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IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129 • Boise, ID 83707-1129
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Idaho Transportation Board

Subcommittee on State Highway System Adjustments Remote Meeting

May 7, 2026

8:00 AM

Idaho Transportation Department
11331 W. Chinden Blvd., Building 8
Broadway Conference Room, 1st Floor

To Access:
Video: itdgov@m.webex.com
Video ID: 116 696 820 0

	Page	Time*
1. Call meeting to Order – Chairman Watkins		**8:00**
Action Item		
2. Approve December 10, 2025 meeting minutes	2	
Informational Calendar		
3. Active cases list	4	
4. Functional classification definitions and process	6	
Action Items		
5. Reclassifications – City of New Plymouth, multiple routes – Sr. Transportation Planner Brianna Fernandez	10	**8:05**
6. Reclassifications – City of Gooding, multiple routes – Sr. Transportation Planner Fernandez	29	**8:15**
7. Reclassifications – Bonneville Metropolitan Planning Organization, multiple routes – Sr. Transportation Planner Fernandez	38	**8:25**
8. Reclassifications – Kootenai Metropolitan Planning Organization, multiple routes – Sr. Transportation Planner Fernandez	44	**8:45**
9. Adjourn		**9:05**

*Times listed are in local time and estimates only.

Idaho Transportation Board
Subcommittee on State Highway System Adjustments
December 10, 2025

The Idaho Transportation Board (ITB) Subcommittee on State Highway System Adjustments met on December 10, 2025, at the Idaho Chinden Campus, Long Bridge Room.

District 3 Member Julie DeLoreno (Chair), District 2 Member Gary Osborn, District 4 Member Mitch Watkins, and Business Executive to the Board Lorraine Dennis were present.

Key principals present from the Idaho Transportation Department were Deputy Attorney General Gary Luke, Sr. Transportation Planner Brianna Fernandez, and Planning & Development Manager Scott Luekenga.

Subcommittee Chair DeLorenzo called the meeting to order at 1:30 p.m.

Meeting Minutes. Member Osborn moved for the formal approval of September 23, 2025, meeting minutes, seconded by Member Watkins. The motion passed unopposed.

Active Cases List. The active cases list was an informational calendar item. Members did not have any questions.

Reclassifications – Community Planning Association of Southwest Idaho (COMPASS). TP Fernandez presented the reclassifications requested by COMPASS and introduced COMPASS's representative Mary Ann Waldinger. TP Fernandez reviewed the functional classification definitions and criteria for arterials, collectors and local roads. Since 2010, the COMPASS planning area in Ada and Canyon Counties has grown in population from 581,290 to about 850,000. This update is in response to the last census and Urban Area Boundaries adjustments. The request includes 50 reclassifications to local roads and one removal (short section of McDermott Rd. due to construction of SH-16 from SH-44 to I-84); 251 reclassifications and three additions (from recently built collector to access SH-44); and 30 administrative corrections that were submitted to ITD in May 2025. Most of the corrections are to fill in gaps where the road did not get connected.

In response to Member Osborn's question if any of the adjustments were contentious amongst businesses, COMPASS Waldinger stated the adjustments were coordinated in collaboration and support with all the impacted jurisdictions and subject to open meetings.

In response to Member Watkins' question if other MPOs will undertake a similar exercise to update their systems, TP Fernandez replied they will. Some adjustments have already been done, but not to this extent. PDM Luekenga added that all jurisdictions can make adjustments, not just the MPOs.

PDM Luekenga reviewed the formal application process for requesting an adjustment to the SHS and required approvals prior to advancing to the subcommittee and full Board. ITD does not implement adjustments until they receive final approval from FHWA.

Member Osborn made a motion that the subcommittee advance the multiple COMPASS reclassifications to the full board for consideration. The motion was seconded by Member Watkins and it passed unopposed.

Reclassifications, McCall. TP Fernandez reviewed the 11 functional classification changes requested by the City of McCall that were approved by the City on December 29, 2023. E. Deinhard Ln./Boydstun St. is proposed to upgrade from a major collector to a minor arterial. Forest Street and Mill Road are being downgraded from minor collectors to local roads. Of the remaining eight reclassification proposals from local roads to minor collectors, staff is recommending that only five be advanced due to lack of justification. The following recommended for exclusion are Rowland Street, Pilgrim Cove Road, and Majestic View Drive.

Member Watkins made a motion to approve as amended by staff to remove the three roads as stated. Member Osborn seconded the motion and it passed unopposed.

Reclassification, Grangeville. TP Fernandez provided an overview of the City of Grangeville's request to reclassify Grangeville Truck Route MP101.165 to MP102.147 from a minor collector to a major collector. The Grangeville Highway District supports this request. The reclassification will complete an existing truck route to the SH-13 area that is already a major collector.

Member Osborn made a motion to send staff's recommendation for Grangeville's access from a minor to major collector to the full board for approval. Member Watkins seconded the motion and it passed unopposed.

The meeting adjourned at 2:20 P.M.

_____

Submitted by:

Lorraine Dennis
Business Executive
Idaho Transportation Board

STATE HIGHWAY SYSTEM ADJUSTMENTS

Adjustment Request	District	Point of Contact	Type	Application Received	Progress Follow-up	Sub Committee Preliminary Review	Sub Committee Approval	Pre-Board Follow-up	Board Approval	Final Admin Follow-up Complete	Cost Estimate	Funding Source	Notes
Active Adjustment Cases													
BMPO Multiple	BMPO	Darrel West	Functional Classification Adjustment	08/05/25	Yes	5/7/2026					N/A	N/A	
4th Ave E and 1800 S, 7th Ave	City of Gooding	Larry Bybee	Functional Classification Adjustment	11/20/25	Yes	5/7/2026					N/A		
E. Idaho St, Southwest Ave / SW 1st Ave, SW 2nd Ave, Adams Rd	City of New Plymouth	Beau Siemer	Functional Classification Adjustment	08/04/25	Yes	5/7/2026					N/A	N/A	
KMPO Multiple	KMPO	Glenn Miles	Functional Classification Adjustment	11/05/25	Yes						N/A	N/A	
Cherrylane (R-273), Hubbard Gulch (R-219), McGary (R-220)	Nez Perce County	Roy Hill (208) 799-3060	Functional Classification Adjustment	11/14/24	Yes						N/A	N/A	Waiting to hear back
TBD	Rexburg, Madison County	Faron Young	Functional Classification Adjustment	06/26/25							N/A	N/A	Waiting to hear back
Multiple	Gooding Highway District	Justin Clapp	Functional Classification Adjustment	10/31/25	Yes						N/A	N/A	Needs Further Discussion
Multiple	City of Bellevue	Brian Parker	Functional Classification Adjustment	10/31/25	Yes						N/A	N/A	Needs Further Discussion
Multiple	Hillsdale Highway District	Kieth Mills	Functional Classification Adjustment	10/31/25	Yes						N/A	N/A	Needs Further Discussion
Multiple	Dietrich Highway District	Scott Zimmers	Functional Classification Adjustment	10/31/25	Yes						N/A	N/A	Needs Further Discussion
Multiple	Hagerman Highway District	Rich Regnier	Functional Classification Adjustment	10/31/25	Yes						N/A	N/A	Needs Further Discussion
Multiple	Shoshone Highway District	Raymond Alexande	Functional Classification Adjustment	10/31/25	Yes						N/A	N/A	Needs Further Discussion
Multiple	Filer Highway District	Travis Brewer	Functional Classification Adjustment	10/31/25	Yes						N/A	N/A	Needs Further Discussion
Multiple	West Point Highway District	John McCracken	Functional Classification Adjustment	10/31/25	Yes						N/A	N/A	Needs Further Discussion
Multiple	Camas County	Josh Ashmead	Functional Classification Adjustment	10/31/25	Yes						N/A	N/A	Needs Further Discussion
Multiple	Richfield Highway District	Jason Alanis	Functional Classification Adjustment	10/31/25	Yes						N/A	N/A	Needs Further Discussion
TBD	City of Ketchum	N/A	Functional Classification Adjustment								N/A	N/A	Further investigation needed
TBD	City of Shelley	N/A	Functional Classification Adjustment								N/A	N/A	Waiting for application
TBD	City of Rupert	N/A	Functional Classification Adjustment		Yes						N/A	N/A	Waiting for application, Being done by Forsgren Consultant Group
TBD	Oakley Highway District	N/A	Functional Classification Adjustment		Yes						N/A	N/A	Waiting for application, Being done by Forsgren Consultant Group
TBD	Buhl Highway District	N/A	Functional Classification Adjustment		Yes						N/A	N/A	Waiting for application, Being done by Forsgren Consultant Group

Completed Actions													
SH-33 - Madison County	6	Mark Layton	Relinquishment	11/27/2018		12/14/2018	3/18/2020		4/16/2020	YES	$3.1M	ITIP Project	
US-26 - Bonneville County	6	Ryan Day	Relinquish/Realign	3/30/2022		9/21/2022					$46.4M	KN 21923 - $16.8M KN22689 - $29.6M	3/30/22 Initial Briefing to SC. Cannot complete relinquishment until project is complete in 2025. 11/30/23. Bonneville County road closure and maintain agreement & resolution complete. March 2023, Bonneville County public hearing requirement complete. 0
Weiser Valley HD Haas, Indianhead, Island, Pioneer, and Jonathan Roads	3	Vince Trimboli	Functional Classification Adjustment	6/14/2024		12/5/2024	12/5/2024		1/125/2025	YES	N/A	N/A	FHWA approved 1/15/2025.
McCall - North Mission Street	3	Vince Trimboli	Functional Classification Adjustment	11/7/2024		12/5/2024	12/5/2024		1/125/2025	YES	N/A	N/A	FHWA approved 1/15/2025.
SH-75 Spur - Blaine Co. -Sun Valley/Ketchum	4	Jesse Barrus	Relinquishment			9/15/2020	4/1/2021		4/22/2021	YES	$4.18M	KN 23281	
Madison County - Farm/Field Rd off W 6800 S	6	Mark Layton	Relinquishment			1/21/2020	3/18/2020		4/16/2020	YES	$850K	ITIP Project	
I-84 Business Loop - Caldwell	3	Caleb Lakey	Relinquishment			5/10/2019	5/29/2019		6/20/2019	YES	$2.4M	Statewide Balancing Account	
US-95 - City of Council	3	Styles Salek	Relinquishment				7/9/2018				N/A		
I-84 Business Loop - Hammett	3	Caleb Lakey	Relinquishment				3/14/2018		5/17/2018	YES			
Coeur D'Alene Lake Drive (US-10)	1	Ben Ward	Relinquishment				3/14/2018			YES	$3.5M	Statewide Balancing/Board Unallocated	
St. Charles St, Courthouse Drive	Salmon	Brianne Green (208) 756-3214	Functional Classification Adjustment	07/23/25	Yes	9/23/2025	9/23/2025	Yes			N/A	N/A	
US-95 Thorn Creek to Moscow	2	Doral Hoff	Realignment	08/05/25	Yes	9/23/2025	9/23/2025	Yes			$3.92M	KN 21908 FY23	Rd Closure & Main. Agreement - SC approved: 9/15/20; SC cannot complete realignment until the new Hwy is built. Pending project competition in 2025.
BTPO Multiple	BTPO	Devin Hillam (208-233-9322)	Functional Classification Adjustment	08/15/25	Yes	9/23/2025	9/23/2025	Yes			NA	NA	
Reclassify Pindale St, Carico Rd, Pilgrim Cove Rd, * Majestic View Dr. from local to minor collector	City of McCall	Morgan Stroud	Functional Classification Adjustment	08/04/25	Yes	12/10/2025					N/A	N/A	
Grangeville Truck Route	Grangeville	Jeff Wilkins/Joe Schacher	Functional Classification Adjustment	09/25/25	Yes	12/10/2025					N/A	N/A	
COMPASS Multiple	COMPASS	Mary Ann Waldinger	Functional Classification Adjustment	10/01/25	Yes	12/10/2025					$5,960,000	N/A	
Incomplete, Suspended or Withdrawn Actions													
SH-48 - Jefferson County	6	Mark Layton	Relinquishment										Withdrawn
US-93 - Challis Spur - Custer County	6	Mark Layton	Relinquishment	10/22/2019									Withdrawn
SH-33 - City of Rexburg	6	Jason Minzghor	Relinquishment	11/27/2018		12/14/2018					$1.75M		D6 recommends closing with no action.
US-93 - Challis Spur - Custer County	6	Wade Allen/Jeff Sneddon	Relinquishment	NO LONGER ACTIVE									9/21/22. Continuing to negotiate w/ Custer Co. 11/30/23. No Change. 09/24/2025 - NO LONGER IN
SH-69 Realignment	3	Jason Brinkman	Realignment	7/14/2021	Yes	1/12/2022				PAUSED			1/12/21 initial briefing to SC. Study on "souther alternate route." On Hold
I-84 Business Loop - Nampa	3	Jason Brinkman	Relinquishment		Yes					PAUSED	$800K		On Hold
SH-45 - Nampa (Re-Route w/ I-84BL)	3	Jason Brinkman	Realignment		Yes					PAUSED			9/15/2020 Initial briefing to SC. On Hold pending project competition
SH-55 & Deinhard Lane/Boydstun Street	3	Jason Brinkman	Relinquish/Realign		Yes					PAUSED			10/16/2019 Briefing to SC. D3 received a $3.2M RAISE grant to look at this exchange. D3 and McCall are working on a Cooperative Agreement and plan to solicited an RFP in 2024.
SH-44 (Middleton)	3	Jason Brinkman	Realignment		Yes					PAUSED			
SH-16 (US-26 to I84)	3	Jason Brinkman	Addition		Yes					PAUSED			
TBD	Emmett		Functional Classification Adjustment		Yes					NO CURRENT CHANGES	N/A	N/A	NO CURRENT CHANGES
TBD	Mountain Home		Functional Classification Adjustment		Yes					NO CURRENT CHANGES	N/A	N/A	NO CURRENT CHANGES
SH-79 to US-93	4	Jesse Barrus	Addition	04/19/24						PAUSED	$2M	ITD Planning - $2M	Snake River third bridge SH-79 addition to connect to US-93. 04.25.2024 Resolution adopted to study 3rd
As of 4.14.2026													

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What.is.Functional.Classification?

Federal laws and regulations assign state the primary responsibility for developing, updating and adopting a Statewide Highway Functional Classification map which is to define the functionality of existing roads and streets. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. This process is the recognition that individual roads and streets do not serve travel independently; rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner.

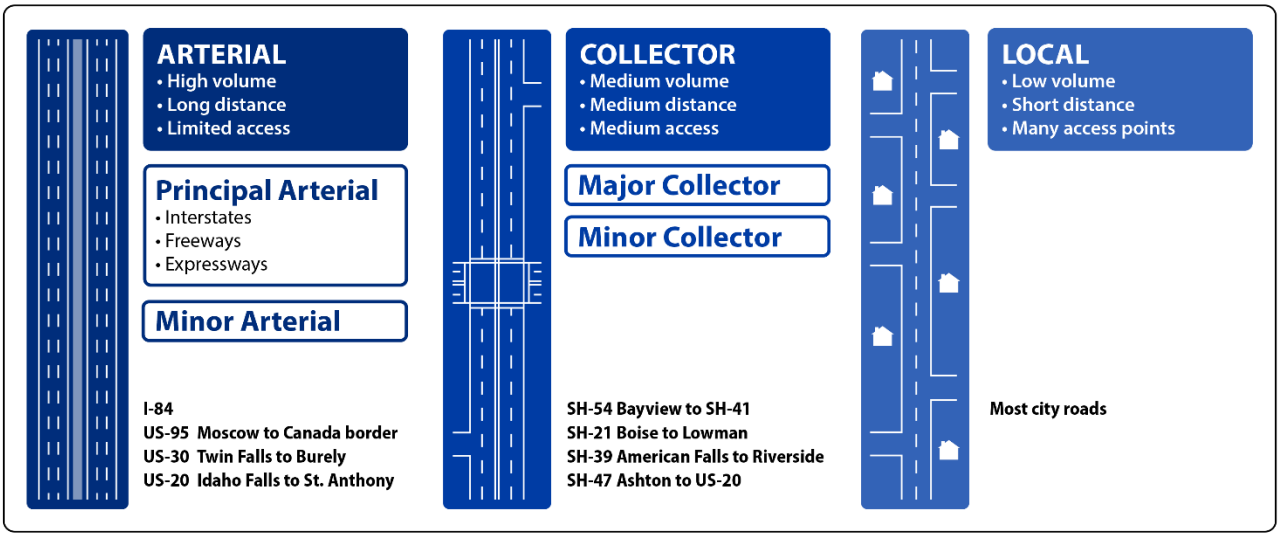
Most travel occurs through a network of interdependent roadways, with each roadway segment moving traffic through the system towards destinations. The concept of system classification defines the role that a particular roadway segment plays in serving this flow of traffic through the network. Roadways are assigned according to the character of travel service each roadway provides.

Roadways serve two primary travel needs: access/egress from specific locations and travel mobility. The distinction between “mobility and accessibility” is important in assigning classifications to roadways; however, there are a few additional factors to consider:

- Efficiency of Travel
- Collectors
- Access Points
- Speed Limit
- Route Spacing
- Usage (Annual Average Daily Traffic (AADT) Volumes and Vehicle Miles of Travel (VMT))
- Number of Travel Lanes
- Regional and Statewide Significance

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What.are.the.different.types.of.classifications?

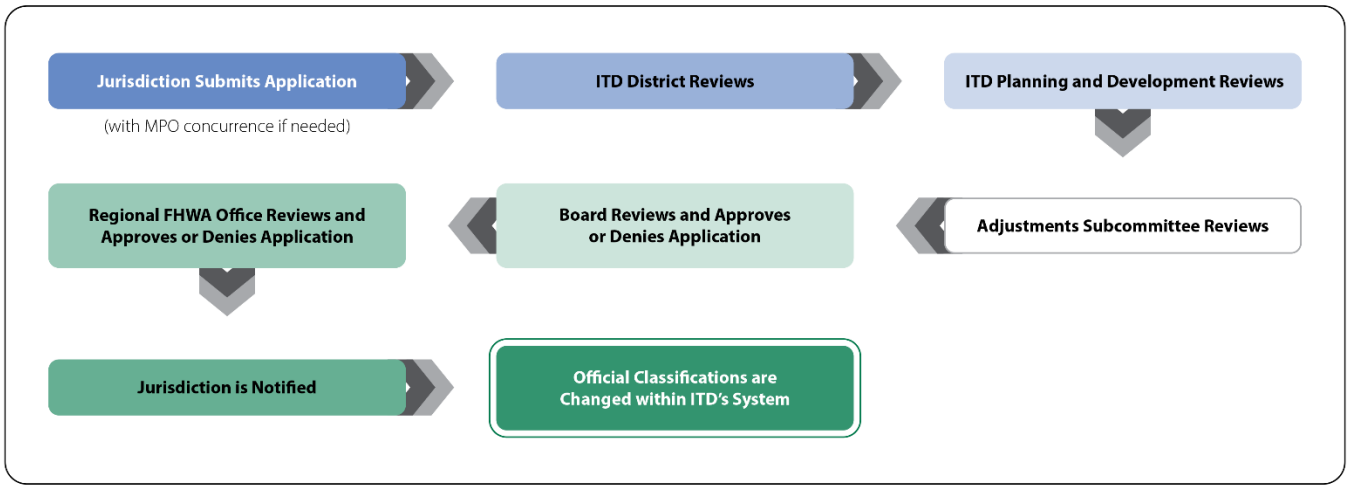


The.Functional.Classification.Process

ITD oversees the process ensuring that the functional classifications of roadways are kept up to date, maintaining an inventory. FHWA recommends that updates to the functional classification system are conducted as the roadway system and land use developments change; however, encourages reviews and considerations to the State Highway System should be reviewed every 10-years to coincide with the decennial census and the adjusted urban boundary update cycle. This maintenance process involves ongoing coordination with local planning partners to identify roadways that require changes to their functional classification, due to changes in transportation network and/or land use patterns. The process of determining the correct functional classification of a particular roadway is as much an art as it is a science.

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The.Functional.Classification.Process.Flow.Chart



What.is.required.in.a.Functional.Classification.application?

- Application
- A Vicinity Map showing the proposed changes and existing Route Classifications (Route owner must approve)
- Original letter of approval from Mayer, Chairmen of the Board or a City/County Resolution from the route owner governing body. If request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies which have authority over the road.
- Proof of Public Hearing
- MPO Concurrence Letter (if.within.an.MPO.planning.area)
- GIS Shapefile (if.available)

Partners.in.the.Functional.Classification.Process

Whether processing a single functional classification change request or conducting a comprehensive statewide functional classification review, a variety of planning partners should be involved to ensure informed consent of the functional classification designed for roadways. Communication shall be conducted with the following partners:

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- Metropolitan Planning Organizations (MPOs)
- ITD Regional and District Offices
- County and Other Agencies – such as cities, rural transportation planning organizations, regional development commissions, councils of government, etc.

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May 7, 2026

Subcommittee on State Highway System Adjustments,

District and Planning Services has reviewed the documentation (application, route map, resolution, and public comment input) provided by the City of New Plymouth for:

REQUEST

Road Name	Existing Classification	Proposed Classification
E. Idaho St.	Local	Major Collector
Southwest Ave./ SW 1st Ave	Local	Major Collector
SW 2nd Ave.	Local	Major Collector
Adams Rd.	Local	Major Collector

ITD recommends the subcommittee forwards this application to the Transportation Board for approval.

Pending subcommittee reviews, its options are:

- Recommend full Board approval or rejection of this application or agreement; or
- Request additional information and direct staff to return to the subcommittee at a subsequent date.

Sincerely,

Brianna Fernandez
Senior Transportation Planner

IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

PLEASE INDICATE: ☐ ITD District Request ■ Local Agency Request

This form has been developed for use in all change/modification requests for Idaho's Functional Classification. One form must be completed and submitted for each change.

AGENCY CONTACT INFORMATION

Agency Name:	**Application Date:**
City of New Plymouth, Idaho 83655	4/15/2026
Contact Person and E-mail Address:	**Telephone Number:**
Beau Ziemer; beau@npidaho.com	208-278-5338

Agency Address:
215 N. Plymouth Ave., New Plymouth, ID 83655

Is this functional classification request/change completely within or partially within an Urbanized Area?

■ **No** ☐ **Yes – If yes, concurrence from the MPO is required. Please complete the following information.**

Please indicate the name of the metropolitan planning organization (MPO):

MPO Contact Person and E-mail Address:	**Telephone Number:**

MPO Address:

Does requested Functional Class change extend into another jurisdiction?

■ **No** ☐ **Yes – If yes, a concurrence letter or resolution is required from the other jurisdiction.**

Please indicate the name of the other jurisdiction:

ROUTE DESCRIPTION

Local Name of Route:	**Route Number:**
E. Idaho St.	

Route Description:
West/East road which connects Holly Ave., a major collector to Blaine Rd., to the east. E. Idaho St. is a rural route through a residential area near the Payette County Fairgrounds which is highly traveled as access to the City from the rural areas to the east.

Termini of Route *(Milepost (MP) – if available)*	**Length *(miles)*:**
From MP: **To MP:**	Approx. 0.33 miles

Existing Federal Functional Classification (choose only one):	**Proposed Federal Functional Classification (choose only one):**
☐ Interstate ☐ Principal Arterial ☐ Minor Arterial	☐ Interstate ☐ Principal Arterial ☐ Minor Arterial
☐ Major Collector ☐ Minor Collector ■ Local Road	■ Major Collector ☐ Minor Collector ☐ Local Road

IDAHO FUNCTIONAL CLASSIFICATION
CHANGE REQUEST FORM

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance)*:

E. Idaho St., classified as a local road, connects the area east to the area west of the city center of New Plymouth. Traveling west on E. Idaho St. from the intersection with Blaine Rd., E. Idaho St. intersects with Holly Ave. a major collector and crosses the northern part of the City connecting to US Route 30, a major US Route. US Route 30 is a highly traveled route for both commercial and non-commercial vehicles, entering and exiting the City Center on the north end of the City, or continuing on E. Idaho St. to the eastern rural area to access agricultural residences and businesses. The speed limit on E. Idaho St. is 20 mph. E. Idaho St. is a 2-way road. Both lanes are through lanes.

A brief description why the proposed change is requested and justification for the change:

As part of the City's planning process for road management and growth of the city, New Plymouth has examined the transportation system identifying the areas which will provide inlets and outlets for the City as growth expands with new residential developments inside and outside of the City limits. E. Idaho St. can be traveled from New Plymouth to the outskirts of the City, directly intersecting US Route 30 on the west and Blaine Rd. on the east. Currently the section of E. Idaho St. from US Route 30 intersection to the intersection of Holly Ave. east is classified as a Major Collector. The rest of E. Idaho St. is classified as a local road. The City of New Plymouth has been investing in the reconstruction and improvements such as sidewalks on E. Idaho St. As New Plymouth continues to grow, the necessary transportation system will need to be in place to meet the transportation and safety needs of the community residents as well as visitors. Staying ahead of growth will be vital, for safety and mobility for City residents and visitors.

Additional remarks to fully explain the change request:

The proposed request for E. Idaho St. reclassification is approximately 0.33 mile in length, from the intersection with Holly Ave. east to the City limits. Continuing east past the 0.33 mile, this route extends into the agricultural area east of New Plymouth, eventually curving south and intersecting with S.E. 1st Ave. (which intersects US Route 30), and further south intersects with US Route 72. The 0.33 mile section becomes highly traveled as it is the portion of road which accesses the Payette County Fairgrounds for different events, and which agricultural trucks and machinery use to bypass the City and connect to US Route 30 to reach further destinations. This section also provides access to many residential homes with children attending school and other activities.

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form)*:

- ☒ Change Request Form
- ☒ Vicinity Map showing the proposed changes and existing
- ☒ Original letter of recommended approval from Mayor, Chairman of the Board or other official responsible for the agency or a City/County Resolution adopted. If the request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies which have authority over the road.
- ☐ Proof of Public Hearing *(if one was held)*
- ☐ MPO concurrence letter *(if within an Urbanized Area)*
- ☐ Traffic Data *(This includes collection methodology, number of hours counted, days of weeks, and AADT by direction, and raw data [when available])*
- ☒ Facility Type *(1-way or 2-way road)*
- ☒ Number of Through Lanes *(by direction)*

Submit all of the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail FunctionClass@itd.idaho.gov.

IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

For ITD District Use Only:

ITD District

☐ D1 ☐ D2 ■ D3 ☐ D4 ☐ D5 ☐ D6

Application Received: 4/20/26

District Contact Person and E-mail Address: Wendy.Howell@itd.idaho.gov

Telephone Number: 208.334.8338

District Application Recommendation to Planning Service:

■ **Approval Request because:**

E Idaho St. is within city limits and aligns with existing major collector. If approved, New Plymouth Functional Classification Map will need to be updated.

☐ **Deny Request because:**

For ITD Planning Services Use Only:

ITD Recommendation to FHWA:

■ **Approval Request because:**

Meets Criteria

☐ **Deny Request because:**

IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

PLEASE INDICATE: ☐ ITD District Request ■ Local Agency Request

This form has been developed for use in all change/modification requests for Idaho's Functional Classification. One form must be completed and submitted for each change.

AGENCY CONTACT INFORMATION

Agency Name:	Application Date:
City of New Plymouth, Idaho 83655	4/15/2026

Contact Person and E-mail Address:	Telephone Number:
Beau Ziemer; beau@npidaho.com	208-278-5338

Agency Address:
215 N. Plymouth Ave., New Plymouth, ID 83655

Is this functional classification request/change completely within or partially within an Urbanized Area?

■ **No** ☐ **Yes – If yes, concurrence from the MPO is required. Please complete the following information.**

Please indicate the name of the metropolitan planning organization (MPO):

MPO Contact Person and E-mail Address:	Telephone Number:

MPO Address:

Does requested Functional Class change extend into another jurisdiction?

☐ **No** ■ **Yes – If yes, a concurrence letter or resolution is required from the other jurisdiction.**

Please indicate the name of the other jurisdiction:
Highway District 1, Payette, County, Idaho

ROUTE DESCRIPTION

Local Name of Route:	Route Number:
Southwest Ave. / SW 1st Ave	

Route Description:
Southwest Ave. / SW 1st Ave. is a west/east road located to the west from the City Center of New Plymouth. Southwest Ave. / SW 1st lies within the city limits as well as traveling out of the City limits to the rural area to the west of the City.

Termini of Route *(Milepost (MP) – if available)*	Length *(miles)*:
From MP: **To MP:**	Approx. 0.72 miles

Existing Federal Functional Classification (choose only one):			Proposed Federal Functional Classification (choose only one):		
☐ Interstate	☐ Principal Arterial	☐ Minor Arterial	☐ Interstate	☐ Principal Arterial	☐ Minor Arterial
☐ Major Collector	☐ Minor Collector	■ Local Road	■ Major Collector	☐ Minor Collector	☐ Local Road

IDAHO FUNCTIONAL CLASSIFICATION
CHANGE REQUEST FORM

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance)*:

Southwest Ave. / SW 1st Ave. intersects with US Route 30 in the center of the city. From the center of the City, Southwest Ave. runs southwest to the City limits, becoming SW 1st Ave. and continuing out of the City limits heading west intersecting with Adams Rd. Adams Rd. connects US Route 30 to SW 1st Ave., intersecting with both. Southwest Ave. / SW 1st Ave., classified as a local road, is the main road to the newly developed Harvest Creek subdivision on the edge of the City. Harvest Creek continues development adding many homes and Southwest Ave. / SW 1st Ave. will become the main access to and from the development to the City of New Plymouth and its business, and inlet/outlet roads such as US Route 30. The speed limit for Southwest Ave. / SW 1st Ave. varies from 25 mph to 40 mph. Southwest Ave - 1st Ave. are 2-way roads. Both lanes are through lanes.

A brief description why the proposed change is requested and justification for the change:

As part of the City's planning process for road management and growth of the city, New Plymouth has examined the transportation system identifying the areas which will provide inlets and outlets for the City as growth expands with new residential developments inside and outside of the City limits. Southwest Ave. / SW 1st Ave. can be traveled from New Plymouth to the rural/agricultural area where two dairies are located, ranches, and farm ground. As New Plymouth continues to grow, the necessary transportation system will need to be in place to meet the transportation and safety needs of the community residents as well as visitors. Staying ahead of growth will be vital.

Additional remarks to fully explain the change request:

The proposed request for Southwest Ave. / SW 1st Ave. reclassification is approximately 0.72 mile in length. The intersecting roads on this section of Southwest Ave. / SW 1st Ave. are US Route 30 to the northeast and Adams Rd. to the west. Southwest Ave. / SW 1st Ave. is a highly traveled route with new residential development, a church and private school, and agricultural businesses and homes west of New Plymouth using this route as access to the City and areas east of the City of New Plymouth.

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form)*:

- ☒ Change Request Form
- ☒ Vicinity Map showing the proposed changes and existing
- ☒ Original letter of recommended approval from Mayor, Chairman of the Board or other official responsible for the agency or a City/County Resolution adopted. If the request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies which have authority over the road.
- ☐ Proof of Public Hearing *(if one was held)*
- ☐ MPO concurrence letter *(if within an Urbanized Area)*
- ☐ Traffic Data *(This includes collection methodology, number of hours counted, days of weeks, and AADT by direction, and raw data [when available])*
- ☒ Facility Type *(1-way or 2-way road)*
- ☒ Number of Through Lanes *(by direction)*

Submit all of the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail FunctionClass@itd.idaho.gov.

IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

For ITD District Use Only:

ITD District

☐ D1 ☐ D2 ■ D3 ☐ D4 ☐ D5 ☐ D6

Application Received: 4/20/26

District Contact Person and E-mail Address: Wendy.Howell@itd.idaho.gov

Telephone Number: 208.334.8338

District Application Recommendation to Planning Service:

■ **Approval Request because:**

This segment of road intersects with US-30 and appears to function as a major collector. If approved, New Plymouth will need to update their Functional Classification Map to reflect the changes.

☐ **Deny Request because:**

For ITD Planning Services Use Only:

ITD Recommendation to FHWA:

■ **Approval Request because:**

Meets Criteria

☐ **Deny Request because:**

IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

PLEASE INDICATE: ☐ ITD District Request ■ Local Agency Request

This form has been developed for use in all change/modification requests for Idaho's Functional Classification. One form must be completed and submitted for each change.

AGENCY CONTACT INFORMATION

Agency Name:	**Application Date:**
City of New Plymouth, Idaho 83655	4/15/2026
Contact Person and E-mail Address:	**Telephone Number:**
Beau Ziemer; beau@npidaho.com	208-278-5338

Agency Address:
215 N. Plymouth Ave., New Plymouth, ID 83655

Is this functional classification request/change completely within or partially within an Urbanized Area?

■ **No** ☐ **Yes – If yes, concurrence from the MPO is required. Please complete the following information.**

Please indicate the name of the metropolitan planning organization (MPO):

MPO Contact Person and E-mail Address:	**Telephone Number:**

MPO Address:

Does requested Functional Class change extend into another jurisdiction?

☐ **No** ■ **Yes – If yes, a concurrence letter or resolution is required from the other jurisdiction.**

Please indicate the name of the other jurisdiction:
Highway District 1, Payette County, Idaho

ROUTE DESCRIPTION

Local Name of Route:	**Route Number:**
SW 2nd Ave.	

Route Description:
SW 2nd Ave. south of New Plymouth is classified as a major collector from S Plymouth Ave to US Route 30 to the east. West from S Plymouth Ave. to Adams Rd. it is a local road. SW 2nd Ave. provides primary access from the area south to the City, Elementary, and Middle Schools. SW 2nd Ave is highly traveled for farms and rural dwellings to access State Route 30 for more distant travel.

Termini of Route *(Milepost (MP) – if available)*	**Length *(miles)*:**
From MP: **To MP:**	Approx. 0.65 miles

Existing Federal Functional Classification (choose only one):	**Proposed Federal Functional Classification (choose only one):**
☐ Interstate ☐ Principal Arterial ☐ Minor Arterial	☐ Interstate ☐ Principal Arterial ☐ Minor Arterial
☐ Major Collector ☐ Minor Collector ■ Local Road	■ Major Collector ☐ Minor Collector ☐ Local Road

IDAHO FUNCTIONAL CLASSIFICATION
CHANGE REQUEST FORM

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance)*:

SW 2nd Ave., classified as a local road from the intersection with S Plymouth Ave. to the west, is an east/west road with straight alignment. The road extends to the west approximately 0.65 miles intersecting Adams Rd. which intersects with US Route 30. SW 2nd Ave is used as a route for the rural community southwest of New Plymouth to connect with the City of New Plymouth and State Route 30 which then accesses Highway 72 and State Highway I-84 for further travel. The speed limit of SW 2nd Ave. is 35 mph. SW 2nd Ave. is a 2-way road. Both lanes are through lanes.

A brief description why the proposed change is requested and justification for the change:

As part of the City's planning process for road management and growth of the city, New Plymouth has examined the transportation system identifying the areas which will provide inlets and outlets for the City as growth expands with new residential developments inside and outside of the City limits. SW 2nd Ave. can be traveled from New Plymouth to the rural area surrounding the City, which also has an increase in residential development. As New Plymouth continues to grow, the necessary transportation system will need to be in place to meet the transportation and safety needs of the community residents as well as visitors. Staying ahead of growth will be vital. The current road classification change requested is within the city limits.

Additional remarks to fully explain the change request:

The proposed request for SW 2nd Ave. reclassification is approximately 0.65 mile in length from S Plymouth Ave west to Adams Rd. SW 2nd Ave. is a highly traveled route. Crossing S Plymouth Ave. to the east (not part of the request) SW 2nd Ave is a major collector which accesses the New Plymouth Middle School and intersects with US Route 30. SW 2nd Ave. is an inlet/outlet from the south of the City of New Plymouth connecting the city to rural areas to the south and allowing rural areas to enter the city or connect to a route for further travel without having to drive through the busy downtown area.

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form)*:

- ☒ Change Request Form
- ☒ Vicinity Map showing the proposed changes and existing
- ☒ Original letter of recommended approval from Mayor, Chairman of the Board or other official responsible for the agency or a City/County Resolution adopted. If the request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies which have authority over the road.
- ☐ Proof of Public Hearing *(if one was held)*
- ☐ MPO concurrence letter *(if within an Urbanized Area)*
- ☐ Traffic Data *(This includes collection methodology, number of hours counted, days of weeks, and AADT by direction, and raw data [when available])*
- ☒ Facility Type *(1-way or 2-way road)*
- ☒ Number of Through Lanes *(by direction)*

Submit all of the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail FunctionClass@itd.idaho.gov.

IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

For ITD District Use Only:

ITD District

☐ D1 ☐ D2 ■ D3 ☐ D4 ☐ D5 ☐ D6

Application Received:

4/20/26

District Contact Person and E-mail Address:

Wendy.Howell@itd.idaho.gov

Telephone Number:

208.334.8338

District Application Recommendation to Planning Service:

■ **Approval Request because:**

SW 2nd Ave currently intersects with an existing major collector and Adams Rd which also requested a revision to a classification of major collector. Ultimately, this route will allow for an alternative way

☐ **Deny Request because:**

For ITD Planning Services Use Only:

ITD Recommendation to FHWA:

■ **Approval Request because:**

Meets Criteria

☐ **Deny Request because:**

IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

PLEASE INDICATE: ☐ ITD District Request ■ Local Agency Request

This form has been developed for use in all change/modification requests for Idaho's Functional Classification. One form must be completed and submitted for each change.

AGENCY CONTACT INFORMATION

Agency Name:	**Application Date:**
City of New Plymouth	4/15/2026

Contact Person and E-mail Address:	**Telephone Number:**
Beau Ziemer; beau@npidaho.com	208-278-5338

Agency Address:
215 N. Plymouth Ave., New Plymouth, ID 83655

Is this functional classification request/change completely within or partially within an Urbanized Area?

■ **No** ☐ **Yes – If yes, concurrence from the MPO is required. Please complete the following information.**

Please indicate the name of the metropolitan planning organization (MPO):

MPO Contact Person and E-mail Address:	**Telephone Number:**

MPO Address:

Does requested Functional Class change extend into another jurisdiction?

☐ **No** ■ **Yes – If yes, a concurrence letter or resolution is required from the other jurisdiction.**

Please indicate the name of the other jurisdiction:
Highway District 1, Payette County, ID

ROUTE DESCRIPTION

Local Name of Route:	**Route Number:**
Adams Rd.	

Route Description:
North/South road which connects US Route 30 on the north end to SW 2nd Avenue on the south end.

Termini of Route *(Milepost (MP) – if available)*	**Length *(miles)*:**
From MP: **To MP:**	Approximately 1.0 miles

Existing Federal Functional Classification (choose only one):	**Proposed Federal Functional Classification (choose only one):**
☐ Interstate ☐ Principal Arterial ☐ Minor Arterial	☐ Interstate ☐ Principal Arterial ☐ Minor Arterial
☐ Major Collector ☐ Minor Collector ■ Local Road	■ Major Collector ☐ Minor Collector ☐ Local Road

IDAHO FUNCTIONAL CLASSIFICATION
CHANGE REQUEST FORM

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance)*:

Adams Rd., classified as a local road, connects the northernmost area to the southernmost area west of the city center of New Plymouth. Being a little over a half a mile to the west from the downtown area Adams connects the farmland, small ranches, and dairies to other intersecting via ducts, US Route 30, Highway 72 from US Route 30, and I-84 interstate from US Route 30, as well as SW 1st Ave. to the downtown area. Adams Rd. intersects with SW 2nd Ave. and SW 4th Ave. to the south. Both roads, traveling east, intersect with US Route 30. Adams Rd. is aligned as a straight road. Adams Rd. intersects with Highway 30 and SW 1st Ave which are designated truck routes for the City of New Plymouth. The speed limit for the rural area on Adams Rd. is 50 mph. Adams Rd. is a 2-way road. Both lanes are through lanes.

A brief description why the proposed change is requested and justification for the change:

As part of the City's planning process for road management and growth of the city, New Plymouth has examined the transportation system identifying the areas which will provide inlets and outlets for the City as growth expands with new residential developments inside and outside of the City limits. Adams Rd. can be traveled from New Plymouth to the outskirts of the City of Fruitland, which also has an increase in residential development. Adams Rd. directly intersects US Route 30, a route that extends from the West Coast to the East Coast. As New Plymouth continues to grow, the necessary transportation system will need to be in place to meet the transportation and safety needs of the community residents as well as visitors. Staying ahead of growth will be vital. The current road classification change requested is within the city limits.

Additional remarks to fully explain the change request:

The proposed request for Adams Rd. reclassification is approximately 1 mile in length. The intersecting roads on this section of Adams Rd. are US Route 30 on the north and SW 2nd Ave. to the south. Adams Rd. is a highly traveled route as intersecting road SW 2nd leads to a residential areas, schools, and agricultural properties south of the City. Using Adams Rd. allows a quicker access to these areas but also connects to other roads which a traveler could use to access other residential areas and well as the business district of New Plymouth.

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form)*:

- ☒ Change Request Form
- ☒ Vicinity Map showing the proposed changes and existing
- ☒ Original letter of recommended approval from Mayor, Chairman of the Board or other official responsible for the agency or a City/County Resolution adopted. If the request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies which have authority over the road.
- ☐ Proof of Public Hearing *(if one was held)*
- ☐ MPO concurrence letter *(if within an Urbanized Area)*
- ☐ Traffic Data *(This includes collection methodology, number of hours counted, days of weeks, and AADT by direction, and raw data [when available])*
- ☒ Facility Type *(1-way or 2-way road)*
- ☒ Number of Through Lanes *(by direction)*

Submit all of the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail FunctionClass@itd.idaho.gov.

IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

For ITD District Use Only:

ITD District

☐ D1 ☐ D2 ■ D3 ☐ D4 ☐ D5 ☐ D6

Application Received: 4/20/26

District Contact Person and E-mail Address: Wendy.Howell@itd.idaho.gov

Telephone Number: 208.334.8338

District Application Recommendation to Planning Service:

■ **Approval Request because:**

Adams Rd currently intersects with SW 2nd Ave which also requested a change to a major collector classification. Ultimately, this route will provide an alternative way around the downtown of New

☐ **Deny Request because:**

For ITD Planning Services Use Only:

ITD Recommendation to FHWA:

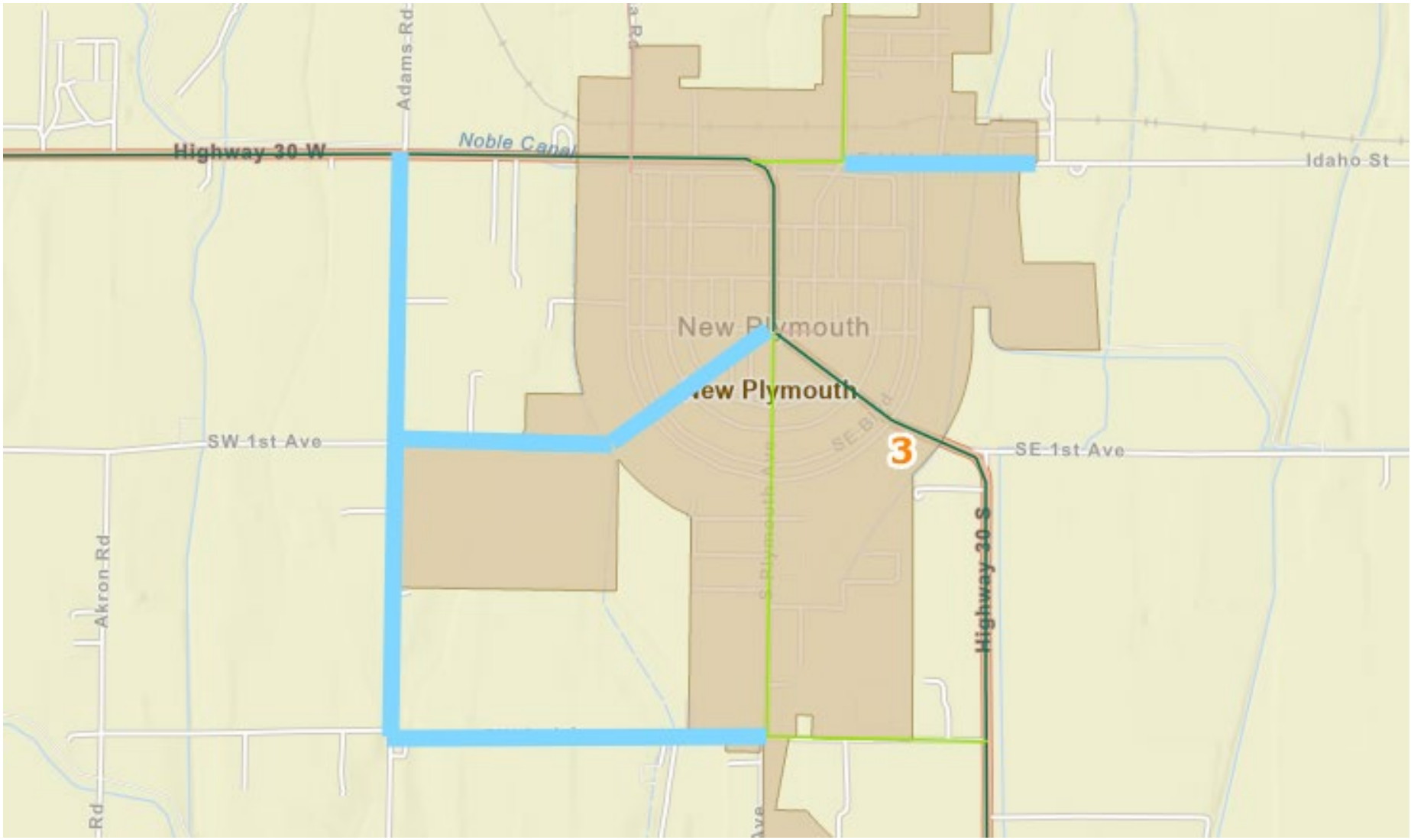
■ **Approval Request because:**

Meets Criteria

☐ **Deny Request because:**

Legend:

Light Green – ***Major Collector***
Blue - ***Proposed Major Collector***



The following Resolution 2026-6 was introduced by Clerk, Wendy Adamsen, read in full, considered and adopted:

Resolution No. 2026-6 of the Highway District No. 1, New Plymouth, Idaho, supporting the City of New Plymouth's Comprehensive Plan update that changes the classification of roads which include E. Idaho St., SW 1st Ave., SW 2nd Ave. and Adams Rd. from local roads to major collectors.

WHEREAS, the Commissioners of Highway District No. 1 will support the change of E. Idaho St., approximately .33 miles, west/east road which connects Holly Ave., a major collector to Blaine Rd., to the east; from a local road to a major collector.

WHEREAS, the Commissioners of Highway District No. 1 will support the change of SW 1st Ave., approximately .72 miles, west/east road located to the west from the city Center of New Plymouth from a local road to a major collector.

WHEREAS, the Commissioners of Highway District No. 1 will support the change of SW 2nd Ave., approximately .65 miles, south of New Plymouth is classified as a major collector from S Plymouth Ave. to US Route 30 to the east; from a local road to a major collector.

WHEREAS, the Commissioners of Highway District No. 1 will support the change of Adams Rd., approximately 1.0 mile, north/south road which connects US Route 30 on the north end to SW 2nd Ave. on the south end.; from a local road to a major collector.

NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of Highway District No. 1, New Plymouth Idaho, supporting the City of New Plymouth's Comprehensive Plan update that changes the classification of roads which include E. Idaho St., SW 1st Ave., SW 2nd Ave. and Adams Rd. from local roads to major collectors.

The foregoing RESOLUTION WAS ADOPTED this 14th day of April, 2026, a vote of three to zero.

BOARD OF HIGHWAY DISTRICT NO. 1 COMMISSIONERS

Ryan Henggeler, Chairman

Eric York, Secretary

Tom Allmaras, Treasurer

ATTEST:

I, Wendy K Adamsen, Clerk, do hereby certify that the foregoing is a full, true and correct copy of Resolution No. 2026-6 adopted at a regular Board meeting of the Board held on the 14th day of April, 2026, and that the same is now in full force and effect. IN WITNESS WHEREOF, I have hereunto set my hand and impressed the official seal of the Board this 14th day of April, 2026.

Wendy K Adamsen, Clerk of the Board

Office of the Clerk

City of New Plymouth
P.O. Box 158
215 N. Plymouth Avenue
New Plymouth, ID 83655

(208) 278-5338
(208) 278-5338 Fax
www.npidaho.com

9/16/2025

RE: Idaho Functional Classification
Change Request Form
City of New Plymouth

Dear Idaho Transportation Department, District 3

As the Mayor of the City of New Plymouth, I would like to express my full support for the City's request to reclassify four roads (Adams Rd., E. Idaho St., Southwest Ave. / SW 1st Ave., and SW 2nd Ave.) from local roads to Major Collectors. New Plymouth has had significant population growth over the last several years. As commercial and residential development has increased throughout the City and surrounding area, the amount of vehicular traffic has increased. These roads have become highly traveled due to residential and commercial development expansion. All four roads intersect with US Route 30 and are used as access to the expanding residential and commercial development by residents and visitors alike. Already traveled by many agricultural properties using cars, trucks, and equipment, the increased development has further loaded these roads with vehicular traffic.

The City of New Plymouth has been proactive with the entire infrastructure system of the City across the City footprint as a whole addressing growth both commercial and residential. Many of the projects are phased due to budget constraints. Projects are supported by the City's Comprehensive Plan, Transportation Plan, and Capital Improvements Plan. New Plymouth is diligent in seeking funding opportunities to complete improvements to both the vehicular and pedestrian pathway system. The City realizes the reclassification of these four roads (Adams Rd., E. Idaho St., Southwest Ave. / SW 1st Ave., and SW 2nd Ave.) creates greater funding assistance opportunities. Your approval of this application will have a significant impact on our community.

Please contact me if you have any questions regarding this letter of support. I may be reached at (208) 278-5338.

Sincerely,

Ronald A. Martinez

Ron Martinez, Mayor
City of New Plymouth

CITY OF NEW PLYMOUTH
COMPREHENSIVE PLAN UPDATE



OUR TOWN. OUR FUTURE.

February 2026

Minor Collector

- Ada Road
- East Elm Street between North Plymouth Avenue (Highway 30) and Holly Avenue

As part of the City's planning process for road management and the growth of the city, New Plymouth has examined the transportation system, identifying the areas that will provide inlets and outlets for the City as growth expands with new residential developments inside and outside of the City limits. As New Plymouth continues to grow, a comprehensive transportation system will be necessary to meet the transportation and safety needs of both community residents and visitors. Functional classification changes may be needed periodically. Changes can be requested by either the Idaho Transportation Department District of the Local Agency. Major Collector additions requested by the City in 2025 are listed below.

Proposed Major Collectors

- East Idaho Street from Holly Avenue to the eastern city limit
- Southwest Avenue from Plymouth Avenue (Highway 30) to Southwest 1st Avenue
- Southwest 1st Avenue from Southwest Avenue to Adams Road
- Southwest 2nd Avenue from South Plymouth Avenue to Adams Road
- Adams Road from Highway 30 to Southwest 2nd Avenue

Sidewalks and Pathways

The City has limited pedestrian and bike pathway systems. A ten-foot-wide multi-use pathway is located from SW 2nd Avenue to Southwest Boulevard. As outlined in the City of New Plymouth's Master Transportation Plan, plans are in place to improve existing sidewalks and the sidewalk and pathway system throughout the city, providing connectivity.

Bus and Public Transportation

Payette Senior Center provides limited on-call transportation services for the Payette Senior Center that travel within city limits and to Ontario, Oregon. No other public transportation options are available.

Your Safety • Your Mobility
Your Economic Opportunity

IDAHO TRANSPORTATION DEPARTMENT
11331 W. Chinden Blvd. • Boise, ID 83707
(208) 334-8057 • itd.idaho.gov

May 7, 2026

Subcommittee on State Highway System Adjustments,

District and Planning Services has reviewed the documentation (application, route map, resolution, and public comment input) provided by the City of Gooding for:

REQUEST

Road Name	Existing Classification	Proposed Classification
4th Ave. E	Minor Collector	Major Collector
1800 S, 7th Ave.	Local	Major Collector

ITD recommends the subcommittee forwards this application to the Transportation Board for approval.

Pending subcommittee review, its options are:

- Recommend full Board approval or rejection of this application or agreement; or
- Request additional information and direct staff to return to the subcommittee at a subsequent date.

Sincerely,

Brianna Fernandez
Senior Transportation Planner

IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

PLEASE INDICATE: ☐ ITD District Request ☐ Local Agency Request

This form has been developed for use in all requests for Idaho's Functional Classification and/or Urban Boundary changes/modifications. One form must be completed and submitted for each change.

AGENCY CONTACT INFORMATION

Agency Name: City of Gooding

Application Date: 10/20/2025

Contact Person and E-mail Address: Larry Bybee- lbybee@goodinghidaho.org

Telephone Number: 208 595-4902

Agency Address: 308 5th Ave W. Gooding, Idaho 83330

Is this functional classification request/change completely within or partially within an Urbanized Area?

☒ No ☐ Yes – If yes, concurrence from the MPO is required. Please complete the following information.

Please indicate the name of the metropolitan planning organization (MPO):

MPO Contact Person and E-mail Address: Not Applicable

Telephone Number: Not Applicable

MPO Address: Not Applicable

Does the requested Functional Class change extend into another jurisdiction?

☒ No ☐ Yes – If yes, a concurrence letter or resolution is required from the other jurisdiction.

Please indicate the name of the other jurisdiction:

Gooding Highway District adjoins the city however we understand we do not need concurrence

ROUTE DESCRIPTION

Local Name of Route: See attached

Route Number:

Route Description: See attached

Termini of Route *(Milepost (MP) – if available)*

From MP: **To MP:**

Length *(miles)*:

Existing Federal Functional Classification (choose only one):

☐ Interstate ☐ Principal Arterial ☐ Minor Arterial
☐ Major Collector ☐ Minor Collector ☐ Local Road

Proposed Federal Functional Classification (choose only one):

☐ Interstate ☐ Principal Arterial ☐ Minor Arterial
☑ Major Collector ☐ Minor Collector ☐ Local Road

IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

URBAN BOUNDARY DESCRIPTION

Population (Census):
3706

Brief explanation for proposed changes:
These roads see substantial Private and Commercial traffic, the 7th Ave W. Road handles all traffic from School District #137, and 4th Ave E. connects the community to Glanbia Nutritional's, the area's largest employer, and other major businesses for both commercial traffic and employees coming to and from work at these employers.

Census Boundary Square Foot:	**Proposed Boundary Square Foot:**
Existing Urban Boundary Classification (choose only one): ☐ Rural Areas 0 – 4,999 ☐ Small Urban Areas 5,000 - 49,000 ☐ Urbanized Areas 50,000+ ☐ Metropolitan Statistical Areas 250,000+	Proposed Urban Boundary Classification (choose only one): ☐ Rural Areas 0 – 4,999 ☐ Small Urban Areas 5,000 - 49,000 ☐ Urbanized Areas 50,000+ ☐ Metropolitan Statistical Areas 250,000+

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance)*:

All information is provided in the attached route description.

A brief description of why the proposed change is requested and justification for the change:

The city of Gooding provides access for commerce and public safety and services in and around our community, the burden is placed solely on its 3,700 residents.

Additional remarks to fully explain the change request:

ROUTE DESCRIPTION

Local Name of Route:
4th Ave E

Route Number:
01614AOH000

Route Description:
This route begins at the intersection of 4th Ave E and SH-46. From there, it heads east along 4th Ave E and continues until the edge of the City of Gooding boundary, which is near where 4th Ave E and 3rd Ave E merge into 1775 S.

Termini of Route ***(Milepost (MP) – if available)***
From MP: **To MP:**

Length ***(miles)*****:**
0.5

Existing Federal Functional Classification (choose only one):

☐ Interstate ☐ Principal Arterial ☐ Minor Arterial
☐ Major Collector ☑ Minor Collector ☐ Local Road

Proposed Federal Functional Classification (choose only one):

☐ Interstate ☐ Principal Arterial ☐ Minor Arterial
☑ Major Collector ☐ Minor Collector ☐ Local Road

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance)*:
This route carries traffic straight into the heart of the City of Gooding, as well as collecting local traffic from adjacent and surrounding neighborhoods. It also connects to one of the primary east-west routes to get out of the City of Gooding, which is 1775 S. 1775 S runs all the way to the Glanbia Nutritionals and JDH facilities, which are large businesses that continue to grow and employ more locals. The alignment of this route is straight, save for where it bends to connect to 1775 S, and the speed limit is 25 MPH.

A brief description of why the proposed change is requested and justification for the change:
This route sees a tremendous amount of traffic from residents and people going in and out of the City of Gooding. It also sees a healthy amount of truck traffic from Glanbia Nutritionals and JDH. It has an AADT of 1,800 and a commercial AADT of 60.

Additional remarks to fully explain the change request:

ROUTE DESCRIPTION

Local Name of Route:
1800 S, 7th Ave

Route Number:
01616AOH000

Route Description:
This route begins at the intersection of 1800 S and the City of Gooding Boundary, which is approximately 0.3 miles east of the 1800 S-1800 E intersection. It continues west until it intersects with State Highway 46 (SH-46), where this route ends. This route is locally signed as 7th Ave.

Termini of Route ***(Milepost (MP) – if available)***
From MP: **To MP:**

Length ***(miles)*:**

Existing Federal Functional Classification (choose only one):

☐ Interstate ☐ Principal Arterial ☐ Minor Arterial
☐ Major Collector ☐ Minor Collector ☑ Local Road

Proposed Federal Functional Classification (choose only one):

☐ Interstate ☐ Principal Arterial ☐ Minor Arterial
☑ Major Collector ☐ Minor Collector ☐ Local Road

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance)*:

This route is surrounded by neighborhoods and schools, with large swaths of agricultural land sitting just to the west of this route. The Gooding Highschool and Elementary School both sit along 7th Ave. This route has a straight alignment and a speed limit of 35 MPH, 25 MPH, and a 20 MPH school zone.

A brief description of why the proposed change is requested and justification for the change:

This route sees a tremendous amount of local traffic, especially with the two schools located along it. This road ferries traffic into and out of the City of Gooding, by far the most popular east-west local road in this region, and the primary alternative to U.S. 26. This route has an AADT of 1,300.

Additional remarks to fully explain the change request:

IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form)*:

- ☑ Change Request Form
- ☑ A Vicinity Map showing the proposed changes and existing Route Classifications (Route owner must approve)
- ☑ Original letter of approval from Mayor, Chairman of the Board or other official responsible for the agency or a City/County Resolution adopted. If the request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies whichhave authority over the road.
- ☐ Proof of Public Hearing *(if one was held)*
- ☐ MPO concurrence letter *(if within an Urbanized Area)*
- ☐ GIS Shapefile (If available)

Submit all the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail FunctionalClass@itd.idaho.gov.

For ITD District Use Only:

ITD District
☐ D1 ☐ D2 ☐ D3 ☑ D4 ☐ D5 ☐ D6

Date Application Received: 11/6/2025

District Contact Person and E-mail Address: Andrew Young, Andrew.Young@itd.idaho.gov

Telephone Number: 208-886-7854

District Application Recommendation to Planning Services:

☑ **Approval Request because:**

☐ **Deny Request because:**

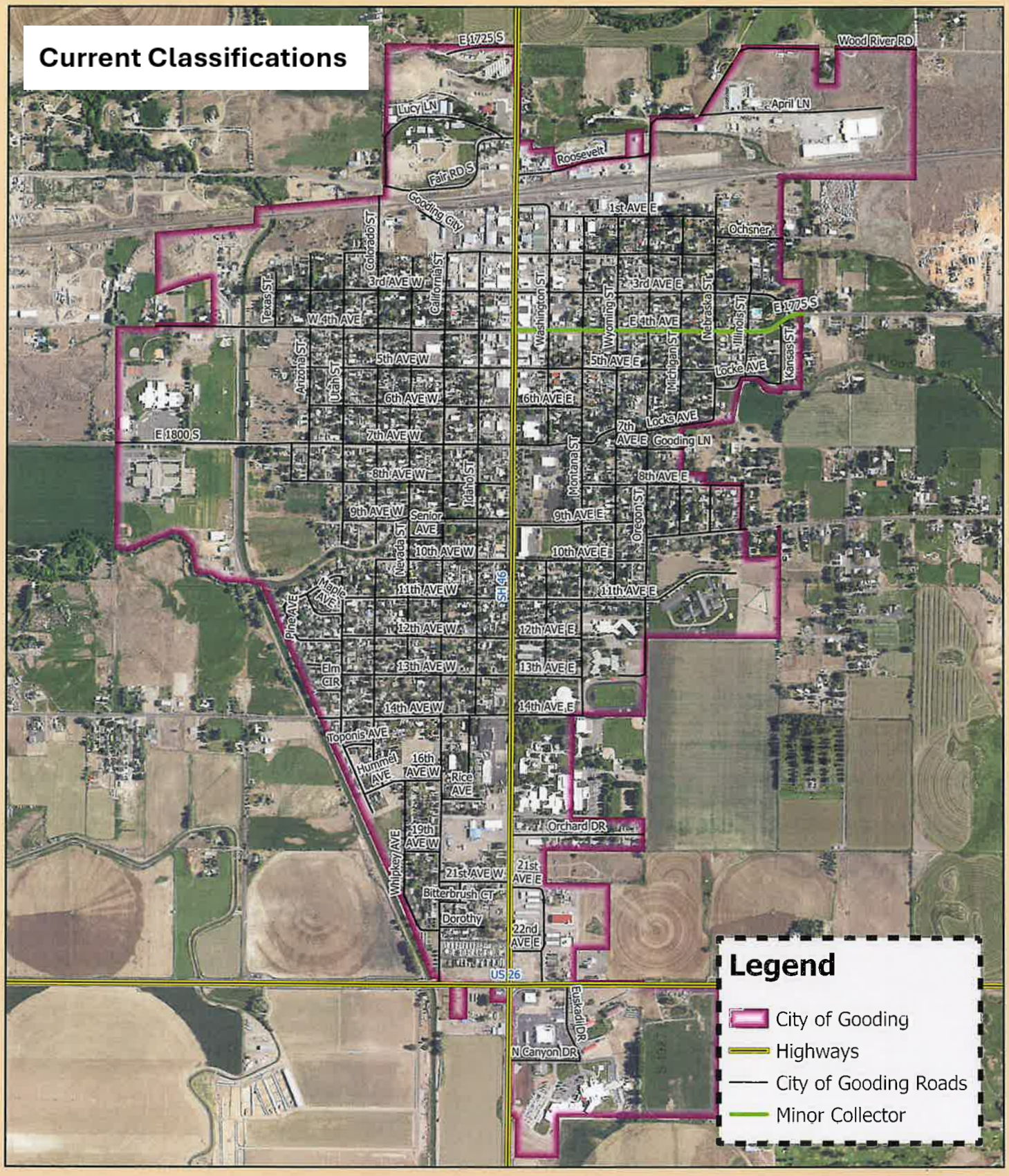
For ITD Planning Services Use Only:

ITD Recommendation to FHWA:

☑ **Approval Request because:**

Fits Criteria, Collects traffic from the only high school in the city and other businesses

☐ **Deny Request because:**

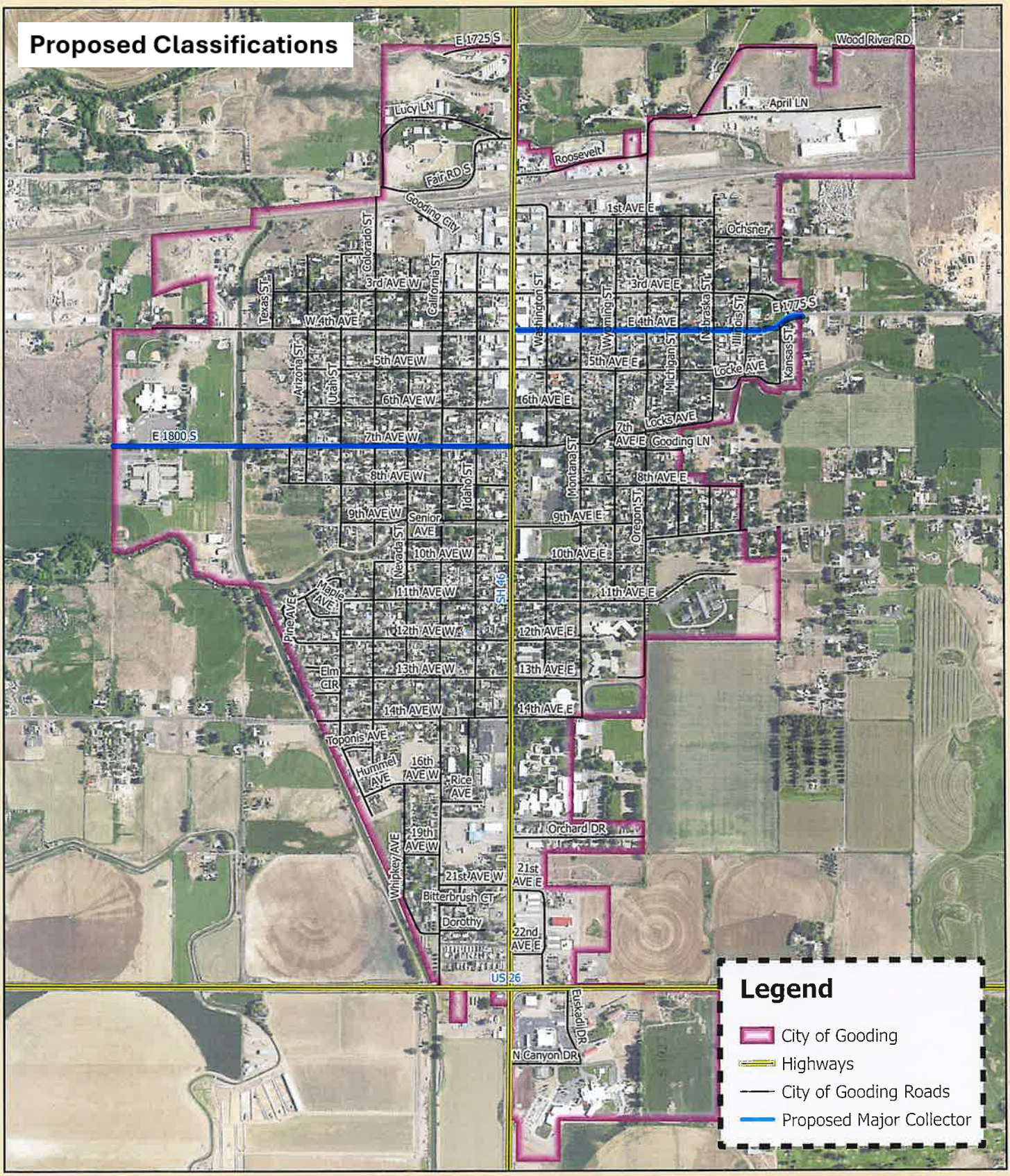


Gooding Highway District
Ownership and Functional Class

0.25 0.13 0 0.25 0.5 Miles

FORSGREN Associates Inc.

Information as displayed on map is for Planning Purposes only. The data is approximate in terms of content and location and has been sourced from local and state government agencies. Please contact Forsgren Associates Inc. with questions. 208.342.0144



Gooding Highway District
Ownership and Functional Class

0.25 0.13 0 0.25 0.5 Miles

FORSGREN Associates Inc.

Information as displayed on map is for Planning Purposes only. The data is approximate in terms of content and location and has been sourced from local and state government agencies. Please contact Forsgren Associates Inc. with questions. 208.342.3144

CITY OF GOODING
RESOLUTION

EXTRACT FROM THE MINUTES OF A PUBLIC REGULAR OR SPECIAL MEETING
OF THE CITY OF GOODING,
OF GOODING COUNTY, IDAHO
HELD ON OCTOBER 20, 2025

THE FOLLOWING RESOLUTION WAS INTRODUCED BY Mitch Arkoosh READ IN FULL, CONSIDERED AND ADOPTED:

RESOLUTION OF THE CITY OF GOODING, IDAHO, APPROVING THE APPLICATION TO ITD FOR THE UPDATE OF THE FUNCTIONAL CLASSIFICATIONS OF THE CITY OF GOODING'S ROADS.

BE IT RESOLVED THAT THE MAYOR IS HEREBY AUTHORIZED AND DIRECTED TO APPROVE THE APPLICATION PACKAGE AND ITS SUBMITTAL TO ITD.

PASSED AND APPROVED BY THE ~~GOODING HIGHWAY DISTRICT~~ City of Gooding, IDAHO ON OCTOBER 20, 2025.

Duane Houser
MAYOR, CITY OF GOODING, IDAHO

ATTEST:

Hollye Haney, CLERK

CERTIFICATE

I, Hollye Haney, CLERK OF THE CITY OF GOODING, IDAHO, DO HEREBY CERTIFY THAT THE FOREGOING IS A FULL, TRUE AND CORRECT COPY OF THE RESOLUTION ADOPTED AT A PUBLIC REGULAR OR SPECIAL MEETING OF THE CITY GOODING, HELD ON THE 20TH DAY OF OCTOBER, 2025, AND THAT THE SAME IMPRESSED THE OFFICIAL SEAL OF THE CITY OF GOODING, THIS 20TH DAY OF OCTOBER, 2025.

Hollye Haney
SIGNATURE
Hollye Haney, CLERK

CITY OF GOODING INCORPORATED SEAL NOV 21, 1910 GOODING COUNTY, IDAHO

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IDAHO TRANSPORTATION DEPARTMENT
11331 W. Chinden Blvd. • Boise, ID 83707
(208) 334-8057 • itd.idaho.gov

May 7, 2026

Subcommittee on State Highway System Adjustments,

District and Planning Services has reviewed the documentation (application, route map, resolution, and public comment input) provided by the Bonneville Metropolitan Planning Organization (BMPO) for:

REQUEST

Nine (9) roads adjusted to extend to the updated urban boundary, 7 reclassifications to Major Collector, 12 reclassifications to Minor Arterial, and 9 reclassifications to Principal Arterial – Other.

ITD recommends the subcommittee forwards this application to the Transportation Board for approval.

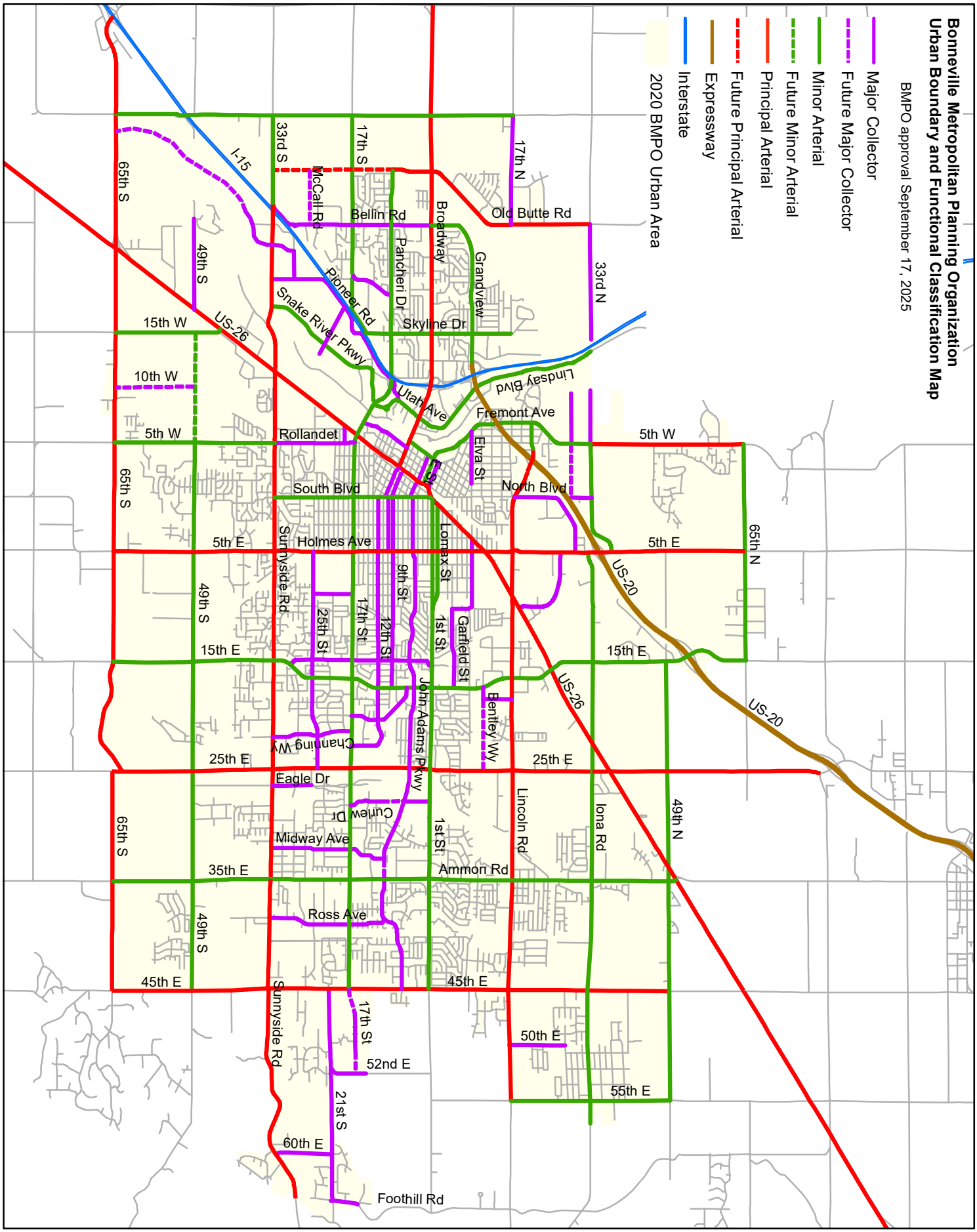
Pending subcommittee review, its options are:

- Recommend full Board approval or rejection of this application or agreement; or
- Request additional information and direct staff to return to the subcommittee at a subsequent date.

Sincerely,

Brianna Fernandez
Senior Transportation Planner

Route Description	AADT	From	To	Existing 2015 FC	Proposed 2025 FC	Justification	Length	Notes	ITD COMMENTS
65th North		5th West	5th East	Minor Arterial	Minor Arterial	Now in UA - no change	1.00	The functional classifications remained the same the only change was the road moved from rural to urban	good
33rd North		26th West	I-15 (west of)	Major Collector	Major Collector	Now in UA - no change	0.95		good
17th North		35th West	Old Butte (west of)	Major Collector	Major Collector	Now in UA - no change	0.65		good
Lincoln Road		45th East (east of)	55th East	Principal Arterial	Principal Arterial	Now in UA - no change	0.73		good
65th South		35th West	US-26	Principal Arterial	Principal Arterial	Now in UA - no change	1.22		good
26th West		33rd North	Honeysuckle	Principal Arterial	Principal Arterial	Now in UA - no change	0.58		good
50th East		Free (south of)	Lincoln Road	Major Collector	Major Collector	Now in UA - no change	0.42		good
52nd East		UA boundary	21st S (north of)	Major Collector	Major Collector	Now in UA - no change	0.38		good
US-26		49th South	65th South	Principal Arterial	Principal Arterial	Now in UA - no change	1.14		good
John Adams Pkwy		25th East (east of)	Katie Ct (west of)	Local	Major Collector	Proposed road finished	0.47	Proposed roads were completed	good
Curlew Drive		1st Street	John Adams (s. of)	Local	Major Collector	Proposed road finished	0.30		good
MK Simpson	5840	(west of) 5th West	5th West	Local	Major Collector	Need due to growth	0.45	Roadway distributes traffic to INL Research and Education Campus facalities which has more than doubled in ten years. The proposed roadway extension accomodates additional development	good
Event Center Dr	1400-2000	Pioneer Road	Snake R Pk (east of)	NA	Major Collector	lew road - need due to growt	0.52	Newer road provides access to large Event Center, hotels and apartments. Distributes traffic to arterials and other collectors	Good. Both Snake River Pkwy & Pioneer Rd have AADT of 1,400-2,000. Connects Snake River and Pioneer.
49th South	3960 (2024)	5th West	45th East	Major Collector	Minor Arterial	Need due to growth	5.00	Length and spacing between make this a prime candidate to upgrade to minor arterial. Estimated traffic volumes are between to 5,000 to 7,000 depending on location. Volumes in some areas have increased by around 200 percent during the past 10 years.	good - Connects within the system with 5th W already a Minor Arterial
49th North	4000-5000	15th East	US-26	Major Collector	Minor Arterial*	Need due to growth	1.86	Length (4 miles) and connection to regional arterials make this a prime candidate to upgrade from major collector to minor arterial. Traffic volumes are estimated to be around 4,000 to 5,000. Note a large new elementary school is projected to open in the area in 2026	good - Documentation attached
49th North	4000-5000	US-26	55th East	Major Collector	Minor Arterial	Need due to growth	2.14		good - Documentation attached
33rd South		35th West	Old Butte (ex)	Major Collector	Minor Arterial	Need due to growth	0.47	Road connects to I-15 interchange. For consistency one segment's functional class was lowered and the other's was increased to be designated as minor arterial for the entire mile length	good
33rd South		Old Butte (ex)	I-15	Principal Arterial	Minor Arterial	ed class to connect to existin	0.33		good
Sunnyside Road	8000	UA Boundary	UA Boundary	Minor Arterial	Principal Arterial**	nue in UA - changed due to g	0.84	Extends regional principal arterial (8 miles) with interchange at I-15 that due to growth expanded the urban boundary. Traffic volumes on this corridor exceed 30,000. At the nearest major intersection traffic volumes are estimated to be around 8,000	good
Sunnyside Road	8000	UA Boundary	Crown Crescent	Major Collector	Principal Arterial	v in UA - changed due to gro	0.11		good
65th South	7000-8000	US-26	45th East	Major Collector	Principal Arterial	Need due to growth	6.89	The road is a regional facility that connects to the I-15 interchange and extends for around 8 miles. Spacing of principal arterials is consistent with this designation. Traffic volumes declined due to regional roadway improvements made around 20 years ago but have almost doubled during the past 10 years and are estimated to be around 7,000 to 8,000 at some locations	good
35th West	1100	17th North	Broadway	Major Collector	Minor Arterial	v in UA - changed due to gro	1.00	The road is a regional facility that extends for 13 miles on the west side of the urban area. It also is a route that provides access over I-15	good, links two arterial roads (Broadway & 65th S)
35th West	820	33rd South	65th South	Major Collector	Minor Arterial	v in UA - changed due to gro	2.00		good, links two arterial roads (Broadway & 65th S) also allows access over I-15.
Grizzly Ave	4100	Pancheri Drive	17th South	Local	Major Collector	Need due to growth	0.56	Consistent with Figure 2.9/Functional Class Criteria.Traffic volumes are estimated to be around 3,000 and the road provides access to two schools with recent residential growth	ITD AADT is 4,100. Agree to make it a major collector. Link Pancheri (minor arterial) and 17th (minor arterial)
15th West	3850	US-26	US-26 (south of)	Major Collector	Minor Arterial	Need due to growth	0.26	Extends south from US-26 for over 6 miles. Provides access to several large industrial businesses	good
15th West	3850	US-26 (south of)	65th South	Major Collector	Minor Arterial	v in UA - changed due to gro	1.06		good
5th West	7000	65th North	Hawk Hollow	Minor Arterial	Principal Arterial	v in UA - changed due to gro	0.16	Regional road that extends from INL north for 9 miles. Traffic volumes are estimated to be around 7,000 before the INL expansion	good
5th West	7000	Hawk Hollow	33rd North	Minor Arterial	Principal Arterial	pansion and changed due to	1.78		good
Holmes Ave	9000	Castle Rock (s. of)	65th South	Minor Arterial	Principal Arterial	artery and changed due to g	1.39	Extends regional road as principal arterial. Traffic volumes are estimated to be around 9,000 and have doubled during the past 10 years	good
Jennie Lee Drive		21st Street	25th Street	Local	Major Collector	Road extended - route #20753	0.25	Road completed and major collector extended	good
Ammon Road	1600-5900	Sunnyside (s. of)	65th South	Major Collector	Minor Arterial	Need due to growth	1.74	Extends regional road as minor arterial. Traffic volumes are estimated be around 10,000 and have almost doubled over the past 10 years	ITD AADT is 1600-5900 extension of minor arterial to 65th is warranted.
45th East	10,000	49th North	17th South	Major Collector	Principal Arterial	Need due to growth	4.00	The regional road on the east side of the urban area extends for 13 miles and provides connection to 145th N interchange. Spacing of principal arterials is consistent with this designation. Traffic volumes have increased substantially and are estimated to be near 10,000 at some locations	good
45th East	10,000	17th South	Sunnyside	Major Collector	Principal Arterial	Need due to growth	1.00		good
45th East	10,000	Sunnyside	65th South	Major Collector	Principal Arterial	Need due to growth	2.00		good
55th East	2500	49th North	Shurtliff (south of)	Major Collector	Minor Arterial	Need due to growth	1.47	Provides access between US-26 and Iona. Connects with east/west arterial network. Spacing of minor arterials is consistent with this designation	good, links Lincoln Rd 26 (arterial) to Iona Rd (arterial). AADT is 2500
55th East	2500	Shurtliff (south of)	Lincoln Road	Major Collector	Minor Arterial	v in UA - changed due to gro	0.52		good, links Lincoln Rd 26 (arterial) to Iona Rd (arterial). AADT is 2500
60th East	969 (2019)	21st South	Sunnyside Road	Local	Major Collector	Need due to growth	0.71	Connects new residential area to principal arterial	good


Bonneville Metropolitan Planning Organization
Urban Boundary and Functional Classification Map
BMPO approval September 17, 2025
Major Collector
Future Major Collector
Minor Arterial
Future Minor Arterial
Principal Arterial
Future Principal Arterial
Expressway
Interstate
2020 BMPO Urban Area
I-15
33rd S
17th S
17th N
McCall Rd
Bellin Rd
Old Butte Rd
Broadway
Pancheri Dr
Grandview
33rd N
65th S
49th S
Pioneer Rd
Snake River Pkwy
Skyline Dr
15th W
US-26
10th W
Lindsay Blvd
Utah Ave
Fremont Ave
5th W
Rollandet
Elva St
1st St
South Blvd
North Blvd
65th N
5th E
Holmes Ave
Sunnyside Rd
Lomax St
9th St
17th St
12th St
1st St
Garfield St
US-20
15th E
25th St
John Adams Pkwy
Bentley Wy
Channing Wy
25th E
Eagle Dr
Curlew Dr
Lincoln Rd
Iona Rd
49th N
Midway Ave
35th E
Ammon Rd
Ross Ave
45th E
50th E
52nd E
55th E
21st S
60th E
Foothill Rd

February 20, 2026

DaNiel Jose
BMPO – Transportation Planner / SR2S Coordinator
545 Shoup, Suite 259
Idaho Falls, Idaho

Hi DaNiel,

I'm happy to provide the information you need regarding the new elementary school on 49th N for the Federal Highways Road classification review.

Here are the requested details:

- School completion date: May 16, 2026

- Opening date: August 2026

- Square footage: 72,422 sq. ft.

- Estimated occupancy at capacity: 820 students

- County-required road improvements: A five-lane road section along the one-mile stretch of 49th, including curb, gutter, and sidewalk.

Please let me know if you need any additional information or clarification. I'm glad to assist.

Gordon Howard
Technology/Safe Schools Director
Bonneville Joint School District 93
208-525-4494

RESOLUTION NO. 2025-1

A RESOLUTION ADOPTING REVISIONS TO ROADWAY FUNCTIONAL CLASSIFICATIONS AND THE URBAN AREA BOUNDARY WITHIN THE BONNEVILLE METROPOLITAIN PLANNING AREA

WHEREAS, the Federal Highway Administration (FHWA) and the Idaho Transportation Department requires periodic review of roadway functional classifications and urban area boundaries following each decennial census; and

WHEREAS, roadway functional classifications provide the framework for defining the role of each roadway within the regional transportation system and determines eligibility for certain federal funding programs; and

WHEREAS, the designation of an urban area is used for transportation planning, programming, and project development purposes; and

WHEREAS, the Bonneville Metropolitan Planning Organization (BMPO) is a forum for cooperative transportation decision making for the urban area under the direction of elected officials from the Cities of Ammon, Idaho Falls, Iona and Ucon and Bonneville County, as well as the Idaho Transportation Department to evaluate and define existing roadway functional classifications, to smooth and adjust the urban area boundary, and to propose revisions consistent with current land use, travel patterns, and census data; and

WHEREAS, maps reflecting the proposed roadway functional classifications and the revised urban area boundary have been prepared and reviewed by the appropriate agencies and stakeholders;

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD FOR THE BONNEVILLE METROPOLITAN PLANNING ORGANIZATION that:

1. The revised roadway functional classifications as shown on the attached map are hereby adopted.
2. The adjusted urban area boundary, as reflected in the attached map, is hereby approved.
3. The BMPO staff is authorized to transmit the adopted roadway functional classifications and urban area boundary to the Idaho Transportation Department and FHWA for final approval.

PASSED AND ADOPTED this 17th of September, 2025.

Lisa Burtenshaw

Lisa Burtenshaw, Chairperson

ATTEST:

Darrell W West

Darrell West, BMPO Director

PUBLIC NOTICE
2025 "DRAFT" ROADWAY FUNCTIONAL CLASSIFICATIONS and URBAN BOUNDARY CHANGE

The Bonneville Metropolitan Planning Organization (BMPO) is an agency designated by the Governor of Idaho to conduct a continuing, comprehensive, and cooperative transportation planning process in the urbanized area under the direction of elected officials for the Cities of Ammon, Idaho Falls, Iona, Ucon, and the urbanized portions of Bonneville County, Greater Idaho Falls Transit (GIFT), in conjunction with the Idaho Transportation Department (ITD). Under the requirements of the Federal Highway Administration (FHWY) and Federal Transit Administration (FTA), BMPO has the responsibility to provide the FHWY with the existing Roadway Functional Classification and Urban Boundary Changes.

2025 Draft Roadway Functional Classification defines the functionality of the existing roads within the BMPO urban area. This review and modification are the required process of FHWY that discourages classification from being based on financial considerations. Local context is important in determining final classification and designates those eligible for federal funding. The class is based on current use, not future use.

Urban Boundary Change is proposed (see map on website) to include area on the southeast portion of the BMPO planning area. This change will help define the roadway within the urban planning area.

This public involvement notices for the "Draft" 2025 Roadway Functional Classifications and Urban Boundary Change satisfied the Federal Highway Administration requirements. If no changes are made to the "Draft" the classifications will be approved without further public notification.

A complete list and maps of the 2025 DRAFT ROADWAY FUNCTIONAL CLASSIFICATIONS and URBAN BOUNDARY CHANGES can be found on the BMPO website www.bmpo.org.

Comments can be made until 4:30 p.m. on September 10, 2025

Please send comments by mail or email to:
BMPO Staff
545 Shoup Ave, Suite 257
Idaho Falls, ID 83402
bmpo@bmpo.org
Published: August 27th, 2025 (PR10553-668245)

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IDAHO TRANSPORTATION DEPARTMENT
11331 W. Chinden Blvd. • Boise, ID 83707
(208) 334-8057 • itd.idaho.gov

May 7, 2026

Subcommittee on State Highway System Adjustments,

District and Planning Services has reviewed the documentation (application, route map, resolution, and public comment input) provided by the Kootenai Metropolitan Planning Organization (KMPO) for:

REQUEST

Fourteen (14) reclassifications to Local, 58 reclassifications to Minor Collector, 47 reclassifications to Major Collector, 20 reclassifications to Minor Arterial, 5 reclassifications to Principal Arterial – Other, and 3 removals.

ITD recommends the subcommittee forwards this application to the Transportation Board for approval.

Pending subcommittee review, its options are:

- Recommend full Board approval or rejection of this application or agreement; or
- Request additional information and direct staff to return to the subcommittee at a subsequent date.

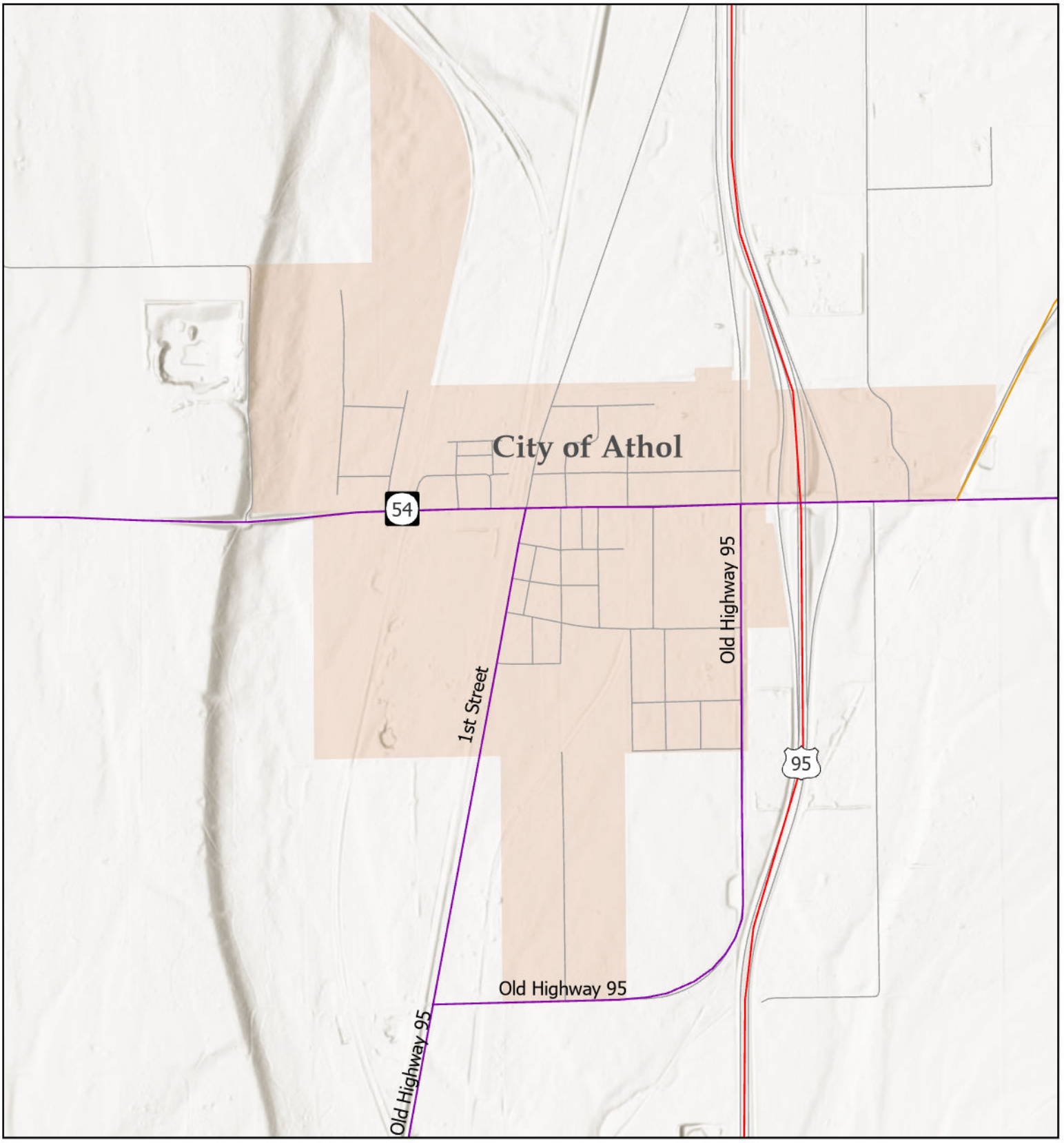
Sincerely,

Brianna Fernandez
Senior Transportation Planner

Agency Name	City of Athol
Point of Contact	Lori Yarbrough
Phone #	208-683-2101
E-mail	cityclerk@cityofathol.us

Name of Route	Route #/Name	Termini of Route		Length	Traffic Count	Existing FC	Proposed FC	Description of Route	Justification for Change
		From	To						
1st Street		Old Highway 95	SH-54	0.50	1700	Local	Major Collector	This segment is a 2 lane section with 10 ft. lanes 50 mph speed limit, reducing to 25 mph at city limits. It serves residential, commercial, and industrial uses. It provides a connection between Lakes Highway District's portion of Old Highway 95 to SH-54.	The volumes and function of the roadway are more associated with a major collector than a local road. The roadway provides access to the southern half of the city of Athol, providing connections from residential neighborhoods to the state highway and main commercial street. It connects into and continues as STC 5751 Old Highway 95. The change in classification is also supported by the city of Athol's transportation plan, whichclassifies it as a collector road.
Old Highway 95	STC 5751	1st Street	SH-54	0.50	1825	Local	Major Collector	This section is a 2-3 lane section with 11 ft. lanes and a 35 mph. This roadway provides access to residential and commercial uses and parallels US 95.	The volumes and function of the roadway are more associated with a major collector than a local road. The roadway provides access to the southern half of the city of Athol, providing connections to/from residential neighborhoods, the Athol Post Office, and Athol Elementary School to the state highway and main commercial street. It is a continuation of STC 5773, Old Highway 95.The change in classification is also supported by the city of Athol's transportation plan, which has it classified as a collector road.

Required Documents
PDF Map
Public Meeting Notes
Resolution or approval letter from Governing Body (Mayor, Chairperson, City/County Resolution)



Rural Federal Functional Classification

Adopted by KMPO Board 2/12/2026

City of Athol

Classification

- Interstate
- Principle Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Jurisdictions & Other Features

- Coeur d Alene; Hayden; Post Falls
- Rathdrum
- Other Jurisdictions
- Local Roads
- Water Features

F

0 0.07 0.15 0.3 Miles

Kootenai MPO

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Blvd, Suite 209, Coeur d'Alene, ID 83814

*Data based on best available information.
*Data for illustrative purposes only.

Agency Name	Coeur d'Alene
Point of Contract	Chris Bosley
Phone #	208-769-2216
E-mail	cbosley@cdaid.org

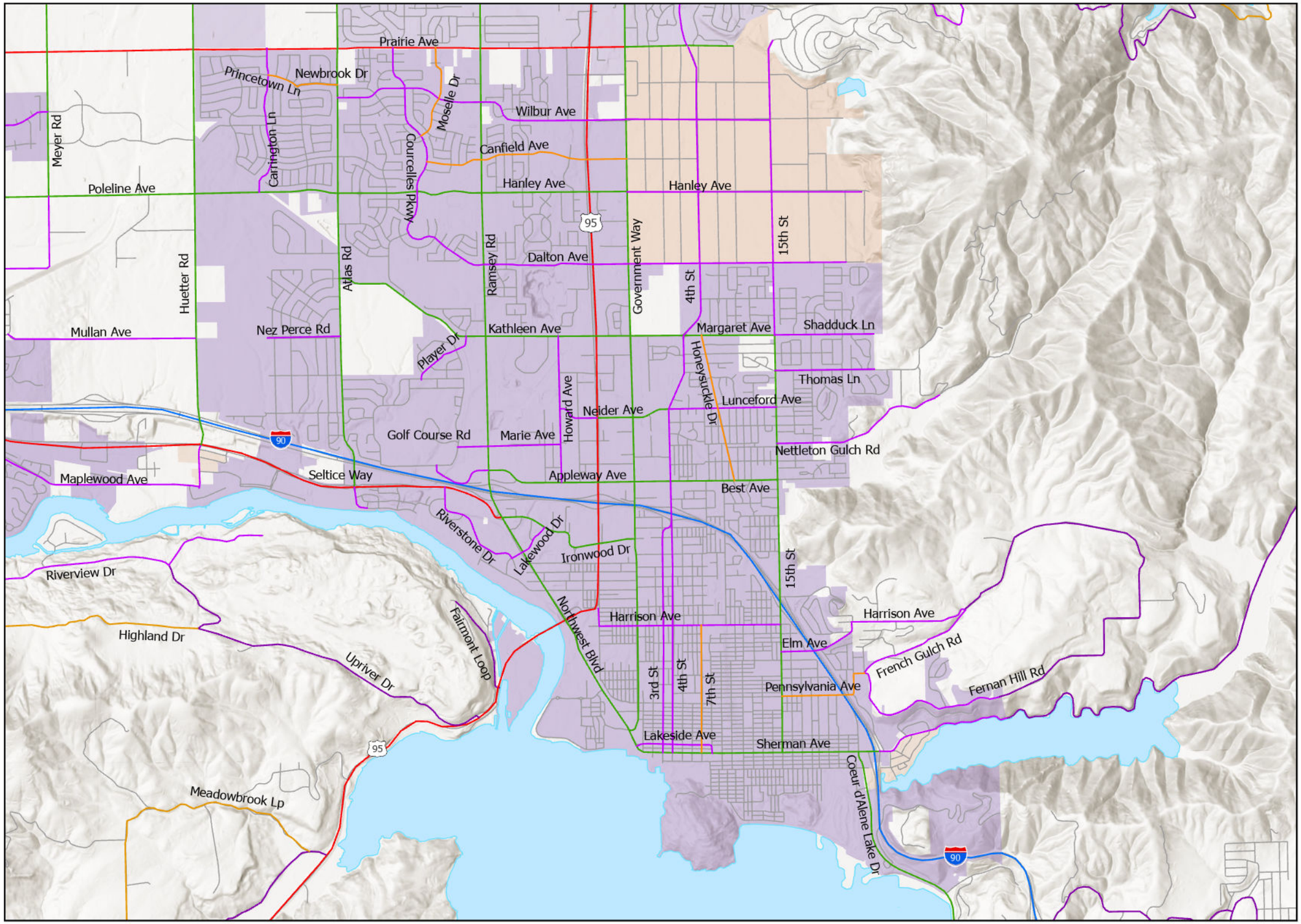
Name of Route	Route #/Name	Termini of Route		Length	Traffic Count	Existing FC	Proposed FC	Description of Route	Justification for Change
		From	To						
Sherman Avenue	STC 7235	8th Street	Lakeside Avenue	0.54	8,899	Major Collector	Minor Arterial	This segment is a 2 lane roadway with 11 ft. lanes, street parking and 25 mph speed limit. This is a commerial corridor with controlled access. Additionally, this segment should be a continuation of SMA 7235 instead of Lakeside Ave.	The volumes and function of this roadway necessitate a change in classification from a major collector to a minor arterial. It will correct the route of SMA 7235. It serves a regionally signficant downtown commercial area, but also provides cross town trips to/from I90 on the south end of the city.
Lakeside Avenue	SMA 7235	Sherman Avenue	Northwest Boulevard	0.58	2,492	Minor Arterial	Major Collector	This segment is a 2 lane roadway with 11 ft. lanes, street parking, and 25 mph speed limit. This route runs parallel to Sherman Ave. and serves commercial uses and access to downtown parking.	The volumes and function of this roadway necessitate a change in classification from a minor arterial to major collector. It is not a natural continuation of SMA 7235 and operates more as a collector for downtown traffic and businesses.
Elm Street	STC 7325	15th Street	Stanley Hill Road/I90	0.23	2,666	Local	Major Collector	This segment is a 25 mph street with residential access and on street parking. It connects Stanley Hill Road to the street network west of I90.	The classification of this segment is needed in order to connect STC 7325 to the rest of the network. Previously, only the Stanley Hill Rd. section of this corridor was classified as a major collector, which terminated at the overpass of Elm St./I90. However, the roadway continues from the overpass to 15th Street.
Pennsylvania Avenue	STC 7405	15th Street	23rd St	0.48	1,691	Local	Minor Collector	This segment is a 25 mph street with residential access and on street parking. It connects Fernan Hill Road to the street network west of I90.	The segment was not included in the prior FFC update, although it is needed to connect STC 7405 to the rest of the network. The classification previously terminated at a bridge overpass, although the full roadway existed.
23rd Street	STC 7405	Pennsylvania Avenue	Fernan Hill Road	0.23	2,200	Major Collector	Minor Collector	This segment is a 25 mph street with residential access and on street parking. It connects Fernan Hill Road to the street network west of I90.	The volumes and function are more typical of a minor collector than a major collector. It provides an alternate connection to French Gulch and Fernan Hill neighborhoods connecting them to the larger network.
Ironwood Drive	STC 7225	Northwest Boulevard	Government Way	1.03	14,234	Major Collector	Minor Arterial	This roadway is a 3-5 lane road with 10 ft. lanes, curb/sidewalks, bike lanes, and 25-35 mph speed limit. This segment serves primarily commercial and medical uses. It is the main thoroughfare through Coeur d'Alene's medical campus.	The volumes of this corridor neccessitate the change from collector to minor arterial. Ironwood Dr. is also the easterly continuation of Seltice Way (principal arterial) to US 95. Ironwood Drive provides regional access to regional medical facilities, as well as facilitates longer trips between Coeur d'Alene and Post Falls.
Appleway Avenue	SMA 7185	Ramsey Road	Fairway Drive	0.47	2,629	Minor Arterial	Major Collector	This segment is a 2 lane roadway with 15+ ft. lanes, some curb/sidewalk,and 25 mph speed limit. This roadway serves as a connection for residential to commercial and other arterials.	The existing volumes necessitate the change from minor arterial to major collector. This segment does not function as minor arterial, like the rest of Appleway Ave. It primarily connects residential neighborhoods to commerical uses and the broader network.

Agency Name	Coeur d'Alene
Point of Contract	Chris Bosley
Phone #	208-769-2216
E-mail	cbosley@cdaid.org

Golf Course Rd		Fairway Drive	Ramsey Rd	0.21	5,000	Local	Major Collector	This segment is a 2 lane roadway with 12+ft. lanes, curb/some sidewalk, a shared use path, and 25 mph speed limit. This sement serves as a connection for residential neighborhoods to other arterials, commerical uses, and access to the Kroc Center.	The volumes and function of this roadway necessitate the change from local to major collector classification. It is the main roadway in/out of the Fairways neighborhood and is used as the main access to the Salvation Army Kroc Center and Coeur d'Alene Public Golf Course.
Marie Avenue		Ramsey Road	Howard Street	0.50	4,576	Local	Major Collector	This segment is a 2 lane roadway with 12+ ft. lanes and on street parking, curb/some sidewalk,and 25 mph speed limit. It serves residential and some commerical uses.	The volumes and function of this roadway necessitate the change from local to major collector classification. This roadway provides access for a dense residential area to higher classified roadways and commercial uses, serving both single and multi family. It also is an extension of Golf Course Road, east of Ramsey Road.
Nez Perce Road	SMA 7247	Atlas Road	road end	0.50	1,309	Minor Arterial	Major Collector	This segment is a 2 lane divided roadway with 12+ ft. lanes with some curb/sidewalk and 25 mph speed limit. It serves residential uses, collecting traffic from Indian meadows neighborhood to the rest of the network	The function of this roadway is more associated with a major collector than a minor arterial. It primarily collects traffic from residential neighborhoods, providing access to/from higher classified roads.
Hanley Avenue	SMA 7025	Huetter Road	Talon Lane	0.48	9,016	Local	Minor Arterial	This segment is a 3 lane roadway with 11 ft. lanes, curb, bike lanes, shared use path, and a 35 mph speed limit. Intersections are signalized. This roadway has some access control and serves local and regional trips.	This section was constructed in 2024. It completes a gap in the SMA 7025 corridor.
Canfield Avenue		Government Way	Courcelles Parkway	1.41	4,950	Local	Minor Collector	This roadway is 2-3 lanes with 12 ft.+ lanes, some on street parking, sidewalks, and 25-35 mph speed limit. It serves residential and commercial uses.	The volumes and function of this roadway necessitate the change from local to minor collector classification. It provides access to/from higher classed roadways to multi and single family residential and some commercial areas, including a primary access to the Silver Lake Mall.
Riverstone Drive		Seltice Way	Lakewood Drive	0.78	7,366	Local	Major Collector	This segment is a 2 lane roadway 12ft. lanes, seperated sidewalk, bike lanes and 25 mph speed limit. It serves residential and commercial access and trips between Seltice Way and Northwest Blvd.	The volumes and function of this roadway necessitate the change from local to major collector classification. This roadway connects local arterials and provides access for local trips to/from residential, commercial and recreational uses in the Village at Riverstone.
Lakewood Drive		Riverstone Drive	Ironwood Dr	0.32	3,500	Local	Major Collector	This segment is 2-3 lane section with, 12 ft.+ lanes, curb/sidewalk, some on street parking and a 25 mph speed limit. It serves a commercial/medical corridor.	The volumes and function of this roadway necessitate the change from local to major collector classification. This section provides trips to/from commerical uses to higher classified roadways.
15th Street	STC 7335	I90	Margaret Avenue	1.85	11,935	Major Collector	Minor Arterial	This segment is a 2 lane roadway with 12 ft. lanes, some curb/sidewalk, bike lanes, and a 35 mph speed limit. It serves local and north-south trips for residential and commercial uses.	The volumes and function of this roadway necessitate the change from major collector to minor arterial. This route also provides access to I90 and the change would provide continuation of SMA 7335.
Neider Avenue	STC 7065	US 95	4th Street	0.51	7,007	Major Collector	Minor Arterial	3-5 lane, 35 mph, 11 ft. lanes, curb/sidewalk, bike lanes, commercial access	The volumes and function of this section of Neider Ave. necessitates a change from major collector to minor arterial. It connects two local arterials and serves as a primary access to/from the region's Costco Wholesale to US-95 and I90.

Agency Name	Coeur d'Alene
Point of Contract	Chris Bosley
Phone #	208-769-2216
E-mail	cbosley@cdaid.org

Honeysuckle Drive		Best Avenue	Margaret Avenue	1.04	3,000	Local	Minor Collector	This segment is a 2 lane section with 11-12 ft. lanes, some curb/sidewalk, and 25 mph speed limit. This segment primarily serves established neighborhoods and provides access to higher classified roadways.	The volumes and function of this roadway necessitate the change from local to minor collector classification. It primaily provides access from residential neighborhoods to higher classified roadways.
Moselle Drive		Courcelles Parkway	Prairie Avenue	0.67	294	Local	Minor Collector	This segment is a 2 lane section with curb/sidewalk, a shared use path, and 25 mph speed limit. It serves as a collector of residential trips to higher classified roadways. It also serves NExA Elementary.	This newly contructed roadway serves as a minor collector. It facilitates movements to and from the Coeur d'Alene Place neighborhood and Northwest Expedition Academy (NEXA) elementary school to higher classified roadways.
Thomas Lane		15th Street	Thomas Hill Drive	0.78	2,300	Local	Major Collector	This segment is a 2 lane roadway with 12 ft. lanes and on street parking, some curb/sidewalk, and a 25 mph speed limit. This segment primarily serves established neighborhoods and provides access to higher classified roadways.	The volumes and function of this roadway necessitate the change from local to major collector classification. This roadway serves trips to/from higher classified roadways and multiple residential neighborhoods that abut Canfield Mountain.
Player Drive		Canyon Drive	Kathleen Avenue	0.47	1,480	Local	Major Collector	This segment is a 2 lane roadway with a 34 ft. cross section to accomodate on street parking. It has curb/sidewalk and a 25 mph speed limit. This segment primarily serves established neighborhoods and provides access to higher classified roadways.	The volumes and function of this roadway necessitate the change from local to major collector classification. It serves as the primay access to the northern section of the Fairways neighborhood.
Atlas Road	SMA 7145	Kiln Road	Seltice Way	0.20	1,097	Local	Major Collector	This section is a 2 lane roadway with 10 ft. lanes, curb/sidewalk, some on street parking and a 25 mph speed limit. It serves residential and some commerical uses.	This newly constructed roadway serves a new residential area, as well as provides access to commercial services and recreational amenities. It provides access from the neighborhood to higher classified roadways. It is a continuation of SMA 7145 but functions more as a collector in this location.
Shadduck Lane	SMA 7005	15th Street	end	0.69	3,841	Minor Arterial	Major Collector	This roadway has a 33 ft. cross section with curb, gutter and seperated sidewalk. It serves residential neighborhoods and provides access to recreational trails.	This roadway's volumes and function are more aligned with a major collector than minor arterial. It primarily provides access to the higher classified Kathleen Ave. corridor to/from residential neighborhoods and Canfield recreation area.
7th Street	STC 7395	Sherman Avenue	Harrison Ave	0.88	2,595	Major Collector	Minor Collector	This roadway has a 40 ft. cross section with two travel lanes and on street parking. It has curb, gutter and sidewalks on both sides. The speed limit is 25 mph and serves primarily residential neighborhoods with access to commerical.	The volumes and function of this roadway are more consistent with a minor collector than a major collector. It does provide an alternate north-south route to/from downtown CDA through residential neighborhoods and provides access for those trips to higher classified roads.
Newbrook Drive	STC 7209	Atlas Road	Princetown Lane	0.28	1,900	Major Collector	Minor Collector	This roadway has a 64 foot cross section with a 30 foot planted median. It has curb, gutters, and seperated sidewalk. It provides a gateway to the Landings neighborhood.	The volumes and function of this roadway are more consistent with a minor collector than a major collector. It primarily provides access in and out of the Landings neighborhood to higher classed roads.
Princetown Lane	STC 7209	Newbrook Drive	Carrington Lane	0.22	1,663	Major Collector	Minor Collector	This roadway has a 30 foot cross section with curb, gutter, and seperated sidewalks. The speed limit is 25 mph and serves the Landings neighborhood.	The volumes and function of this roadway are more consistent with a minor collector than a major collector. It primarily provides access in and out of the Landings neighborhood to higher classed roads. It acts as an extension of Newbrook Drive.



Urban Federal Functional Classification

City of Coeur d'Alene

Adopted by KMPO Board 2/12/2026

Classification

- Interstate
- Principle Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Jurisdictions & Other Features

- Coeur d Alene; Hayden; Post Falls
- Rathdrum
- Other Jurisdictions
- Local Roads
- Water Features

N W E S

0 0.23 0.45 0.9 Miles

Kootenai MPO

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Blvd, Suite 209, Coeur d'Alene, ID 83814

*Data based on best available information.
*Data for illustrative purposes only.

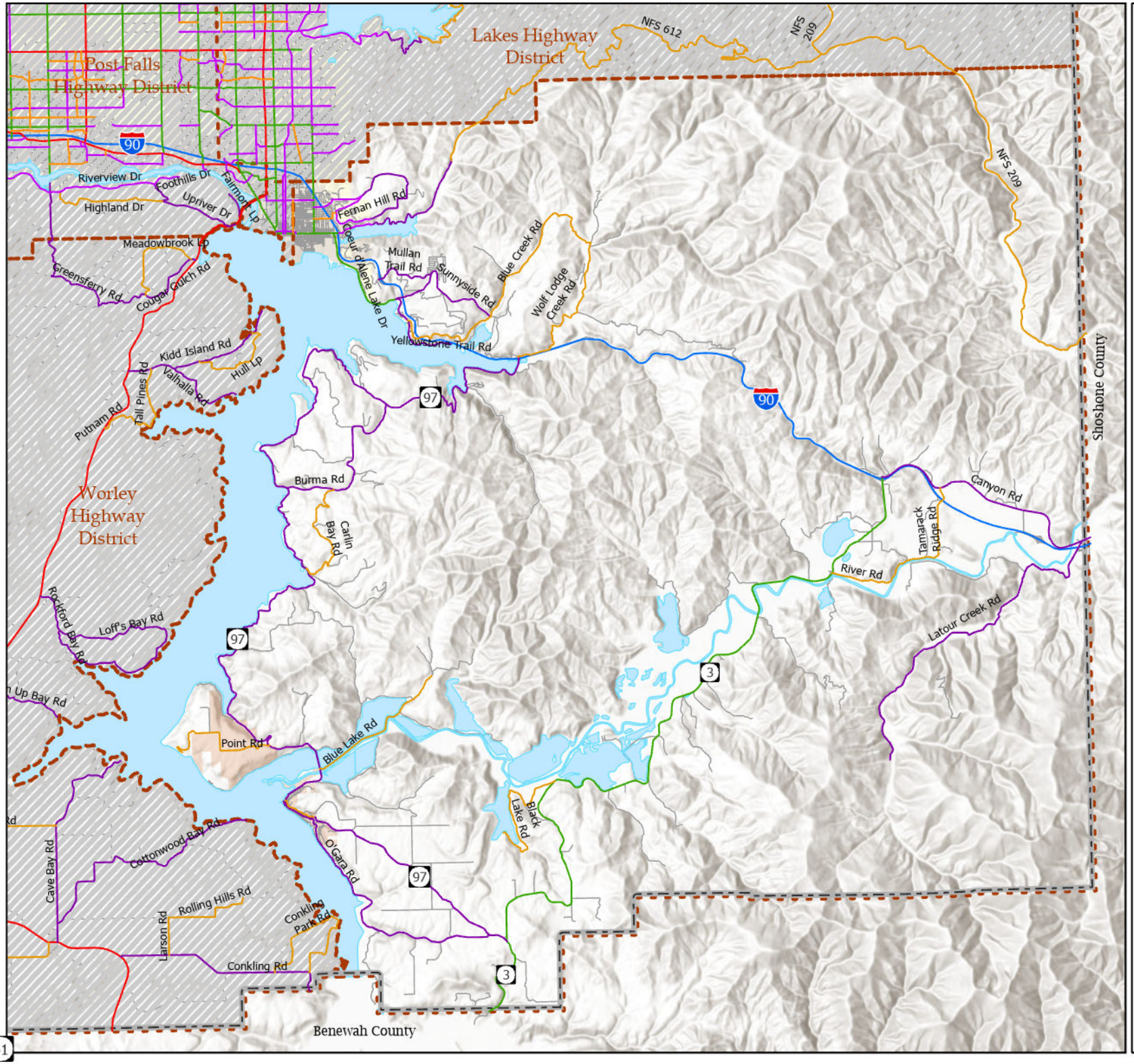
Agency Name	East Side Highway District
Point of Contract	Ben Weymouth
Phone #	208-765-4714
E-mail	ben@es-hd.com

Name of Route	Route #/Name	Termini of Route		Length	Traffic Count	Existing FC	Proposed FC	Description of Route	Justification for Change
		From	To						
Tamarack Ridge Road		River Road	River Road	1.77	69	Local	Minor Collector	This segment is a 2 lane paved roadway with a 26 ft. cross section and a 30 mph speed limit. It serves large-lot rural residential and provides connection between higher classified roadways.	The function of this roadway is more associated with a minor collector than a local road. Tamarack Ridge Rd. continues the paved section of River Rd. that ties into Canyon Rd., which is the only route that crosses I90 between SH-3 and Latour Creek Rd./Cataldo (six mile distance). There is no other parallel route to I90 (east-west) on the south side of the freeway, so users use Tamarack/River to gain east-west travel options. It will replace the the gravel portion of River Rd. on the FFC.
River Road		Tamarack Ridge Road	Tamarack Ridge Road	1.90	10	Minor Collector	Local	This is a 2 lane gravel roadway.	The volumes and function of this roadway are more associated with a local road than a minor collector. This section of River Rd. is unpaved after the intersection with Tamarack Ridge Rd. Tamarack Ridge Rd. will replace this section as a minor collector.
River Road		Tamarack Ridge Road	Canyon Road	0.50	79	Local	Minor Collector	This segment is a 2 lane paved roadway with a 23 ft. cross section and a 30 mph speed limit. It serves large lot residential and provides connection between higher classified roadways.	The function of this roadway is more associated with a minor collector than a local road. This paved section connects Tamarack Ridge Rd. to Canyon Rd. a major collector. There is no other parallel route to I90 (east-west) on the south side of the freeway, so users use Tamarack/River to gain east-west travel options. It is the only roadway that crosses I90, to Canyon Road, in the six miles between SH-3 (Exit 34) and Latour Creek/Cataldo interchanges (Exit 40). The previous map did not include the connection from I90 to Canyon Rd.
Sunnyside Road	STC 5746	Bonnell Road	Yellowstone Trail Road	1.60	207	Local	Major Collector	This segment is a 2 lane paved roadway with 10 ft. lanes and a 35 mph speed limit. It serves large lot residential and provides access to higher classified roadways.	The function of this roadway are more associated with a major collector than a local road. This roadway was paved recently and provides a more direct connection to I90 and higher classed roads for local roads and individual properties. This route also provides a connection from Yellowstone Trail Road to Mullan Trail Rd/I90 interchange, creating a more direct path as a parallel/alternative route to I90.
Yellowstone Trail Road		Coeur d'Alene Lake Drive	Sunnyside Road	3.13	458	Local	Minor Collector	This segment is a 2 lane roadway with 12 ft. lanes and a 35 mph speed limit. It serves large lot residential and provides access to higher classified roadways.	The function of this roadway is more associated with a minor collector than a local road. It provides access to multiple local and private roads north of I90. It also provides a parallel route to I90, acting as an alternative route during lane/road closures, construction, etc.

Agency Name	East Side Highway District
Point of Contract	Ben Weymouth
Phone #	208-765-4714
E-mail	ben@es-hd.com

Coeur d'Alene Lake Drive	SMA 7235	Coeur d'Alene city limits	Sunnyside Road	0.64	2,330	Major Collector	Minor Arterial	This segment is a 2 lane roadway with 12 ft. lanes, a 4 ft. shoulder and 45 mph speed limit.	The volumes and function of this roadway are more associated with a minor arterial than a major collector. It is a continuation of SMA 5796, which ends at the Coeur d'Alene city limits; the classification should be applied to the whole roadway until the next logical termini at Sunnyside Road. It carries traffic to/from clusters of large-lot residential into the city of Coeur d'Alene, collecting traffic from a variety of collectors and local/private roads. It also provides access to multiple year-round recreational and lake access sites along Lake Coeur d'Alene, such as Coeur d'Alene Gateway State Park, the North Idaho Centennial Trail and Higgens Point Boat Launch.
Borley Road		Sunnyside Road	Bonnell Road	1.10	50	Minor Collector	Local	This segment is a 2 lane roadway with 10 ft. lanes and a 25 mph speed limit. It provides access to residential uses.	The volumes and function of this roadway are more associated with a local road than a minor collector. It primarily serves large-lot residential lots between two sections of Sunnyside Road.
Bonnell Road		Sunnyside Road	Yellowstone Trail Road	2.60	229	Minor Collector	Local	This segment is a 2 lane roadway with 12 ft. lanes and a 35 mph speed limit. It provides access to residential uses.	The function of this roadway is more associated with a local road than a minor collector, providing direct access to large lot residential properties. Sunnyside Road provides a more straightforward conneciton to Yellowstone Trail Road.

Required Documents
PDF Map
Public Meeting Notes
Resolution or approval letter from Governing Body (Mayor, Chairperson, City/County Resolution)



Rural Federal Functional Classification

East Side Highway District

Adopted by KMPO Board 2/12/2026

Classification

- Interstate
- Principle Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Jurisdictions & Other Features

- Coeur d Alene; Hayden; Post Falls
- Rathdrum
- Other Jurisdictions
- Local Roads
- Urban Area Boundary
- Highway District Boundary
- Other Highway Districts
- Water Features

N W E S

0 0.75 1.5 3 Miles

Kootenai MPO

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Blvd, Suite 209, Coeur d'Alene, ID 83814

*Data based on best available information.
*Data for illustrative purposes only.

Agency Name	City of Hayden
Point of Contract	Alan Soderling
Phone #	208-772-4411
E-mail	asoderling@cityofhaydenid.us

Name of Route	Route #/Name	Termini of Route		Length	Traffic Count	Existing FC	Proposed FC	Description of Route	Justification for Change
		From	To						
4th Street	SMA 7275	Prairie Avenue	Honeysuckle Avenue	0.54	8,200	Minor Arterial	Major Collector	This segment is a 2 lane roadway with 11 ft. lanes, 5 ft. shoulder, and a 35 mph speed limit.	The change is being requested to provide consistency with STC 7275, as both segments function the same. While the count data is higher than the guidelines, this corridor operates as a collector, gathering traffic from residential areas and small communities, like Hayden Lake and Dalton Gardens, and carrying it to higher classified roadways.
Wyoming Avenue	SMA 7095	Ramsey Road	Government Way	1.00	4,598	Minor Arterial	Major Collector	This segment is a 2 lane roadway with 10 ft. lanes and a 25 mph speed limit. It serves both residential and industrial uses.	While this roadway does provide some access between the regional airport and the state highway system, it primarily collects industrial, commercial and residential traffic and provides access for those trips to higher classified roadways. The volumes and function of this roadway are more associated with a major collector than a minor arterial.
Honeysuckle Avenue	STC 7275	Bean Avenue	Honeysuckle beach (road end)	3.97	4,800	Minor Arterial	Major Collector	This segment is a 2 lane section with 11 ft. lanes, no curb/sidewalk, and a 25 mph speed limit. This facility serves residential and commerical uses.	With this exception of the small section near Walmart, Honeysuckle Ave. acts as collector providing access for traffic to higher classified roadways. It primaily serves residential neighborhoods and provides access to Honeysuckle beach. Volumes along the corridor support this classification.
Lancaster Road	SMA 7218	Government Way	Rimrock Road	1.26	2,800	Minor Arterial	Major Collector	This segment is a 3-4 lane section with 11 ft. lanes, a separated shared use path, and a 45 mph speed limit. It provides access to residential areas.	The volumes and function of this roadway are more associated with a major collector than a minor arterial. This segment of Lancaster Rd. primarily captures traffic to/from urban fringe neighborhoods and large lot residential, providing access to higher classified roads for longer trips and access to amenities.
Dakota Avenue	STC 7050	Atlas Road	Carrington Lane	0.49	1,600	Local	Major Collector	This segment has a 37 ft. cross section to accommodate on street parking, curb/gutter, seperated sidewalks, and a 25 mph speed limit. This roadway serves residential and some industrial uses.	The roadway has recently been constructed and is a continuation of STC 7050. It provides access to residentional, commercial, and industrial uses and connects those trips to/from nearby arterials.
Hayden Avenue	SMA 7075	Government Way	Strahorn Road	0.98	3,500	Minor Arterial	Major Collector	This segment is a 2 lane section with 12 ft. lanes, no curb/sidewalk and a 25 mph. It serves residential neighborhoods.	While the rest of Hayden Ave. operates as a minor arterial, serving longer trips across the urban area, this section east of Government Way functions as a major collector, collecting traffic from residential neighborhoods and the city of Hayden Lake and providing access to higher classed roadways. The volumes support this classification.

Agency Name	City of Hayden
Point of Contact	Alan Soderling
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Carrington Lane	STC 7135	Robison Avenue	Miles Avenue	0.77	200	Local	Major Collector	This segment is a 2 lane section with curb/sidewalk along one side and a speed limit of 25 mph. It serves some residential uses.	The roadway has recently been constructed and is a continuation of STC 7135. It serves a recently completed neighborhood of 168 units, a 144-unit multi family development, as well as two recently approved subdivisions. The Hayden Sky PUD, north of Hayden Ave., is an 128 acre development, which will add over 400 additional single and multi family residences, commercial and industrial uses. The PUD was approved by the city of Hayden on 3/12/2024.. South of Hayden Ave., the city has approved the Battleground subdivision with 176 single family and 144 multifamily units and commercial; it was approved by the city 11/12/2024. Construction is anticipated to begin this year. (Supporting documentation of these subdivisions have been included with this request).Carrington will provide access for these neighborhoods to the rest of the classified system.
Atlas Road	SMA 7252	Hayden Avenue	Phantom Drive	0.51	1,800	Minor Arterial	Major Collector	This segment is a 2 lane section with 12 ft. lanes, some curb/sidewalk, and a 35 mph speed limit. It provides access to industrial land uses.	The volumes and function of this roadway are more associated with a collector than a minor arterial. While this section of Atlas Road does provide access to the regional airport, it does not connect into the section north of the airport, allowing for longer trips. This section primarily collects trips to/from commercial, industrial and residential uses, providing access to higher classed roadways.
Ramsey Road	SMA 7905	Airport Drive	Lancaster Road	1.26	1,850	None	Minor Arterial	This segment is being constructed as a 3 lane section, with curb/sidewalk and a shared use path. This section serves local residential and industrial trips and longer trips north-south through Hayden and Coeur d'Alene.	This section of Ramsey Road was completed in 2025. While serving residential, commercial and industrial uses, it also provides access to the regional Coeur d'Alene airport. This section was constructed to complete the gap in SMA 7905, enabling long distance trips from the north end of the county to I90, and to provide a parallel/alternative route to US 95.
Lacey Avenue	STC 7120	Ramsey Road	Strahorn Road	2.0	740	Major Collector	Minor Collector	This is a two lane roadway with a 24 foot cross section. The speed limit is 25 mph and there is no curb, gutter or sidewalk. The road primarily serves residential development, with some access to comerical properties near US 95.	Lacey Ave. operates more as a minor than major collector with supporting volumes. The roadway primarily serves residential uses fronting the roadway, with some commerical access. It does connect to US 95 but access is right-in, right-out only.
Orchard Avenue	STC 7098	Chateaux Drive	Maple Street	1.75	700	Major Collector	Minor Collector	This is a two lane roadway with a 24 foot cross section. The speed limit is 25 mph and there only some sections with curb, gutter, and/or sidewalk. The road primarily serves residential development, with some access to comerical properties near US 95.	Orchard Ave. operates more as a minor than major collector with supporting volumes. The roadway primarily serves small residential developments, with some commerical access. It does connect to US 95 but access is right-in, right-out only.
Chateaux Drive	STC 7128	Honeysuckle Avenue	Hayden Avenue	0.5	340	Major Collector	Minor Collector	This is a two lane roadway with a 24 foot cross section. The speed limit is 25 mph and there is no curb, gutter or sidewalk. The road serves residential development.	Chareaux Dr. operates more as a minor than major collector with supporting volumes. The roadway primarily serves residential uses fronting the street, and provides a connection between higher classed roads.
Robison Avenue	STC 7060	Carrington Lane	Atlas Road	0.49	440	Major Collector	Minor Collector	This is a two lane roadway with a 24 foot cross section. The speed limit is 25 mph and only part of the section has curb, gutter, and sidewalk. The road primarily serves residential development.	Robison Ave. operates more as a minor than major collector with supporting volumes. The roadway primarily serves small residential developments, providing them access to higher classed roadways.

Agency Name	City of Hayden
Point of Contract	Alan Soderling
Phone #	208-772-4411
E-mail	asoderling@cityofhaydenid.us

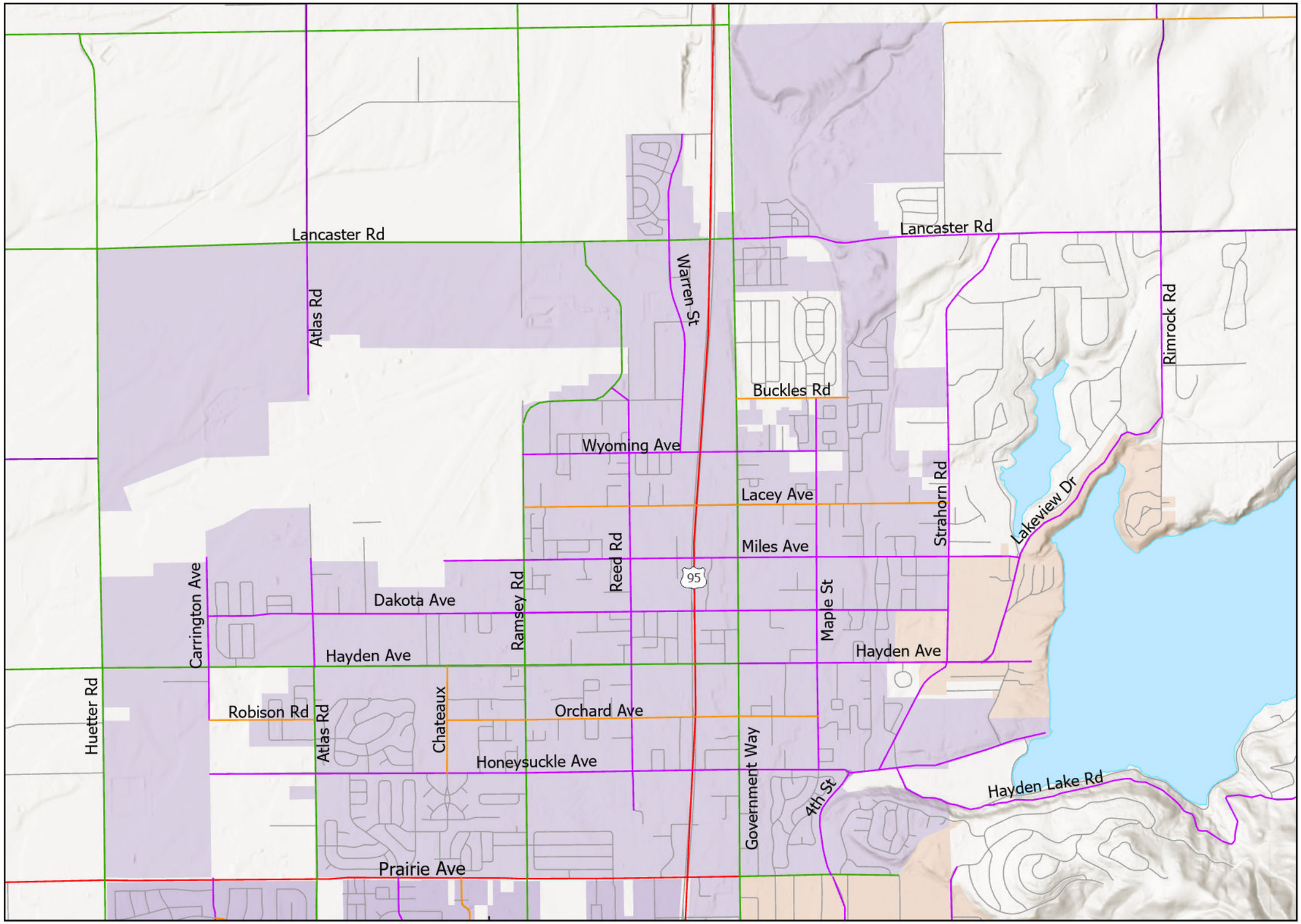
Buckles Road	STC 7139	Government Way	Maple Street	0.53	2,100	Major Collector	Minor Collector	This is a two lane roadway with 11 ft. lanes. The speed limit is 25 mph and most of the section does not have curb, gutter, and sidewalk. The road serves residential neighborhoods.	Buckes Road operates more as a minor than major collector with supporting volumes. The roadway primarily serves residential neighborhoods, providing them access to higher classed roadways for access to longer trips and amenities.

Required Documents
PDF Map
Public Meeting Notes
Resolution or approval letter from Governing Body (Mayor, Chairperson, City/County Resolution)

Urban Federal Functional Classification

City of Hayden

Adopted by KMPO Board 2/12/2026



Classification
- Interstate
- Principle Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Jurisdictions & Other Features
- Coeur d Alene; Hayden; Post Falls
- Rathdrum
- Other Jurisdictions
- Local Roads
- Water Features

N W E S

0 0.15 0.3 0.6 Miles

Kootenai MPO

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Blvd, Suite 209, Coeur d'Alene, ID 83814

*Data based on best available information.
*Data for illustrative purposes only.

Agency Name	Lakes Highway District
Point of Contract	Eric Shanley
Phone #	208-772-7527
E-mail	eric@lakeshwy.com

Name of Route	Route #/Name	Termini of Route		Length	Traffic Count	Existing FC	Proposed FC	Description of Route	Justification for Change
		From	To						
Hayden Lake Road	STC 5736	Hayden Creek Road	Mokins Bay Road	4.73	428	Major Collector	Minor Collector	This segment is a 2 lane section with 11 ft. lanes and 25 mph speed limit. It serves residential uses and is a connection for local roads to higher classed facilities.	The volumes and function of the roadway are more associated with a minor collector than a major collector. It provides connection for rural properties and other local roads to higher classed roadways for travel throughout the region.
English Point Road	STC 5754	Lancaster Road	Rimrock Road	3.60	150	Major Collector	Local	This segment is a 2 lane section with 12 ft. lanes and a 35 mph speed limit. It provides direct access to rural and lakefront residential and provides a connection to the larger transportation network.	The volumes and function of the roadway are more associated with a local road than a major collector. The roadway provides access to large rural lots and seasonal, lake front residences.
Prairie Avenue	SMA 7045	US 95	Government Way	0.25	13,156	Minor Arterial	Principle Arterial	This segment is a 4-5 lane section with 10 ft. lanes, curb/gutter, seperated sidewalk on north the north side and a 35 mph speed limit. It provides limited access to commercial development.	The volumes and function of the roadway are consistent with the classification of principle arterial, as a continuation of STP 7045.
Boekel Road	STC 5717	Huetter Road	Government Way	3.06	3,979	Major Collector	Minor Arterial	This segment is a 2 lane section with 13 ft. lanes, 4 ft. shoulders, and a 50 mph speed limit. It provides local access and a east-west route across the Rathdrum Prairie, from Hayden to Rathdrum.	The volumes and function of the roadway are more associated with a minor arterial than a major collector. It serves as a primary east-west route between the cities of Rathdrum and Hayden and connects Rathdrum to US95. The change is also consistent with the request for a classification of Boekel Road by the city of Rathdrum.
Diamond Bar Road	STC 5819	Atlas Road	Ramsey Road	1.10	100	Major Collector	Local	This segment is a 2 lane section with 12+ ft. lanes, 5 ft. shoulders, and a speed limit of 35 mph. It serves a residential development.	The volumes and function of the roadway necessitate the change from a major collector to a local road. This roadway primary provides access to large-lot residential subdivision parcels.
Dodd Road		Strahorn Road	Hayden Lake Road	2.74	592	Local	Minor Collector	This segment is a 2 lane section with 11 ft. lanes and a 40 mph speed limit. It provides access to large lot residential and connections to higher classified roadways.	The volumes and function of the roadway are more associated with a minor collector than a local road. It provides access to/from other local/private roads and large lot residential parcels to higher classed roadways.
Garwood Road	STC 5710	Old Hwy 95	Rimrock Road	1.66	688	Major Collector	Minor Collector	This segment is a 2 lane section with 11 ft. lanes and a 45 mph speed limit. This segment includes an overpass over US 95, including 6 ft. bike lane/shoulder from Pope Rd. to Old US 95. This route provides local accesss and an opportunity to cross US 95 at a grade seperated crossing.	The volumes and function of the roadway are more associated with a minor collector than a major collector. Direct access to US 95, via Garwood Rd., replaced by an overpass. It primarily serves residential traffic looking to connect to higher classed roads.
Hudlow Road		Pope Road	Rimrock Road	1.80	397	Minor Collector	Local	This segment is a 2 lane roadway with 12 ft. lanes and a 45 mph speed limit. It primarily serves local residences.	The volumes and function of the roadway are more associated with a local road than a minor collector, providing access to/from residential properties. The previous connection into Garwood Road has been eliminated, replaced by the extension of Pope Road.

Agency Name	Lakes Highway District
Point of Contract	Eric Shanley
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Twin Lakes Road	STC 5702	SH-41	Upper Twin Lakes Road	5.10	350	Major Collector	Minor Collector	This segment is a 2 lane roadway with 12+ ft. lanes and 35 mph speed limit. It provides access to residential and recreational uses; traffic volumes vary by season. It also serves as a connector for local streets to connect into the greater network.	The volumes and function of the roadway are more associated with a minor collector than a major collector. It provides a connection between the Twin Lakes community and higher classed roadways. Many residences in Twin Lakes are seasonal.
Brunner Road	STC 5762	Ramsey Road	US 95	4.16	6,383	Major Collector	Minor Arterial	This segment is a 2 lane roadway with 11 ft. lanes, 2 ft. shoulders, and 50 mph speed limit. It serves large lot residential and provides a connection from lower class roadways to an interchange at US 95. Brunner Rd. also connects with Bunco Rd. at US 95, which is the only access to Silverwood Theme Park.	The characteristics and volumes of the roadway necessitate the change from a major collector to a minor arterial. The roadway provides a route for east-west travel on the north end of the county. It serves large-lot exurban development and is an integral part of the network connecting the northern part of the county to the urban area. It also connects Diagonal Road to US 95, and subsequently Silverwood Theme Park.
Nunn Road		Bunco Road	Good Hope Road	2.10	80	Minor Collector	Local	This segment has a 26 ft. paved cross section and 40 mph speed limit.	The volumes and function of the roadway are more associated with a local road than a minor collector. It is primarily provides access to local large residential lots and is also a route to access the Coeur d'Alene National Forest.
Spirit Lake Road	STC 5739	Brickle Creek Road	SH-41	5.41	540	Major Collector	Minor Collector	This segment is a 2 lane road with 11 ft. lanes and a 25 mph speed limit. It provides access to residential and recreational uses; traffic volumes vary by season. It also serves as a connector for local streets to connect into the greater network.	The volumes and function of the roadway are more associated with a minor collector than a major collector. It provides a connection between lake front residences (many that are seasonal) and the city of Spirit Lake and the rest of the transportation network.
Parks Road		Old Hwy 95	US 95	0.81	818	Local	Major Collector	The segment is a 2 lane unpaved roadway with a 20. ft. cross section and a 25 mph speed limit. It currently serves residential uses.	This roadway is currently a part of the UPRR bridge replacement project programmed for construction in 2028 (KN 22892). The project will replace the UPRR bridge and connect Parks Rd. into Old Hwy 95. This will provide access to properties west of the UPRR to US 95.
Parks Road		US 95	Good Hope Road	3.94	364	Local	Minor Collector	This segement is a 2 lane roadway with a 26 ft. cross section and a 45 mph speed limit. It provides local access to large lot residential and connects local roads with higher classed roadways.	The volumes and function of the roadway are more associated with a minor collector than a local road. This roadway provides access for residences and other local roads to US 95.
Strahorn Road	SMA 8025	Lancaster Road	Honeysuckle Avenue	2.72	1,187	Minor Arterial	Major Collector	This segment has 10 ft. lanes, some 4 ft. shoulder, and a 35 mph speed limit. The portion from Miles Ave. to Hayden Ave. is reduced to one way (SB) with an 8 ft. shoulder/bike route and 25 mph speed limit.	The volumes and function of the roadway are more associated with a collector roadway than a minor arterial. This roadway primarily serves local residential and connects other collector roadways.
Ramsey Road	STC 5727	Lancaster Road	Brunner Road	8.29	5,939	Major Collector	Minor Arterial	This segment is a 2 lane roadway with 12 ft. lanes, a 6 ft. bike lane/shoulder (from SH-53 to Scarcello Rd.) and a 40-50 mph speed limit. It does serve local residential but also longer north-south trips from the north end of the county into the urbanized area.	The characteristics and volumes of the roadway necessitate the change from a major collector to a minor arterial. With the Ramsey Road extension constructed, it is a complete route of SMA 7905 from SH-54 to I90, facilitating cross-county travel and providing a parallel/alternative route for US 95.
Ramsey Road		Brunner Road	SH-54	3.50	1,525	Minor Collector	Minor Arterial	This segment is a 2 lane section with 11 ft. lanes and a 50 mph speed limit. It does serve local residential but also longer north-south trips from the north end of the county into the urbanized area.	The characteristics and volumes of the roadway necessitate the change from a major collector to a minor arterial. With the Ramsey Road extension constructed, it is a complete route of SMA 7905 from SH-54 to I90, facilitating cross-county travel and providing a parallel/alternative route for US 95. The Hoodoo Valley North Subdivision (67 five acre lots) is also still under development immediately adjacent to this section of roadway.

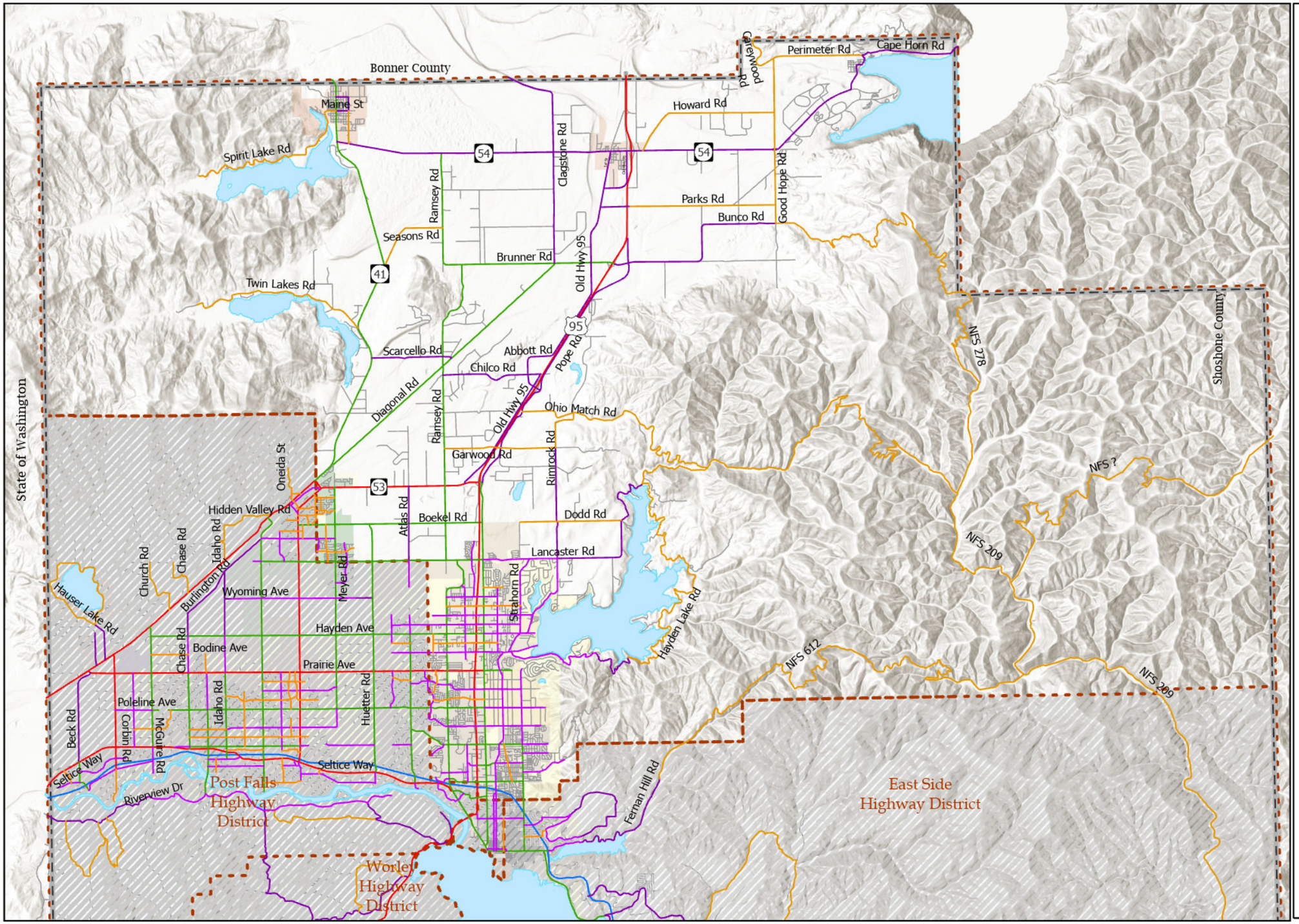
Agency Name	Lakes Highway District
Point of Contract	Eric Shanley
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Atlas Road	STC 5815	Boekel Rd	SH-53	1.00	808	Local	Major Collector	This segment is a 2 way roadway with a 28 ft. cross section and 40 mph speed limit. It serves large lot residential uses.	The volumes and function of the roadway are more associated with a major collector than a local road. It is also a continuation of STC 5815, completing a connection between Lancaster Road and SH-53, both arterials.
Diagonal Road	STC 5781	SH-41	Brunner Road	8.15	4,889	Major Collector	Minor Arterial	This roadway is a 2 lane roadway with 12 ft. lanes and a 50 mph speed limit. It is currently under a reconstruction to widen the roadway to include shoulders. It serves some local residential uses but provides a connection for trips from the north part of the county to SH-53 and Rathdrum. It also connects into Brunner Rd. making it a route often taken to access Silverwood Theme Park.	The characteristics of the roadway necessitate the change from a major collector to a minor arterial. Diagonal Road serves as an alternate route between SH-53/SH-41 and US 95 for long distance trips to/from the northern part of the county, connecting the Athol area with the city of Rathdrum, including a large number of trips to/from Silverwood Theme Park. It also provides local access to large lot residential development and lower classed roadways along the corridor.
Old Highway 95	STC 5713	Remington Road	Athol city limits	1.54	7,000	Local	Major Collector	This section is a 2-3 lane section with 11 ft. lanes and a 35 mph. This roadway provides access to residential and commercial uses and parallels US 95.	The volumes and function of the roadway are more associated with a major collector than a local road. The change is classification is also supported by the city of Athol's transportation plan, which has it classified the portion of the roadway within the city as a collector road. This is a continuation of existing STC 5713.
Remington Road	STC 5773	Old Highway 95	Sylvan Road		1,000	Major Collector	Local	This segment is an unpaved roadway that serves one residential property.	This roadway no longer crosses US 95 or connects to other roadways. It serves one residential property.
Sylvan Road	STC 5773	SH-54	Remington Road		1,000	Major Collector	Local	This segment is a 2 lane roadway with a 25 ft. cross section. It serves large lot residential and no longer connects to US 95.	The volumes and function of the roadway are more associated with a local road than a major collector. It no longer connects to US 95 and only serves large-lot rural properties.
Abbott Road		Pope Road	Estates Drive	1.84	640	Local	Major Collector	This segment is a a 2 lane section with 12 ft. lanes and a 35 mph speed limit. It connects Chilco Rd. to US 95 via interchange and provides access to/from Idaho Forest Products mill. It connects the northern and southern sections of Old Highway 95.	The characteristics of the roadway necessitate the change from a local road to a major collector. It technically acts as a realignment of STC 5713 around the Idaho Forest Products Mill.
Old Highway 95/Lumber Lane	STC 5713	Chilco Road	Estates Drive	0.70	-	Major Collector	remove		This section is no longer used between Abbott Road and Estates Drive. It is used as an access/facility road for Idaho Forest Products and a residence.
Clagstone Road		Brunner Road	SH-54	3.01	2,790	Minor Collector	Major Collector	This segment is a 2 lane section with 11 ft. lanes and a 50 mph speed limit. It provides access to large-lot residential developments and acts as a connection to higher classified roadways.	The volumes and function of the roadway are more associated with a major collector than a minor collector. It provides connection between higher classed roadways and serves exurban residential developments and associated local/private roads.
Clagstone Road		SH-54	Bonner County line	2.89	1,724	Local	Major Collector	This segment is a 2 lane section with 11 ft. lanes and a 50 mph speed limit. It provides access to large-lot residential developments and acts as a connection to higher classified roadways. It also continues into Bonner County, facilitating trips in and out of the county.	The volumes and function of the roadway are more associated with a major collector than a local road. It provides access to/from local roads and other large lot residential developments to higher classed roads for travel throughout the region. It is also a main route for residential traffic residing just north of the county border in Bonner County.
Good Hope Road		Bunco Road	Nunn Road	1.00	80	Minor Collector	Local	This segme is a two lane roadway with a 28 ft. cross section and 40 mph speed limit. It provides access to large lot residences.	The volumes and function of the roadway are more associated with a local road than a minor collector. It provides local access to large-lot residential development.

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Pope Road		SH-53	Son Shine Way	8.12	3,788	Local	Major Collector	This segment is a 2 lane section with 12 ft. lanes, 5 ft. shoulder, and 50-55 mph speed limit. It runs parallel to US 95 and acts as a connection for residential and commercial uses to US 95 at interchanges and provides and additional north-south route connecting into Government Way SMA STC 5718. Silverwood Theme Parks enterance is accessed via Pope Road.	The volumes and function of the roadway are more associated with a major collector than a local road. Pope Road serves as a frontage road to US-95 between SH-53 and Bunco Road. It provides local access between interchange points and an alternate north-south route.
Howard Road		SH-54	Perimeter Road	4.12	1,023	Local	Minor Collector	This segment is a 2 lane roadway with 10 ft. lanes and a 45 mph speed limit. It serves large lot residenial uses and commercial and acts as a connection between other major collectors.	The volumes and function of the roadway are more associated with a minor collector than a local road. It provides a connection between higher classed roadways and serves large-lot residential development.
Huetter Road		Lancaster Road	Boekel Road	1.03	1,520	Local	Minor Arterial	This segment is a 2 lane roadway with 10 ft. lanes and a 45 mph speed limit. It is a continuation of Huetter Road which serves north-south traffic across the Rathrum Prairie.	The characteristics of the roadway necessitate the change from a major collector to a minor arterial. This section is a continuation of existing STC 7219, and the request is consistent with Post Falls Highway District's request for Huetter Road. This roadway serves as a north-south route across the Rathdrum Prairie, connecting the communities of Hayden, Rathdrum and Coeur d'Alene. It also serves local residential and commercial trips.
Chilco Road		Ramsey Road	Old Hwy 95	2.73	1,720	Local	Major Collector	This segment is a 2 lane roadway with 12 ft. lanes and a 35-45 mph speed limit. It provides access to large lot residential and Idaho Forest Products.	The volumes and function of the roadway are more associated with a major collector than a local road. It connects higher classed roadways and access to/from large residential lots and Idaho Forest Products.
Scarcello Road	STC 5701	Ramsey Road	Diagonal Road	0.25	1,235	Local	Major Collector	This segement is a 2 lane roadway with 12 ft. lanes, 6 ft. shoulders, and 50 mph speed limit.	The Ramsey Rd. BNSF grade seperation eliminated north-south access to Diagonal Road. This new section was contructed to provide that access and is a continuation of STC 5701.

Required Documents
PDF Map
Public Meeting Notes
Resolution or approval letter from Governing Body (Mayor, Chairperson, City/County Resolution)



Rural Federal Functional Classification

Lakes Highway District

Adopted by KMPO Board 2/12/2026

Classification

- Interstate
- Principle Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Jurisdictions & Other Features

- Coeur d Alene; Hayden; Post Falls
- Rathdrum
- Other Jurisdictions
- Local Roads
- Urban Area Boundary
- Highway District Boundary
- Other Highway Districts
- Water Features

N W E S

0 0.75 1.5 3 Miles

Kootenai MPO

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Blvd, Suite 209, Coeur d'Alene, ID 83814

*Data based on best available information.
*Data for illustrative purposes only.

Agency Name	City of Post Falls
Point of Contract	Rob Palus
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Name of Route	Route #/Name	Termini of Route		Length	Traffic Count	Existing FC	Proposed FC	Description of Route	Justification for Change
		From	To						
Expo Parkway	SMA 7227	Beck Road	Idaline Road	1.41	6,696	Minor Arterial	Major Collector	This segment is a 2-5 lane roadway with 12 ft. lanes, curb/gutter, seperated sidewalk/shared use path, and a 35 mph speed limit. This roadway serves commerical uses and access to residential neighborhoods. It collects residential trips and carries them to higher classified roadways.	Expo Parkway was completed between Beck Rd. and Jacklin Rd. in 2019, replacing Jacklin as the east-west connector between Beck Rd. and Pleasant View Rd. It provides access to residential neighborhoods and commerical and industrial uses. The volumes and function of this roadway are more associated with a major collector than a minor arterial.
Pleasant View Road	SMA 8505	Riverbend Ave	Prairie Avenue	2.60	13,035	Minor Arterial	Principle Arterial	South of Seltice Way, this segment is a 5 lane section with 11 ft. lanes, curb/gutter, seperated sidewalks and a 35 mph speed limit. It provides access to commerical uses and I90. North of Seltice Way, it is a 2-5 lane roadway with some curb/gutter and shoulders, and a 35-50 mph speed limit. It provides access to commerical and industrial uses, and access is primarily limited to cross streets.	Pleasant View Road. Provides a connection between I-90 and SH-53 (interstate and principle arterial). It provides access to/from rural areas into the urban area and the interstate. Increased commerical and industrial uses have been constructed along this route, and it provides direct acces to higher classified facilities for these uses. Due to increased growth in this area and increased traffic volumes, the volumes and function of this roadway are more associated with a principle arterial than a minor arterial.
Riverbend Avenue	STC 8545	Pointe Parkway	Grassland Avenue (end of classified section)	0.21	2,717	Local	Major Collector	From Pleasant View Rd. to Beck Rd., this segment is a 3-5 lane section with 11 ft. lanes, curb/gutter, sidewalks, with a 35 mph speed limit. It provides access to commerical and collects traffic from industrial developments. From Pleasant View Rd. to McGuire Rd., this segement is a 2-3 lane section with 12 ft. lanes, some curb/gutter/sidewalks, and a 35 mph speed limit. It provides access to commercial and residential uses and connects them to higher classed roadways.	The volumes and function of this roadway are more associated with a collector than a local road. This roadway provides access to the Riverbend industrial park and connects it to I90 via two interchanges. This segement also provides access to other commercial uses (food service, hotels, retail) and residential developments south of I90.
Empire Center Boulevard	STC 7675	Seltice Way	Midway Avenue	0.30	630	Major Collector	Local	This segment is a divided 2 lane roadway with 24 ft. lanes (with room for on street parking), curb/gutter, and sidewalks. It provides access to residential developments.	The function of this roadway is more associated with a local road than a collector. It provides access to Orgill Distribution and is one of several access points to the Montrose subdivision.
Spokane Street	STC 7505	Prairie Avenue	Bodine Avenue	1.52	2,024	Local	Minor Collector	This section is a 2 lane roadway with 22 ft. lanes (to accommodate on street parking), curb/gutter, seperated sidewalk and shared use path. It serves residential uses and provides connection to higher classified roadways.	This recently constructed roadway is a continuation of STC 7505. The characteristics of the roadway are consistent with a minor collector. It serves the existing Crown Pointe subdivision, a development with over 600 residential units. The Crowne Reserve subdivision is a continuation of this neighborhood and is currently under construction; this new subdivision will add 400+ new single and multifamily units and commerical space. Spokane St. provides access for these residences to higher classed roads for amenities and travel outside of the neighborhood. (Supporting documentation is included with the request).

Agency Name	City of Post Falls
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Henry Street	STC 8675	7th Avenue	15th Avenue	0.60	430	Major Collector	Local	This segment is a 2 way roadway with a 27 ft. cross section. There is limited curb/gutter and sidewalks. This section serves local residential and commerical uses.	The volumes and function of this roadway are more associated with a local road than a major collector. This section primarily serves the residences with direct access to the roadway.
Lincoln Street	STC 8685	3rd Avenue	4th Avenue	0.20	919	Major Collector	Local	This segment is a 2 way roadway with a 27 ft. cross section. There is limited curb/gutter and sidewalks. This section serves local residential and commerical uses.	The volumes and function of this roadway are more associated with a local road than a major collector. This section primarily serves the residences and businesses with direct access to the roadway. Due to shifts in traffic that have come with changes to surrounding development, this roadway is no longer functioning as a collector road.
Bluegrass/Hope Avenue	STC 7238	Greensferry Road	Meyer Road	2.03	1,006	Local	Major Collector	This segment is a 2 way roadway with a 50 ft. cross section (accomodating on street parking) and a 25 mph speed limit. There is curb/gutter and seperated sidewalk/shared use path. This section serves local residential and provides a connection to higher classed roadways.	The roadway has been constructed over the last several years to connect local roadwasy to SH-41 and provide a more thorough network of classified roadways through the developing area of northeast Post Falls. Hope and Bluegrass Avenues primarily serve the Tullamore and Fox Tail PUDs. Fox Tail was annexed/approved by the city of Post Falls in 2008, over 500 units have been approved/constructed with future additions forthcoming. Tullamore PUD has also been underdevelopment over the last decade, with over 700 housing units; additional small subdivisions including Bluegrass Corner, Corbin's Meadow and Terra Vista have added over 150 additional units. A gas state as recently been approved near the intersection of Hope Ave. and SH-41. It also provides access to Treaty Rock Elementary and will provide a signalized access for the Prairie Medical Campus set for construction next year. Bluegrass/Hope Ave. functions as a collector, carrying traffic to higher classed roadways and commercial uses. It provides direct acccess to SH-41 at a signalized intersection, with traffic numbers anticipated to increase with ongoing development. (Supporting documentation is provided for the request).
Bogie Drive	STC 7121	Greensferry Road	Prairie Avenue	1.60	484	Local	Minor Collector	This segment is a 2 way roadway with a 40 ft. cross section (accomodating on street parking) and a 25 mph speed limit. There is curb/gutter and seperated sidewalk. This section serves local residential and future commercial and provides a connection to higher classed roadways.	The volumes and function of this roadway are more associated with a minor collector than a local road. This section of Bogie Drive has been completed with the Tullamore development over the past several years and is a continuation of STC 7121. The Tullamore PUD has been approved for over 700 residential units; additional small subdivisons, such as Bogie, Jacob' Run, Millsap Landing and Boyd's landing, have added an additional approx. 100 units. A new gas station has recently been approved at Bogie and Hope Ave., with an additional 11 commerical lots available. Bogie Dr. also serves recently opened Elevate academy. This roadway provides access for existing and ongoing residential and commercial developments and connects local roads to higher classed roadways. (Supporting documentation is provided for the request).

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Mullan Avenue	STC 7645	Seltice Way	Chase Road	0.40	385	Local	Major Collector	This segment is a 2 way roadway with a 20 ft. cross section and a 25 mph speed limit. There is no curb/gutter or sidewalks. This section serves local commercial uses.	This roadway is a continuation of STC 7645. It connects the rest of Mullan Ave. to Seltice Way, a principle arterial.
Charleville Road	STC 7239	Poleline Avenue	Prairie Avenue	1.02	1,075	Local	Minor Collector	This segment is a 2 lane divided roadway with 13 ft. lanes and on-street bike lanes and parking. It has curb/gutter and seperated sidewalk. This section serves local residential and provides a connection to higher classed roadways.	The roadway has recently been constructed and serves the Tullamore subdivision. It operates as the 1/4 mile backage road for SH-41 and provides access from residential development to higher classed roadways.
Charleville Road	STC 7239	12th Avenue	Horsehaven Avenue	0.50	632	None	Minor Collector	This segment is a 2 way roadway with a 32 ft. cross section, curb/gutter, some seperated sidewalk and a 25 mph speed limit. This section serves local residential and provides a connection to higher classed roadways.	The roadway has recently been constructed and serves as the 1/4 mile backage road for SH-41, providing access from residential and commercial uses, including the Real Life Church Post Falls Campus/Genesis Prep Academy and Sports complex, to higher classed roadways.
Cecil Road	STC 8575	Mullan Avenue	Jenalan Avenue	0.12	9,108	Local	Major Collector	This segment is a 4 lane section with 12 ft. lanes, curb/gutter, sidewalk and a 30 mph speed limit. It provides commercial access, including an entrance to Walmart.	This is a continuation of STC 8575 and connects to STC 7695. It connects Walmart and other commerical traffic to higher classed roadways.
Cecil Road	STC 8575	Poleline Avenue	Prairie Avenue	2.00	2,582	Local	Major Collector	This segment is a 2-3 lane section with 10 ft. lanes, curb/gutter and on street bike lanes. It has separated sidewalks and shared use path. This section serves local residential and provides a connection to higher classed roadways.	The roadway has recently constructed and is a continuation of STC 8575, which is classified as a major collector. It functions the same, providing access for residential areas to/from higher classed roadways. It operates as the 1/2 mile backage road to SH-41.
Killdeer Avenue		Greensferry Road	SH-41	1.02	719	Local	Minor Collector	This segmetn is a 2 way roadway with a 35 foot cross section, including on street bike lanes and parking. It has curb/gutter and seperated sidewalks/shared use path. This section serves local residential and provides a connection to SH-41 and other higher classed roadways.	The function of this roadway is more associated with a minor collector than a local road. It provides access to SH-41 to/from the Tullamore Subdivision and commercial uses fronting the highway.
Early Dawn Avenue		Bogie Drive	Fennecus Lane	0.64	898	Local	Minor Collector	This segment is a 2 way roadway with a 40 foot cross section, accomodating on street parking. It has curb/gutter and separated sidewalks. This section serves local residential and provides a connection to SH-41.	The volumes ad function of this roadway are more associated with a minor collector than a local road. It provides access to SH-41 to/from the Tullamore and Fox Tail PUDs, which include over 1200 residential units, along with other smaller subdivisions. Early Dawn provides direct access for the Bluegrass apartments (292 units) and the recently approved Early dawn commercial center, as well as Expressions Performing Arts, Hayden Lake Physical Therapy, and Kootenai Vision Center. (Supporting documentation is provided with the request).
Baugh Way	STC 7228	Seltice Way	Pointe Parkway	0.40	5,500	Major Collector	Minor Collector	This is a four lane roadway with a 45 foot cross section and 30 mph speed limit. It has curb and gutter and seperated sidewalks. It primarily serves commercial uses, including big box stores.	The function of this roadway is more associated with a minor collector than a major collector. It provides an access to/from The Pointe at Post Falls commercial development to Seltice Way. It does provide direct access to Walmart and Sysco Distributors.
Clarkfork Parkway		Midway Avenue	Poleline Ave.	0.47	1,000	Major Collector	Minor Collector	This is a two way roadway with a 32 foot cross section that includes on street parking. It has sidewalk on one side and a shared use path on the other. It serves a residential area.	The volumes and function of this roadway is more characteristic of a minor collector than a major collector. It serves as the northern access to the Montrose PUD and West Ridge Elementary School. It primarily serves local residential traffic, providing access to higher classed roads.

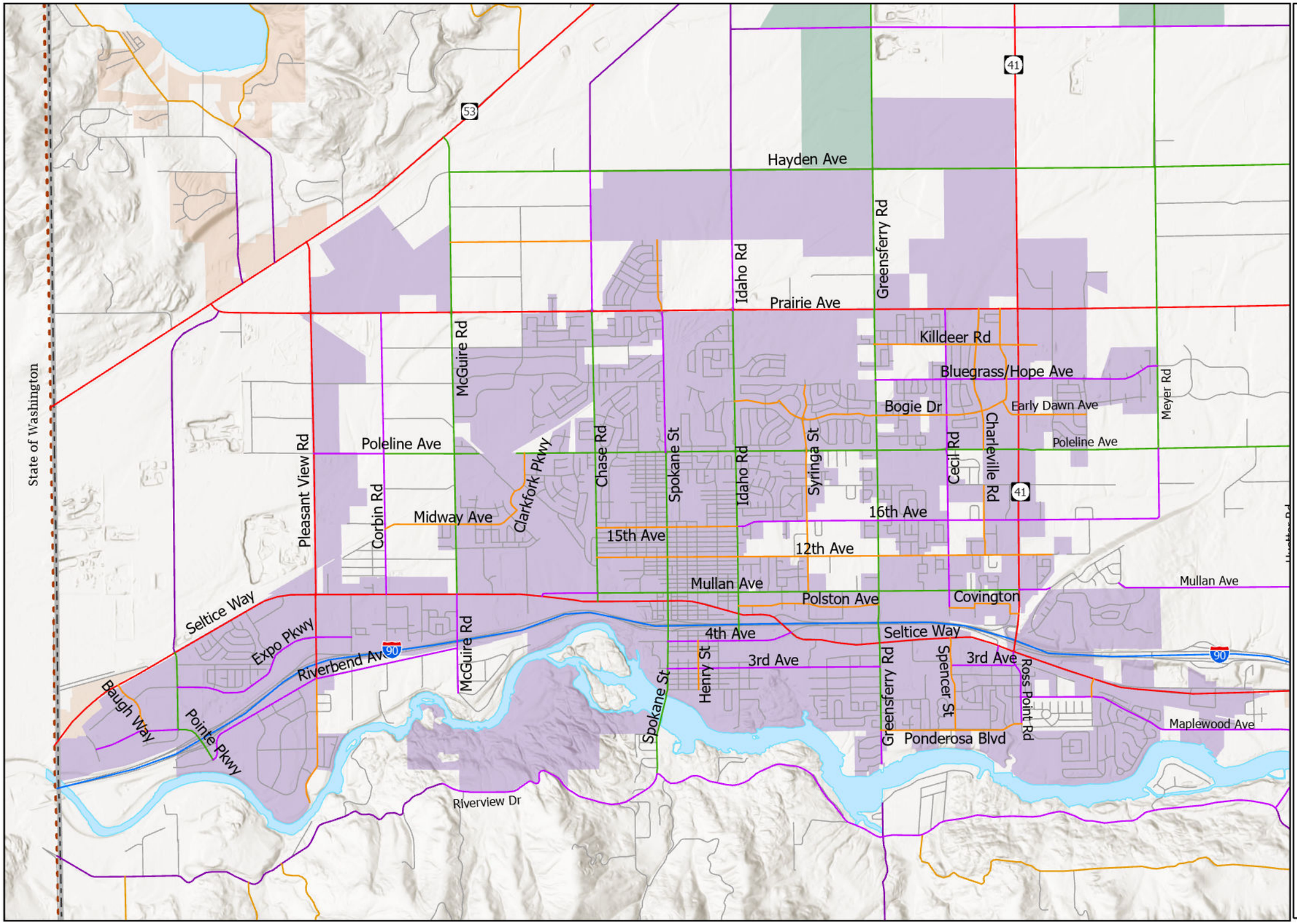
Agency Name	City of Post Falls
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Midway Avenue	STC 8515	Corbin Road	Clarkfork Parkway	0.98	1,240	Major Collector	Minor Collector	This is a two way roadway with a 32 foot cross section that includes on street parking. It has sidewalk on one side and a shared use path on the other. It serves a residential area. The western 0.5 mile serves large lot residential and has a rural cross section that does not include urban improvements.	The function of this roadway is more characteristic of a minor collector than a major collector. It provides a western access to the Montrose PUD and West Ridge Elementary School. It primarily serves local residential traffic, providing access to higher classed roads.
Pleasant View Road	STC 8505	road end	Riverbend Avenue	0.90	2,400	Major Collector	Minor Collector	This is a two lane roadway with a 30 foot cross section and intermittent curb, gutter, sidewalk, and on street parking. It serves residential, commercial and industrial uses.	The volumes and function of this roadway are more characterisic of a minor collector than a major collector. This section deadends at the Spokane River, but it does provide access to smaller residential developments and the Riverbend Industrial area.
Henry Street	STC 8675	1st Avenue	4th Avenue	0.35	530	Major Collector	Minor Collector	This section is a 2 lane roadway with a 30 foot cross section, including travel lanes and a bike lane on one side. It primarily serves residential uses.	The function of this roadway is more associated with a minor collector than a major collector. It does provide some north/south access through the residential area south of I90 and provides access to higher classed roadways.
Polston Avenue	STC 7610	Idaho Street	Greensferry Road	1.00	3,500	Major Collector	Minor Collector	This segment is a two lane road with a sixty foot cross section, which includes a center median for a a boulevard feel. It has curb, gutter and sidewalks on both sides and a 25 mph speed limit. It serves multiple commercial and medical uses.	The volumes and function of this roadway are more characteristic of a minor collector than a major collector. This is a short connection between higher classed roadways and provides access to part of Post Falls' medical corridor. It also serves some commercial businesses.
12th Avenue	STC 7835	Chase Road	Zorros Road	3.25	1,300	Major Collector	Minor Collector	This is a two lane roadway with 10 foot lanes. Some sections have curb, sidewalk, and gutter, while others do not. It serves residential uses.	The volumes and function of this roadway are more associated with a minor collector than a major collector. This facility provides a connection for residential uses and other local roads to higher classed facitilities but primarity serves localized traffic. It does serve Mullan Trail Elementary School and the Post Falls School District Transportation facility.
15th Avenue	STC 7665	Chase Road	Idaho Street	1.00	1,300	Major Collector	Minor Collector	This is a two lane roadway with a 40 foot cross section, with travel lanes and bike lanes on both sides.. Some sections have curb, sidewalk, and gutter, while others do not. It serves residential uses.	The volumes and function of this roadway are more associated with a minor collector than a major collector. This facility provides a connection for residential uses and other local roads to higher classed facitilities but primarity serves localized traffic. It does serve River City Middle School and Post Falls Middle School.
Bogie Drive	STC 7121	Idaho Street	Greensferry Road	1.08	900	Major Collector	Minor Collector	This roadway is a 2 lane section with a 42 foot cross section, that includes bikes lanes in both directions. It has curb and gutter and seperated sidewalk on one side and a shared use path on the other. It serves residential neighborhoods.	The function of this roadway is more associated with a minor collector than a major collector. This section of Bogie Drive serves as a main collector of traffic for the Fieldstone PUD providing access for residences and local roads to higher classed roadways, for travel outside of the neighborhood. Phases of the North Place PUD, just north of Fieldstone, have been approved (currently at 212 units with future phases) and will utilize Bogie Dr., as well, for access to/from residential uses. (Supporting documentation is provided for the request).
Spencer Street	STC 8595	Ponderoa Boulevard	Setice Way	0.66	480	Major Collector	Minor Collector	This roadway is a two way road with a 40 foot cross section that includes on street parking. It has curb, gutter and sidewalks. It serves residential neighborhoods.	The function of this roadway is more characteristic of a minor collector than a major collector. It provides a connection for residential areas south of I90 to higher classed roadways for commercial access and longer travel routes. It also serves Ponderosa Elementary School.

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Cedar Street	STC 7615	Maplewood Avenue	Seltice Way	0.13	3,100	Major Collector	Minor Collector	This section is a 2-3 lane section with 10 foot lanes. It provides access to residential development.	This roadway's volumes and function is more associated with a minor collector than a major collector. It provides a connection between the residential area south of Maplewood Ave. and Seltice Way, a principle arterial.
Ponderosa Boulevard	STC 7305	Greensferry Road	Ross Point Road	1.01	1,200	Major Collector	Minor Collector	This roadway is a two lane section with a 40 foot cross section that includes bike lanes on both sides (North Idaho Centennial Trail route). It has intermittent curb, gutter and sidewalk and serves residential uses.	The volumes and function of this roadway are more associated with a minor collector than a major collector. This facility provides a connection for residential uses and other local roads to higher classed facitilities. It does serve Ponderosa Elementary School.
Syringa Street	STC 7815	Mullan Avenue	road end	1.48	1,600	Major Collector	Minor Collector	This roadway is a 2-3 lane section. Some portions have curb, gutter, and sidewalk, while others do not. It primarily serves residential uses.	The volumes and function of this roadway are more associated with a minor collector than a major collector. A portion of Syringa main collector of traffic for the Fieldstone PUD providing access for residences and local roads to higher classed roadways, for travel outside of the neighborhood. It also provides a connection from other residential developments to the commercial area on the south end along Mullan Ave.
Primrose Lane/Jenalan Avenue, Covington Avenue/Central Avenue	STC 7695	Cecil Avenue	SH-41	0.59	3,500	Major Collector	Minor Collector	The roadway is a two lane section with a 37 foot cross section. It has curb, gutter, separated sidewalks, and on street parking with a speed of 25 mph. This federal route consists of multiple sections of several roadways, connecting SH-41 to Cecil Ave. south of Mullan Ave.	The volumes and function of this route are more associated with a minor collector than a major collector. It collects traffic from a mix of commercial businesses and provides access to higher classed roadways. With the construction of the new SH-41 interchange, the access to SH-41 has been limited to a right in/right out.

Required Documents
PDF Map
Public Meeting Notes
Resolution or approval letter from Governing Body (Mayor, Chairperson, City/County Resolution)



Urban Federal Functional Classification

City of Post Falls

Adopted by KMPO Board 2/12/2026

Classification
- Interstate
- Principle Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Jurisdictions & Other Features
- Coeur d Alene; Hayden; Post Falls
- Rathdrum
- Other Jurisdictions
- Local Roads
- Highway District Boundary
- Water Features

N W E S

0 0.25 0.5 1 Miles

Kootenai MPO

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
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*Data based on best available information.
*Data for illustrative purposes only.

Agency Name	Post Falls Highway District
Point of Contract	Michael Lenz
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Name of Route	Route #/Name	Termini of Route		Length	Traffic Count	Existing FC	Proposed FC	Description of Route	Justification for Change
		From	To						
McGuire Road	STC 5728	Prairie Avenue	SH-53	1.26	5,137	Major Collector	Minor Arterial	This segment currently serves residential land use, as well as some commercial/industrial businesses and provides a southern connection to SH-53. It is a 2 lane section with 12 ft. lanes, 4-6 ft shoulders, and 45 mph speed limit.	The increase in volumes on this section and the connection it provides between principle arterials necessitates the change in classification.
Lundy Boulevard	STC 7635	McGuire Road	600 ft. east of McGuire Road	0.10	1,700	Major Collector	Local	It is a 2 lane roadway with a 16 ft. cross section. The speed is 25 mph. This segment is currently gravel and serves a couple private residences.	Though it does connect through, this section of Lundy Blvd., is gravel and primarily serves of a couple residences. Other residences in the neighborhood have access in/out via other roadways. The function of this roadway is more associated with a local road than a major collector.
Greensferry Road	STC 5733	Burlington Road	SH-53	0.75	3,410	Major Collector	Minor Arterial	This segement is a 2 lane section with 11 ft. lanes, 6 ft. shoulders, and 35 mph speed limit. This segment includes a grade seperation of the BNSF railroad and provides southern access to SH-53.	This segment is the only existing grade seperated crossing of the BNSF between Rathdrum and the Washington state line. The rest of Greensferry Road, south of Burlington Road , is currently classified as a minor arterial. This change would continue that classification. The existing volumes support the classification.
Pleasant View Road	SMA 5719	Prairie Avenue	SH-53	0.51	4,675	Minor Arterial	Principle Arterial	This section of Pleasant View Rd. is 2 lanes with 13 ft. lanes and 6 ft. shoulder. It serves industrial uses and trips from SH-53 into Post Falls.	This section of Pleasant View Rd. currently functions the same as the southern portion (within the city of Post Falls), providing a connection between SH-53 and I90. Additionally, this section is part of the federal aid project (KN 10005) that is constructing an interchange where Pleasant View Rd. intersects with SH-53 and widening this section to four lanes. This project also will include the closures of SH-53/McGuire Rd. and SH-53/Prairie Ave. and bridge the BNSF railroad, providing the only BNSF crossing and access to I90 for six miles. Volumes will increase with these changes. The project is scheduled to be complete in summer 2026.
Meyer Road	STC 5791	Poleline Avenue	Wyoming Avenue	3.01	4,620	Major Collector	Minor Arterial	The segment is a 2 lane road with 10-11 ft. lanes and 4-6 ft. shoulder. It serves residential land uses and an alternate routes for trips between Rathdrum and Post Falls.	The existing volumes and function of this roadway necessitates the change from major collector to minor arterial. Meyer Road serves as a connection between the cities of Rathdrum and Post Falls, as well as an alternate route to the city of Coeur d'Alene. It primarily serves as a carrier of traffic across the Rathdrum Prairie.

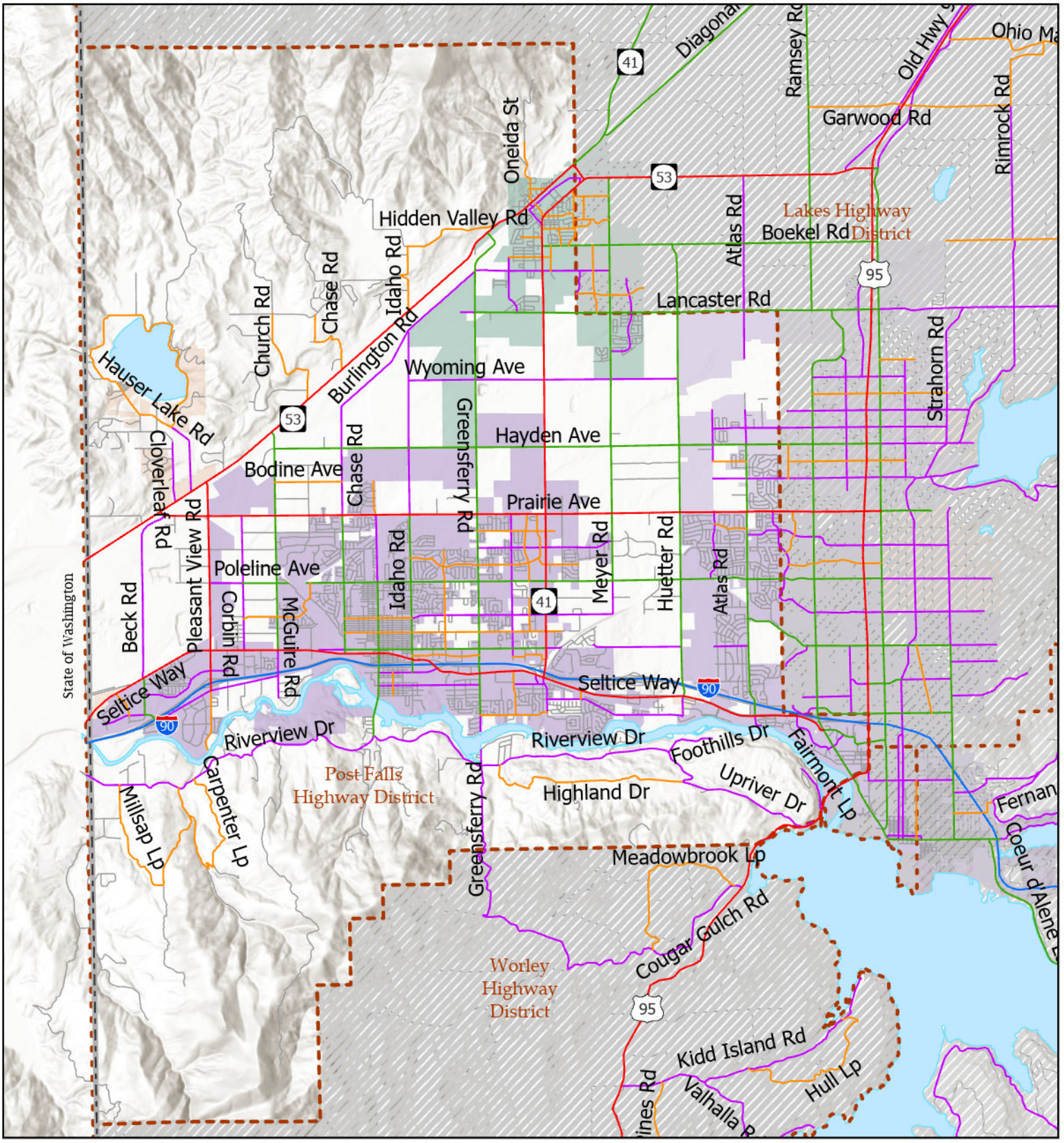
Agency Name	Post Falls Highway District
Point of Contract	Michael Lenz
Phone #	208-765-3717
E-mail	mlenz@postfallshd.com

Huetter Road	STC 7219	Seltice Way	Lancaster Road	5.75	8,206	Major Collector	Minor Arterial	The existing section is a 2 lane roadway with 13 ft. lanes and 3 ft. shoulder. It serves large-lot residential and some commercial uses. It is also used a north-south route across the Rathdrum Prairie, connecting multiple jurisdictions.	The exisiting volumes and use of Huetter Road necessitate the change in classification from major collector to minor arterial. It serves as an alternate north/south route across the Rathdrum Prairie and connects the cities of Hayden, Rathdrum, and Coeur d'Alene. Additionally, the roadway fronts the Coeur Terre planned unit development recently approved by the city of Coeur d'Alene between Appaloosa Road and Poleline Ave. This development will bring commercial, school, and religious (LDS temple) traffic, as well as an additional 2,800 housing units. The first phase of this development is currently under construction. This development will bring an increase in traffic to Huetter Road, both for local and regional trips.
Hayden Avenue	STC 5734	Huetter Road	McGuire Road	6.04	8,107	Major Collector	Minor Arterial	This segment is a 2 lane section with 11 ft. lanes and 6 ft. shoulder. This segment primarily serves large-lot residential and east-west movements across the Rathdrum Prairie.	The exisiting volumes and use of Hayden Avenue necessitate the change in classification from major collector to minor arterial. The road serves some residential and commercial trips, but primarily functions as an alternate east-west carrier of traffic between the cities of Hayden and Post Falls.
Prairie Avenue	SMA 7045	SH-41	SH-53	5.76	11,363	Minor Arterial	Principle Arterial	This segment is a 2 lane section with 11 ft. lanes and 4-6 ft. shoulder. This route serves residential and industrial land uses and is a primary east-west route across the Rathdrum Prairie, connection SH-53 and SH-41.	This section of Prairie Avenue sees large volumes for local and regional trips. The eastern section of Prairie Ave is already classified as a Principal Arterial and this change would provide continuation of that classification. It is a primary carrier of east-west traffic, connecting the cities of Post Falls, Coeur d'Alene, and Hayden. It also provides connection between SH-53, SH-41 and US 95. Currently, KMPO has an access policy that identifies Prairie Avenue as a priority corridor with limitations to access.
Highland Drive		Upriver Drive	Riverview Drive	3.18	457	Local	Minor Collector	This segment is a 2 lane section with 12 ft. lanes, no shoulder and 35 mph speed limit. It serves residential uses and provides access to major collectors.	The volumes and function of this roadway are more associated with a minor collector than a local road. Highland Dr. provides a connection for large-lot residential and several local roads between Riverview and Upriver Drives.
Carpenter Loop		Riverview Drive	Riverview Drive	3.26	380	Local	Minor Collector	This segment is a 2 lane section with 13 ft. lane, no shoulder and 25 mph speed limit. It serves residential uses and provides access to major collectors.	Carpenter Loop's volumes and function are more consistent with a minor collector than a local road. It serves as a collector of traffic to/from large-lot residential parcels, as well as a carrier of traffic from several local and private roads.
Millsap Loop		Riverview Drive	Carpenter Loop	3.08	338	Local	Minor Collector	This segment is a 2 lane section with 12 ft. lanes, no shoulder, and 25 mph speed limit. It serves residential uses and provides access to major collectors.	Continued growth in the location of Millsap Loop is anticipated to further increase volumes and force it to operate as a collector for smaller local roadways.
Cloverleaf Road		SH-53	Rice Avenue	0.88	2,623	Local	Major Collector	This segment is a 2 lane section with 12 ft. lanes. This roadway serves residential and some commercial uses and provides access to SH-53 from established neighborhoods.	This segment is currently not classified, but the volumes are within the range of a major collector. This roadway connects smaller local roads and established neighborhoods to SH-53.

Agency Name	Post Falls Highway District
Point of Contract	Michael Lenz
Phone #	208-765-3717
E-mail	mlenz@postfallshd.com

Chase Road		SH-53	Winch Avenue	1.30	600	Local	Minor Collector	This segment is a 2 lane section with 12 ft. lanes, no shoulder and a 25 mph speed limit. It serves residential uses and provides access to major collectors.	This section of Chase Road. functions as and has the volumes consistent with the classification as a minor collector. It provides access to/from SH-53 for several local roads and exurban residentital developments. Chase Road also provides access to about 18,000 acres of timber and recreational lands, owned by Inland Empire Paper Company and the Idaho Department of Lands, north of the request termini. Chase Roas provides direct access to the state highway system to get timber products to market via I90 and US 95.
Bodine Avenue		McGuire Road	Chase Road	1.00	237	Local	Minor Collector	This segment is a 2 lane section with 10 ft. lanes and a 35 mph speed limit. It serves large-lot residential uses.	This roadway provides a connection for exurban residential parcels between McGuire and Chase Roads (both minor arterials), as well as other local roads. Bodine Ave. also provides an access into the Crown Reserve subdivion, currently under construction. This subdivision will add an additional 400+ single and multifamily units, as well as commercial lots. (Supporting documentation is provided with the request). Additionally, the Immaculate Conception Catholic Church has broken ground on a new 20 acre church and school campus on Bodine Ave., with an inital 30,000 SQFT school/gym, 9,000 SQFT parish hall, 3000 SQFT Priory and sports fields.
Upriver Drive		US 95	Riverview Drive	2.87	2,228	Minor Collector	Major Collector	This segment is a 2 lane section with 11 ft. lanes, 4 ft. shoulders and a 35 mph speed limit. Upriver Dr. serves residential development of varying sizes and provides access to US 95.	The function and volumes of the roadway necessitate the reclassification of this segment from minor to major collector. This roadway provides access for large-lot residential, riverfront developments, and local roads to US-95, operating a continuation of Riverview Drive (STC 5829).

Required Documents
PDF Map
Public Meeting Notes
Resolution or approval letter from Governing Body (Mayor, Chairperson, City/County Resolution)



Rural Federal Functional Classification

Adopted by KMPO Board 2/12/2026

Post Falls Highway District

Classification

- Interstate
- Principle Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Jurisdictions & Other Features

- Coeur d Alene; Hayden; Post Falls
- Rathdrum
- Other Jurisdictions
- Local Roads
- Other Highway Districts
- Water Features

Miles
0 0.5 1 2

Kootenai MPO

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Blvd, Suite 209, Coeur d'Alene, ID 83814

*Data based on best available information.
*Data for illustrative purposes only.

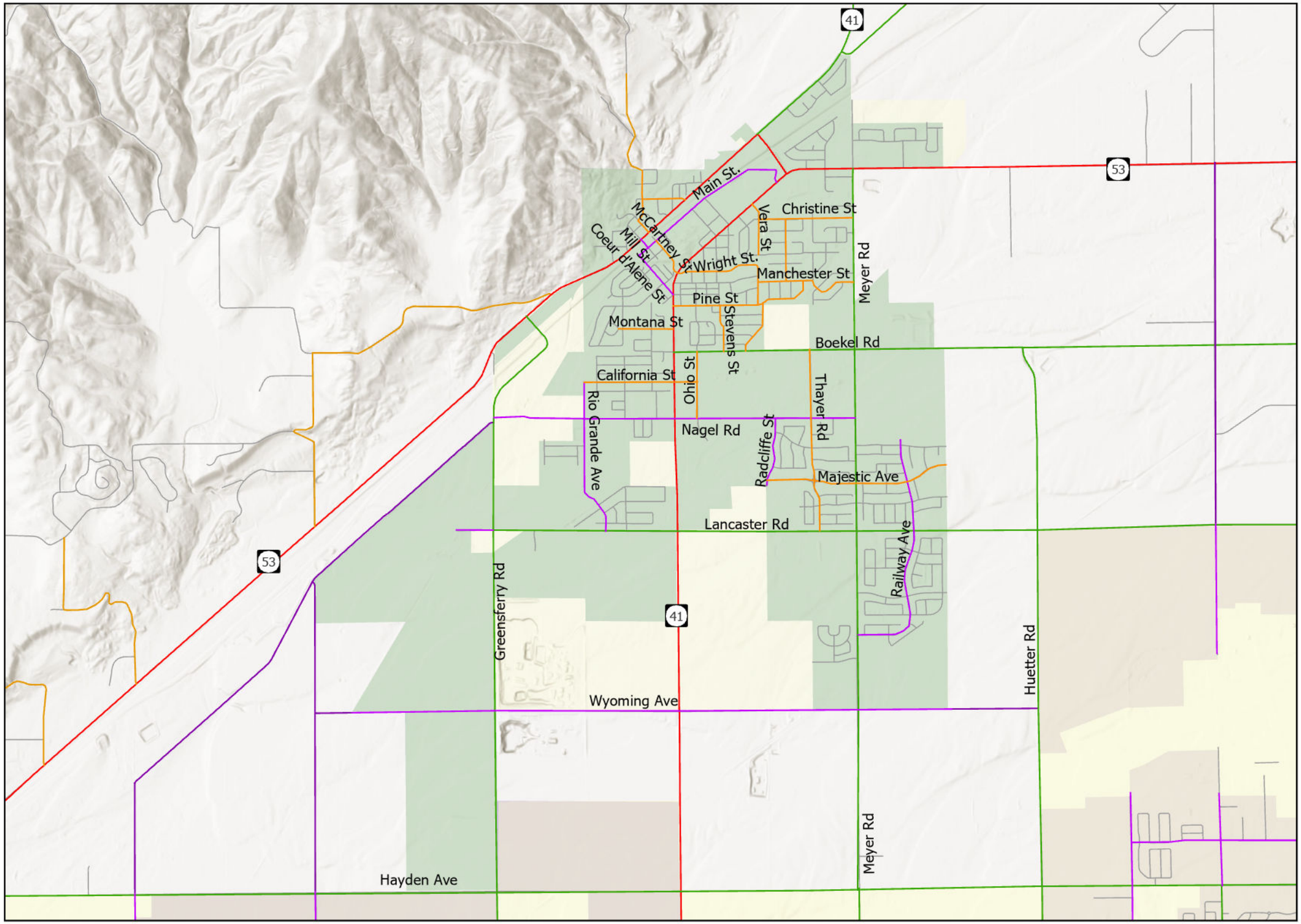
Agency Name	City of Rathdrum
Point of Contract	Kevin Jump
Phone #	208-687-2700
E-mail	kjump@rathdrum.gov

Name of Route	Route #/Name	Termini of Route		Length	Traffic Count	Existing FC	Proposed FC	Description of Route	Justification for Change
		From	To						
Wyoming Avenue	SMA 5812	Greensferry Road	Huetter Road	2.53	693	Minor Arterial	Major Collector	From Greensferry to SH-41, this segment is a 2 lane section with 13 ft. lanes, no shoulder and a 35 mph speed limit. It serves Interstate concrete and some residential. From SH-41 to Huetter Rd, Wyoming is unpaved with farm access only.	Wyoming Ave. west of Greensferry Rd. is classified as a collector (STC 5812). Existing volumes do not necessitate the need for Wyoming to be classified a minor arterial.
Boekel Road	STC 5717	SH-41	Huetter Road	1.93	6,083	Major Collector	Minor Arterial	This segment is a 2 lane roadway with 14 ft. lanes, 0-2 ft. shoulders and 35 mph speed limit. This section serves residential and commercial uses and east-west traffic from Rathdrum to US 95.	Existing volumes necessitate the change in classification to a minor arterial. This corridor also serves local and regional trips across the Rathdrum Prairie.
Christine Street		Vera Street	Meyer Road	0.52	1,547	Local	Minor Collector	This segment is has a 32 foot cross section including travel lanes and on street parking. It has curb and gutter and a 25 mph speed limit. It serves as a connection between other collectors and minor arterials in a residential area.	This roadway has been recently constructed. It serves as one of several collectors into a dense residential area, providing access in/out of the neighborhoods to higher classified roads.
McCartney Street	STC 5716	SH-53	Main Street	0.1	-	Major Collector	remove	This 2 lane segment ends at the alley and does not cross the BNSF.	This segment was closed in 2011, as part of the quiet zone established in the city of Rathdrum.
Rio Grande Avenue	STC 5800	Lancaster Road	California Street	1.0	1,300	Local	Major Collector	This segment is has a 36 foot cross section including travel lanes and on street parking. It has curb and gutter and a 25 mph speed limit. It serves as a connection between collectors and minor arterials in a residential area.	This roadway is newly constructed and acts as the main collector of residential traffic in/out of the Thayer Farms and Settlement Mountain Estates neighborhoods, providing access to higher classified roadways.
Ohio Street		Nagel Lane	Lancaster Road	0.6	-	Minor Collector	remove	Does not exist.	This alignment was never constructed and will not in the future. It conflicts with a residential development and Radiant Lake.
Meyer Road	STC 5791	Wyoming Avenue	SH-53	3.00	5,016	Major Collector	Minor Arterial	This segment is a 2-3 lane section with 11 ft. lanes and curb/gutter. This roadway services residential and commercial uses and north-south trips across the Rathdrum Prairie.	The existing volumes and function necessitate the change from collector to minor arterial. This corridor serves local and regional trips and provides connection between principal arterials and the cities of Rathdrum and Post Falls.
Railway Avenue		Meyer Road	Quail Ridge Street	1.35	855	Local	Major Collector	This segment is has a 36 foot cross section including travel lanes and on street parking. It has curb and gutter and a 25 mph speed limit. It serves as a connection between collectors and minor arterials in a residential area.	This roadway was recently constructed and is the main collector of residential trips for the Brookshire neighborhood, a 793 unit subdivision (construction ongoing). It will also serve the recently approved (11/13/2025) Solara subdivision on the north end of Railway Ave., which will continue the existing roadway and add an additional 436 residences and 21 industrial lots. (Supporting documentation for these developments have been included with the request). It provides access to regional minor arterials for trips in/out of Rathdrum.

Agency Name	City of Rathdrum
Point of Contract	Kevin Jump
Phone #	208-687-2700
E-mail	kjump@rathdrum.gov

Mill Street		Main Street	SH-53	0.06	3,057	Minor Collector	Major Collector	This segment has a 36 foot cross section with curb and gutter, and sidewalk on one side. It provides access over the BNSF railroad traffic from SH-53 to Rathdrum's city center.	After the closure of McCartney Street in 2017, Mill Street is the sole crossing of the BNSF railroad between Greensferry Road and SH 53/41.
McCartney Street	STC 5716	Main Street	SH-41	0.22	390	Major Collector	Minor Collector	This roadway is a 2 lane roadway with 10 foot lanes. It has a speed limit of 25 mph and has curb and gutter and sidewalks on one side. It serves residential and commerical uses. Truck traffic is not permitted.	After the closure of McCartney Street, from Main St. to SH-53, in 2017, the southern portion of the roadway operates more as a minor collector than a major collector. Existing volumes confirm that shift.
Coeur d'Alene Street		Main Street	SH-41	0.29	1,802	Minor Collector	Major Collector	This roadway is a 2 lane roadway with 12 foot lanes and a sidewalk on one side. It has a 25 mph speed limit and serves residental and commercial uses.	After the closure of McCartney Street, from Main St. to SH-53, in 2017, Coeur d'Alene Street operates more as a major collector of traffic between SH-41 and SH-53 (via Mill St.). Existing volumes confirm that shift in function.

Required Documents
PDF Map
Public Meeting Notes
Resolution or approval letter from Governing Body (Mayor, Chairperson, City/County Resolution)



Urban Federal Functional Classification

City of Rathdrum

Adopted by KMPO Board 2/12/2026

Classification
- Interstate
- Principle Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Jurisdictions & Other Features
- Coeur d Alene; Hayden; Post Falls
- Rathdrum
- Other Jurisdictions
- Local Roads
- Urban Area Boundary
- Water Features

N W E S

Miles
0 0.17 0.35 0.7

Kootenai MPO

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Blvd, Suite 209, Coeur d'Alene, ID 83814

*Data based on best available information.
*Data for illustrative purposes only.

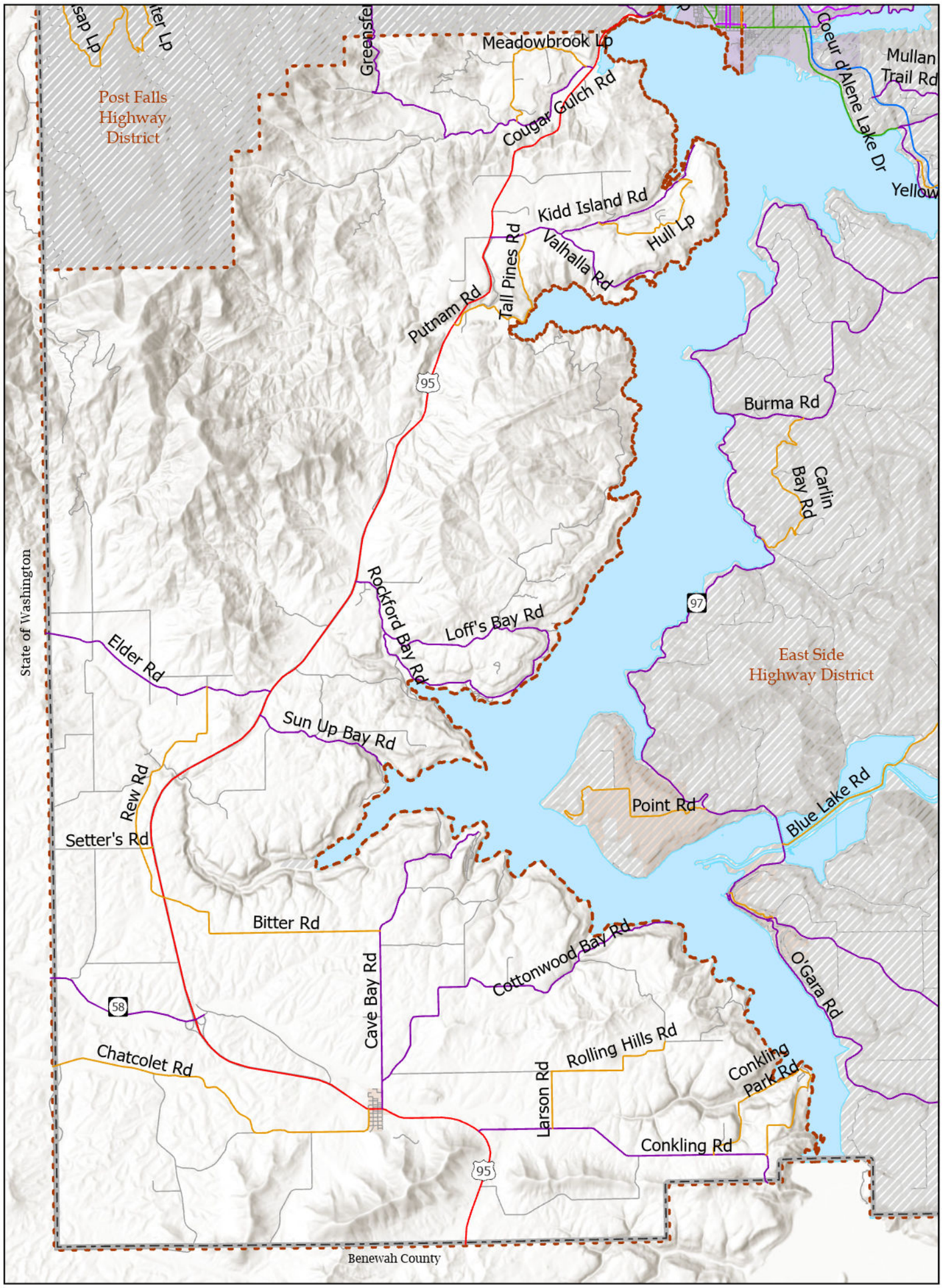
Agency Name	Worley Highway District
Point of Contract	Kevin Howard
Phone #	208-664-0483
E-mail	kevinhoward@worleyhwy.com

Name of Route	Route #/Name	Termini of Route		Length	Traffic Count	Existing FC	Proposed FC	Description of Route	Justification for Change
		From	To						
Larson Road		Conkling Road	Rolling Hills Road	1.00	202	Local	Minor Collector	This segment is a 2 lane paved section with a 22 ft. cross section and 35 mph speed limit. It provides a connection for agriculture and residential uses to higher classified roadways.	Larson Road is the primary connection (Corridor) to US-95 via Conkling Road for Rolling Hills Road which in turn provides access to multiple local roads and rural properties not affiliated with a development. It also provides access to Fuller's Boad landing, a public boat launch on Lake Coeur d'Alene and an unincorporated lake front community. The existing volumes and function of this roadway necessitate the change from local to minor collector classification.
Rolling Hills Road		Larson Road	Ator Hill Road	2.38	223	Local	Minor Collector	This segment is a 2 lane unpaved section with a 20 ft. cross section and 35 mph speed limit. It provides a connection for agriculture and residential uses to higher classified roadways in conjunction with Larson Rd.	Rolling Hills Road provides access to multiple local roads and rural properties not affiliated with a development. It also provides access to Fuller's Boad landing, a public boat launch on Lake Coeur d'Alene and an unincorporated lake front community. The existing volumes and function of this roadway necessitate the change from local to minor collector classification.
Bitter Road	STC 5721	Cave Bay Road	Setter's Road	5.21	116	Major Collector	Minor Collector	This segment is a 2 lane unpaved section with a 20 ft. cross section and 35 mph speed limit. It provides a connection for agriculture and residential uses to higher classified roadways.	Bitter Road is secondary to Cave Bay Road in providing access to rural parcels and Carrol's Cave Bay Community (an unincorporated lakefront community) from US 95. The roadway also serves agricultural uses and provides an alternate route for large trucks and equipment, as the height clearance at Cave Bay Road and the Union Pacific spur line in Worley is only 13' 2". Bitter Road has also been used as an emergency escape route for fires and alternative route when flooding occurs at Cave Bay and Rock Creek. The volumes and function of this roadway are more associated with a minor collector than a major collector.
Rew Road/Old US 95	STC 11	Elder Road	Stringham Road	2.26	86	Local Road	Minor Collector	This segment is a 2 lane paved roadway with 11 ft. lanes and a 35 mph speed limit. It serves large lot residential and agricultural uses and provides access to higher classified roadways.	Rew Road connects approximately 6,000 acres and multiple local roads to US-95 via Elder Road and Setters Road. It does not provide access for any community-type developments but serves large lot residential development and agriculture uses. With the full connection from Elder to Setter's (continuation of STC 11), the function of this roadway is more associated with a minor collector than a local road. Traffic is from this area is able to access both US 95 and Washington State/Spokane via Elder Rd.

Agency Name	Worley Highway District
Point of Contract	Kevin Howard
Phone #	208-664-0483
E-mail	kevinhoward@worleyhwy.com

Rew Road/Old US 95	STC 11	Stringham Road	Setter's Road	1.32	100	Major Collector	Minor Collector	This segment is a 2 lane paved roadway with 11 ft. lanes and a 35 mph speed limit. It serves large lot residential and agricultural uses and provides access to higher classified roadways.	Rew Road connects approximately 6,000 acres and multiple local roads to US-95 via Elder Road and Setters Road. It does not provide access for any community-type developments but serves large lot residential development and agriculture uses. With the full connection from Elder to Setter's (continuation of STC 11), the function of this roadway is more associated with a minor collector than a local road. Traffic is from this area is able to access both US 95 and Washington State/Spokane via Elder Rd.
Setter's Road		US 95	Bitter Road	0.20	167	Local	Minor Collector	This segment is a 2 lane paved roadway with 12 ft. lanes and a 45 mph speed limit. It serves as a connnection for minor collectors to US 95.	Due to the reconstruction of US-95 to its present configuration, Setters Road is the only connection to other collector roadways west of US 95 for 7 miles. This 0.20 miles is necessary for funneling rural residential and agricultural traffic to the highway system. The function of this roadway necessitate the classification as a minor collector.
Sun Up Bay Road		US 95	Pine Terrace Road	2.53	1,191	Minor Collector	Major Collector	This segment is a 2 lane paved roadway with 12 ft. lanes, 5 ft. shoulders and a 45 mph speed limit. This route serves lakefront and large lot residential development and provides access to US 95.	Sun Up Bay Road provides connection for mulitple local roads and lakeside developments to US 95. It also provides access to a public boat launch, marina/resort, and Girl Scout Camp. The function and volumes of this roadway necessitate the classification as a major collector.
Tall Pines Road		Putnam Road	Kidd Island Road	2.66	343	Local	Minor Collector	This segment is a 2 lane paved roadway with 12 ft. lanes and a 30 mph speed limit. This section provides access to large lot and lakefront residential development and lake access. It acts as a connection to higher classifed roadways.	Tall Pines Road provides access to multiple lakeshore residential clusters and provide for the multiple communities on the northern half of Loffs Bay Road. The volumes and function of this roadway necessitate the change from local to minor collector classification.
Putnam Road		US 95	Tall Pines Road	0.61	227	Local	Minor Collector	This segment is a 2 lane paved roadway with 12+ft. lanes and a 45 mph speed limit. This section provides access to lower classified roadways, residential development, and lake access.	Putnam Road connects other minor collector roadways to US 95. The function and volumes of this roadway necessitate the classification as a minor collector.

Required Documents
PDF Map
Public Meeting Notes
Resolution or approval letter from Governing Body (Mayor, Chairperson, City/County Resolution)



Rural Federal Functional Classification

Adopted by KMPO Board 2/12/2026

Worley Highway District

Classification
- Interstate
- Principle Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Jurisdictions & Other Features
- Coeur d Alene; Hayden; Post Falls
- Rathdrum
- Other Jurisdictions
- Local Roads
- Other Highway Districts
- Water Features

N W E S

0 0.5 1 2 Miles

Kootenai MPO

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Blvd, Suite 209, Coeur d'Alene, ID 83814

*Data based on best available information.
*Data for illustrative purposes only.

City of Coeur d' Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d' Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

KMPO Board Meeting
February 12th, 2026 1:30 pm
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

AGENDA

1. **Call to Order – Bruce Mattare, Chair**
2. **Changes to the Agenda and Declarations of Conflicts of Interest – Action Item**
3. **Approval Meeting Minutes – Action Items**
   a. Approval of December 11th, 2025 Meeting Minutes
4. **Public Comments** (limited to 3 minutes per person)
5. **KCATT Recap & Recommendations**
   a. January KCATT Meeting Recap
   b. Recommendations:
      i. Revised Federal Functional Classification Map
      ii. 2025-2050 Population Projections
6. **Administrative Matters**
   a. December 2025 and January 2026 KMPO Expenditures – **Action Item**
   b. February 2026 Financial Snapshot - Informational
   c. FY 2025 KMPO Financial Audit- **Action Item**
7. **Other Business**
   a. FY26 Safety Performance Overview- Review
   b. Revised Federal Functional Classification Map- **Action Item**
   c. 2025-2050 Population Projections-**Action Item**
8. **Public Transportation (Informational Items Provided to KMPO) - Informational**
   KMPO is not the Designated Recipient of FTA Funding for the provision of transit Service in Kootenai County. These presentations and informational items are provided as a service to the public and to local jurisdictions. Questions related to service, schedules, or concerns should be directed to Kootenai County or the Coeur d'Alene Tribe
   a. Kootenai County Transit Report – Kootenai County Public Transportation
   b. Coeur d'Alene Tribe Rural Transit Report
9. **Director's Report** (written report included in Board packet)
10. **Board Member Comments**
11. **Next Meeting – March 12th, 2026**
12. **Adjournment**

For special accommodation/translation services, call 1.208-930-4164, 48 hours in advance. KMPO assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act.

MEETING MINUTES

Kootenai Metropolitan Planning Organization
Regular Board Meeting
February 12th, 2026
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

Board Members in Attendance:

Jeff Tyler	Post Falls Highway District
Randy Westlund, Vice Chairman	City of Post Falls
Steve Adams	Lakes Highway District
Graham Christensen	East Side Highway District
Bruce Mattare, Chairman	Kootenai County
Corrine Johnson (Proxy)	Worley Highway District
Dan Gookin	City of Coeur d'Alene
Jim Kackman	Coeur d'Alene Tribe

Board Members Absent:

Tom Shafer	City of Hayden
John Hodgkins	City of Rathdrum
Ryan Hawkins	ITD

Staff Present:

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

Attendees:

Terry Werner	Citizen
Robert Beachler	ITD
Chris Bosley	City of Coeur d'Alene
Angela Comstock	JUB
Sean Hoisington	JUB
Chad Ingle	Kootenai County

1. **Call to Order –** Bruce Mattare, Chairman
The regular meeting of the Kootenai Metropolitan Planning Organization Policy Board was called to order by Chairman Bruce Mattare at 1:30 p.m.

2. **Changes to the Agenda and Declarations of Conflicts of Interest**
Mr. Bruce Mattare called for any changes to the agenda or conflicts of interest. Hearing none, the meeting proceeded as planned.

3. **Approval Meeting Minutes – Action Items**
   a. **Approval of December 11th, 2025 Meeting Minutes**

Having no discussion, Mr. Randy Westlund, motioned to approve the December 11th KMPO Board Meeting minutes as presented. Mr. Steve Adams, seconded the motion, which passed unanimously.

4. **Public Comments** (limited to 3 minutes)
No Public comments were made.

5. KCATT Recap & Recommendations-Chris Bosley

a. Mr. Chris Bosley, reported on the January KCATT meeting. The new ITD District 1 District Engineer replacing Damon Allen is Ryan Hawkins. Justin Wuest will move into the operations role that Mr. Hawkins previous filled. Mr. Bosley reported the State of Idaho is cutting back on strategic initiatives funding, and this will impact local projects down the road. He reported the City of Coeur d'Alene donated fallen trees from the recent windstorm to the charity organization ElderCare. He reported there is work being done to help Kootenai County receive a FEMA disaster designation for the windstorm damage. Post Falls Highway District is on track to have construction begin on the Prairie Ave. Pedestrian Underpass in late June.

b. Recommendations:

i. Revised Federal Functional Classification Map

Mr. Bosley reported KCATT had reviewed the clarification of collectors into minor and major collectors that Ms. Marienau had made and voted unanimously to recommend adoption of the new version to the KMPO board.

ii. 2025-2050 Population Projections

Mr. Bosley reported KCATT had reviewed the 2025-2050 Population Projections Ms. Marienau had presented and voted unanimously to recommend adoption of the new population projections to the KMPO board.

6. Administrative Matters

a. December 2025 and January 2026 KMPO Expenditures – Action Item

Mr. Glenn Miles reported that KMPO had routine expenses for the months of December and January and that the bank statement has been reconciled. There was the annual fee paid to the accountant firm for the KMPO audit. There were no questions on the expenses presented.

Mr. Jeff Tyler motioned to approve the expenses for December 2025 and January 2026, as presented. Mr. Randy Westlund seconded the motion, which passed unanimously.

b. February 2026 Financial Snapshot

Mr. Miles reported that KMPO is in good financial standing, with no major financial changes from January, as of February 12th. He reported the federal continuing resolution had expired, and ITD has waited for the new resolution to pass in order to pay submitted KMPO invoices. He reported he expect the obligation authority to go out to the pending projects now that it had passed, and funds should be available the next two weeks.

c. FY 2025 KMPO Financial Audit- Action Item

Mr. Miles reported on the FY 25 federal fiscal year audit for KMPO. The audit was completed by Magnuson, McHugh, Dougherty. They began on October 16th and completed it December 10th. He reported the firm put together a depreciation schedule for the KMPO office space to meet general accounting standards practices. He noted that actual budget versus expenditures, KMPO ended the year with $10,000 more than they started with in the fiscal year. There were no findings out of ordinary in the report.

Mr. Jeff Tyler motioned to approve the FY 2025 KMPO Financial Audit, as presented. Mr. Randy Westlund seconded the motion, which passed unanimously.

7. Other Business

a**. FY26 Safety Performance Overview- Review**

Ms. Ali Marienau presented an overview of the 2025 safety performance for Kootenai County versus ITD's 2025 targets. In 2018, the KMPO Board voted to adopt the ITD safety targets rather than create their own. She reviewed how Kootenai County met the targets for all five metrics tracked in 2025. The county saw a slight decrease in fatalities, but an increase in serious injuries. In 2024, the percentage of fatalities and serious crashes that occurred on the state highway system was 38%, and that decreased to 24% in 2025, meaning more fatal and serious injury

crashes occurred off of the state highway system. The fatality analysis shows the top contributors for fatal injury crashes as failing to maintain lane, alcohol impairment, speed too fast for conditions, and exceeding posted speeds. Overturns and head on collisions were the top two most harmful events. I-90 was the corridor with the most fatal crashes in 2025, and Ms. Marienau made note that three fatal crashes occurred on Coeur d'Alene National Forest roads. ITD's safety targets for 2026 will stay the same as the previous year.

b. Revised Federal Functional Classification Map- Action Item

Ms. Marienau presented an updated version of the Federal Functional Classification (FFC) map to the KMPO Board for adoption. She submitted the previously adopted version to ITD in November 2025 and received feedback on some items that needed to be revised. The first change removed future classifications for unconstructed projects, unless they are listed within the current TIP. FHWA no longer wants future projects on FFC maps. Ms. Marienau removed them but will maintain a map with future roads documented to reference for planning purposes. The second item that was changed from the previous version of the map was that the urban collector roads need to split and identified as either minor or major collectors. The classifications of collector roads already adopted onto the map for the urban area need to be designated, as well. Ms. Marienau added that there were some additional changes to existing classifications to make sure that KMPO was following the recommended guidelines for percentages of classification type. An additional 25 changes are proposed. ITD also requested additional details for the justifications for some requests; Ms. Marienau will work with the agencies to provide those. Ms. Marienau asked for questions or feedback and stated that she was looking the KMPO Board to adopt the new version so that she can move forward with resubmitting it.

Mr. Randy Westlund motioned to adopt the Revised Federal Functional Classification Map, as presented. Mr. Jim Kackman seconded the motion, which passed unanimously.

c. 2025-2050 Population Projections-Action Item

Ms. Marienau presented KMPO with the 2025-2050 Population Projections in their packets. She is working on updating the Metropolitan Transportation Plan (MTP) this year and needs to have a 20-year forecast to do so. Using similar methodology as the last update, she looked at historical population data and existing dwelling unit data to create the new projections. KMPO uses a rolling average of the annual growth rates over the last 30 years to determine what the growth rates would be over the forecast period. The document lists estimated populations for 2025, as well as projections for all of the cities in Kootenai County and the highway districts. She noted that highway districts have lower growth rates than the incorporated areas, but KMPO does anticipate them to still grow. She requested the KMPO board to adopt the new 2025-2050 population projections. Mr. Jeff Tyler commented on the projections that Post Falls will grow more than Coeur d'Alene by 2045 and voiced support of focusing transportation development to roads around Post Falls.

Mr. Jeff Tyler motioned to adopt the 2025-2050 Population Projections, as presented. Mr. Randy Westlund seconded the motion, which passed unanimously.

8. Public Transportation (Informational Items Provided to KMPO)

KMPO is not the Designated Recipient of FTA Funding for the provision of transit Service in Kootenai County. These presentations and informational items are provided as a service to the public and to local jurisdictions. Questions related to service, schedules, or concerns should be directed to Kootenai County or the Coeur d' Alene Tribe.

a. Kootenai County Transit Report – Kootenai County Public Transportation Staff

Mr. Chad Ingle reported on behalf of Citylink. System wide ridership across the fixed route and paratransit services totaled approximately 11,794 trips, an increase of 3% year over year. The highest ridership continuing to occur on the B route (the Post Falls route). He reported on time performance averaged about 95%, demonstrating transit had consistent, reliable service delivery across all routes. He reported they have completed their FTA National Transit Database reporting, which serves as the central reporting for the system, financial, operational and asset condition

data. He reported they are currently preparing the annual submission for the FTA Drug and Alcohol Management Information System, which is due by March 15. They are in the process of developing their fiscal year 2027 through 2031 program of projects. Once finalized, it will be submitted to the Board of County Commissioners for approval, along with requests to publish the required public hearing notice.

Mr. Dan Gookin requested to meet with Chad or someone from transit at another time to discuss financials, to which Mr. Ingle replied he would be happy to schedule a time to meet.

b. Coeur d'Alene Tribe Rural Transit Report

Mr. Ingle reported on behalf of the Tribe. They are experiencing a driver shortage and have a few new busses in service for the rural routes. He reported they have completed their National Transit Database input, and they are working on the Drug and Alcohol Management Information System reports, as well.

9. Director's Report

Director Miles reported he had attended the Urban Balancing committee meeting for the service transportation block grant (large urban funds) last Thursday in Boise. He was able to secure $450,000 towards the Prairie Ave. Widening project from Meyer Ave. to SH-41. He reported there will be another call for projects for 5310 funding, which supports projects focused on transportation for the elderly and disabled.

Mr. Gookin asked Mr. Miles if he had an update on the ITD I-90/US-95 interchange project. Mr. Miles reported ITD is currently working on the interchange design for their proposal. ITD has not done their environmental review of the impacts, so there no design decision. Studies have not been done on the "jug handles", which provide access back to Appleway Ave. from US-95, with the overpass design. Mr. Miles reported ITD had requested $15 million that would have taken them to the plan, specifications and estimates (PS&E) level. However, in talking with ITD, Mr. Miles told them he was not in a position to be able to advance their amendment for the $15 million until such time as KMPO sees that they've met the prerequisites that local jurisdictions have to meet before they can go to PS&E. ITD has pulled that request for the $15 million, and they're going to wait until April or May. ITD still has funds to move forward with some of their analysis. Because elements of the interchange project are not included the existing TIP or ITIP, KMPO would have to go through a formal TIP amendment process, including a 30-day public comment period, and Mr. Miles did not feel comfortable bringing one before the KMPO board until he has the documents that demonstrate what ITD wants to take to the final design.

10. Board Member Comments

Mr. Gookin commented on a letter that Spokane Transit Authority has sent to the local jurisdictions, as well as the county, in regards to connecting bus routes through North Idaho. Mr. Gookin stated he had replied to the letter that the general consensus is the City of Coeur d'Alene does not support a connection between Coeur d'Alene and the City of Spokane for mass transit.

Chairman Mattare agreed that the general censuses in the local jurisdictions is not in favor of adding connection to the City of Spokane via bus stops and routes.

11. Next Meeting – March 12th, 2026

12. Adjournment

Chairman Mattare motioned to adjourn the regular meeting of the Kootenai Metropolitan Planning Organization Policy Board on February 12th, 2026, and with no objections, the meeting was adjourned at 2:05 p.m.

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Recording Secretary