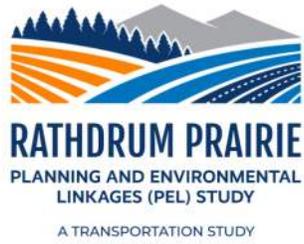
An online version of this meeting, including all the same content and information, will be available from June 27 through July 12 at <https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel> for those who are unable to attend in person.

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

<https://kootenajournal.com/2024/06/21/itd-invites-the-public-to-provide-input-on-potential-transportation-improvements-within-the-rathdrum-prairie/>

6/15





Appendix F | Photos

Public Information Meetings: June 24 and 25, 2024



Public Information Meeting June 25, 2024





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY



Public Information Meeting June 26, 2024

