



RATHDRUM PRAIRIE AREA TRANSPORTATION STUDY

Level 3 Alternatives Screening Results for Public Review and Input



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



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

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

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Public Meeting #5

July 8, 2026

Level 3 Evaluation

Project Introduction

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

This study aims to:

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

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

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

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

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

We Heard You

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

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

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

7/13/2026 Update

7/13/2026 Update

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

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

For Alternative N-D-B:

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

For Alternative N-H-B:

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

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

We Heard You, cont.

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

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

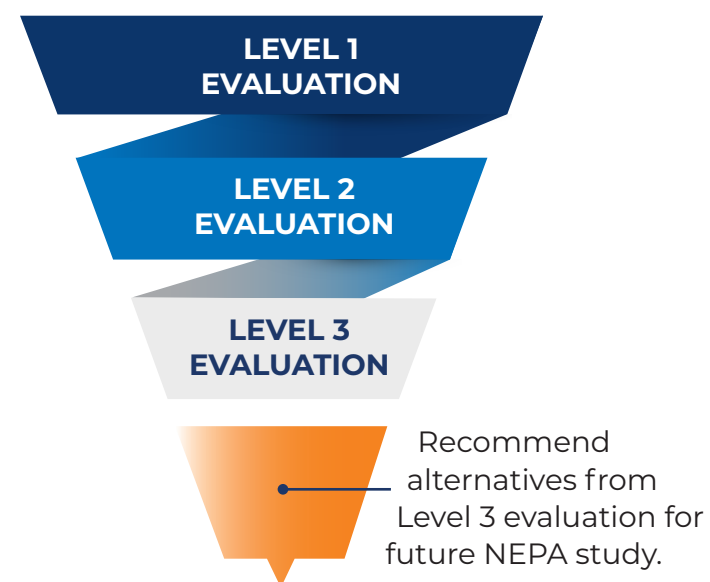
ITD and KMPO reviewed four alternatives and several combinations of alternatives during Level 3 screening. They are now sharing the results and preliminary recommendations for which options should move forward into NEPA evaluation.

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

Level 3 Screening Evaluation and Steps

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

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



Alternative and Combination Descriptions

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

Alternatives

D

H

M

N

Alternative D
Huetter Road widened arterial.

Alternative H
Access-controlled highway along Huetter Road.

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

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

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

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

Element B: Combination-Only Alternative

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

Alternative Combinations

N-D

N-D-B

N-H

N-H-B

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

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

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

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

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

Level 3 Alternatives

→ Results for public comment



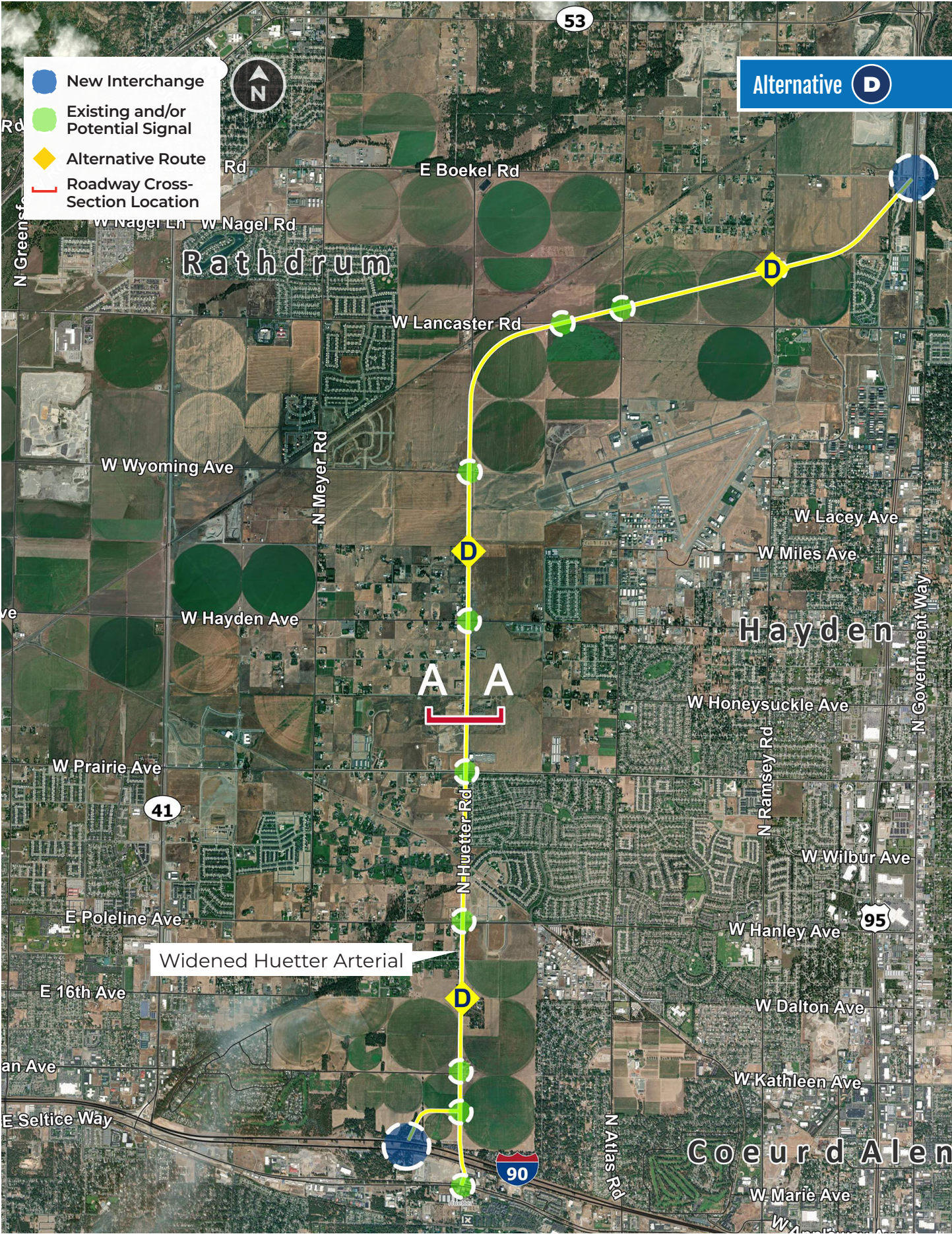
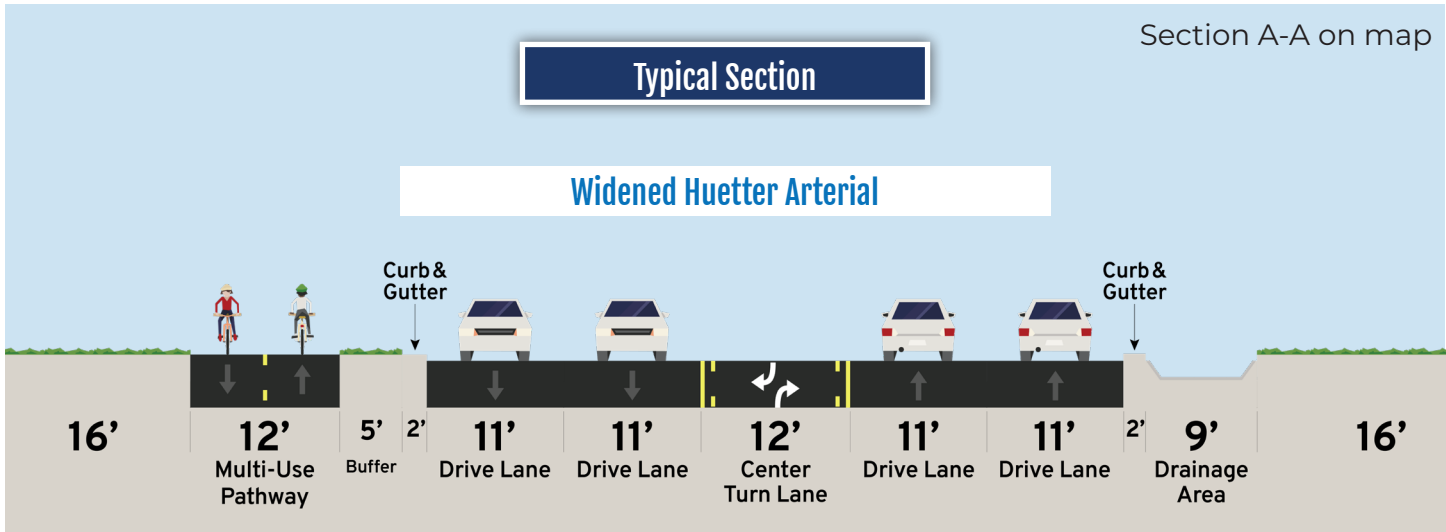


Alternative D
Huetter Road widened arterial

North-South
Route

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

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





Alternative H

Access-controlled highway, Huetter Road

North-South
Route

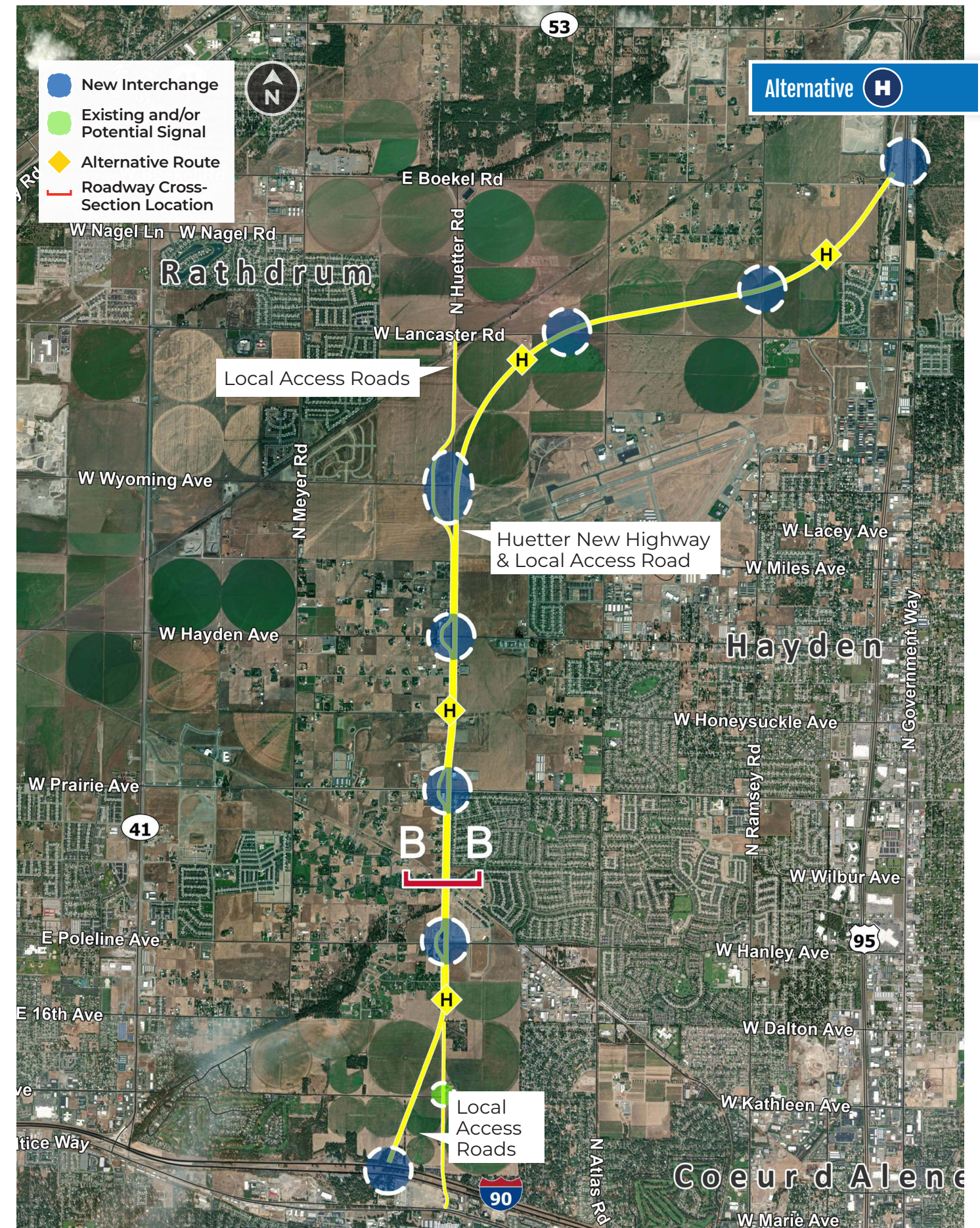
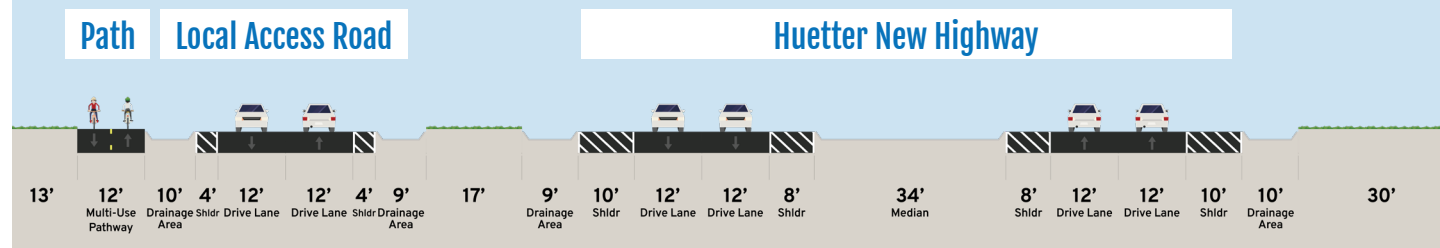
Alternative H would add an access-controlled highway, meaning it would be similar to a freeway with on- and off-ramps at interchanges at major crossroads, along Huetter Road from I-90 to Lancaster Road with adjacent frontage roads for local connectivity. This new highway would continue south of the Union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

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

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

Typical Section

Section B-B on map



Alternative M

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

East-West Route

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

The new access-controlled highway would also:

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

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

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

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

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

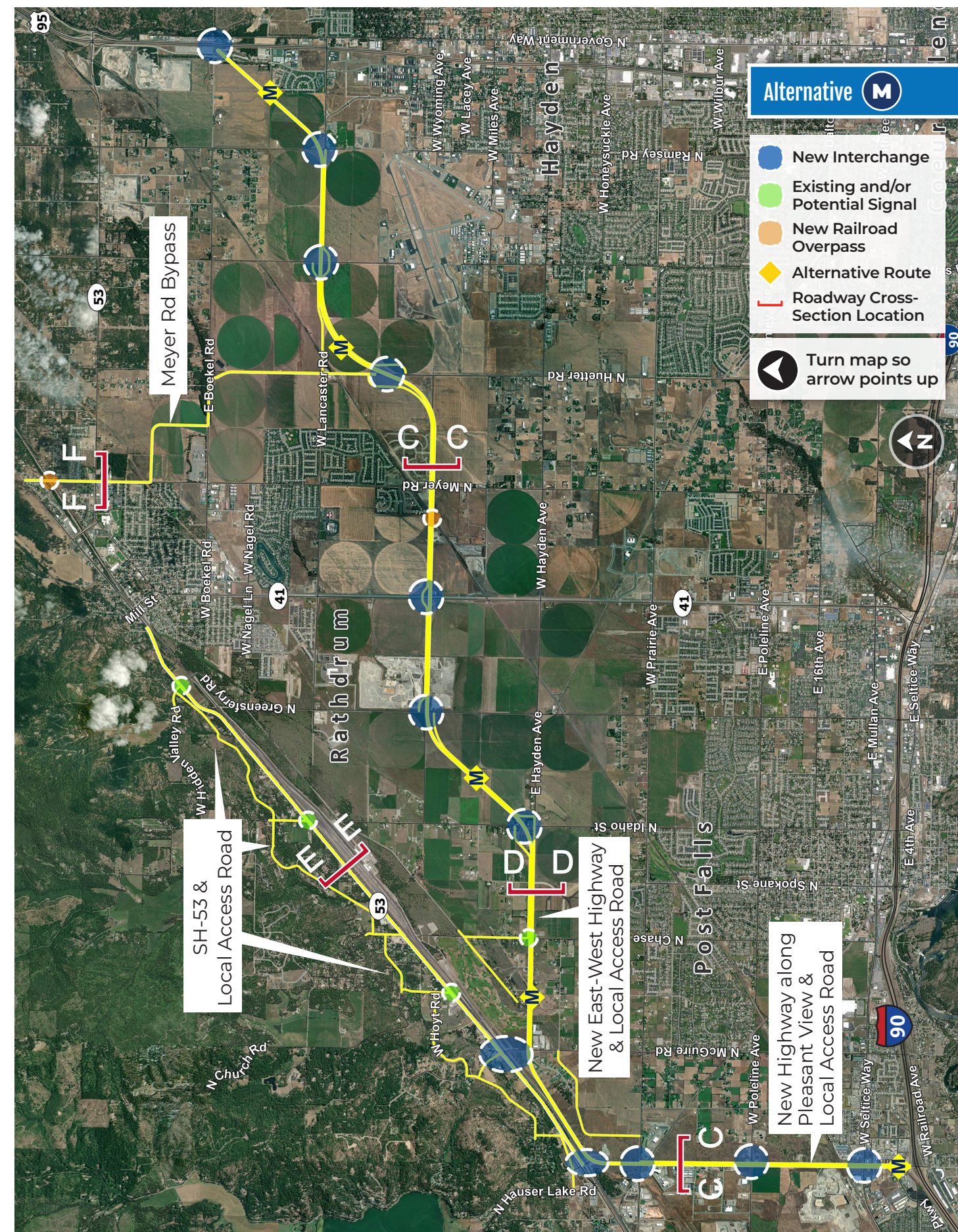
SH-53 would include two lanes in each direction, a center turn lane and a 50 to 55 mph speed limit.

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



Typical Sections

See page 18.





Alternative N

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

East-West
Route

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

The new access-controlled highway would also:

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

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

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

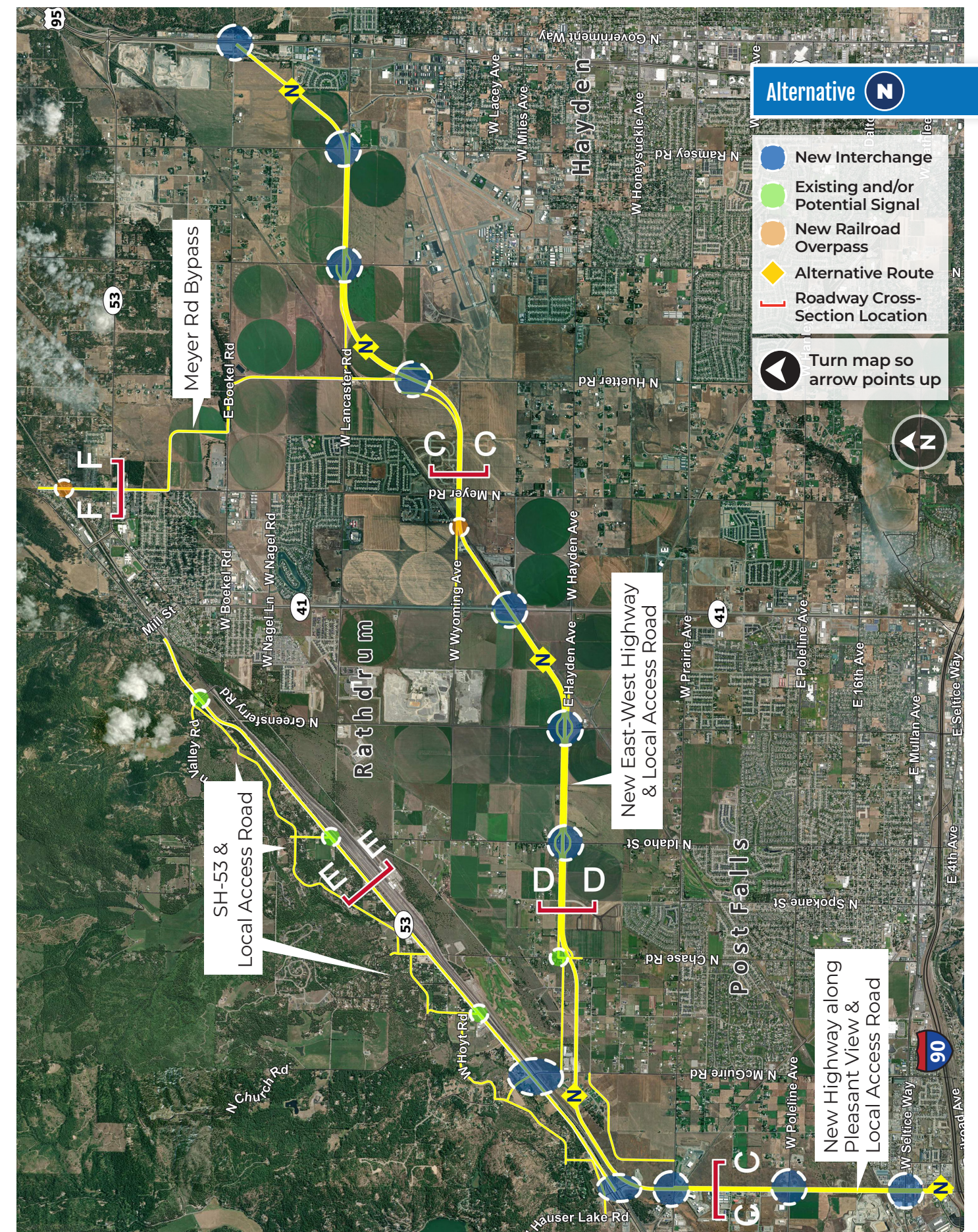
The reconstructed Pleasant View Highway and the new highway would both include two lanes in each direction, a center median and a 55 to 65 mph speed limit.

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



Typical Sections

See page 18.



Level 3 Alternative Impact Summary*

ALTERNATIVE

D

ALTERNATIVE

H

ALTERNATIVE

M

ALTERNATIVE

N

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

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

Performance

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

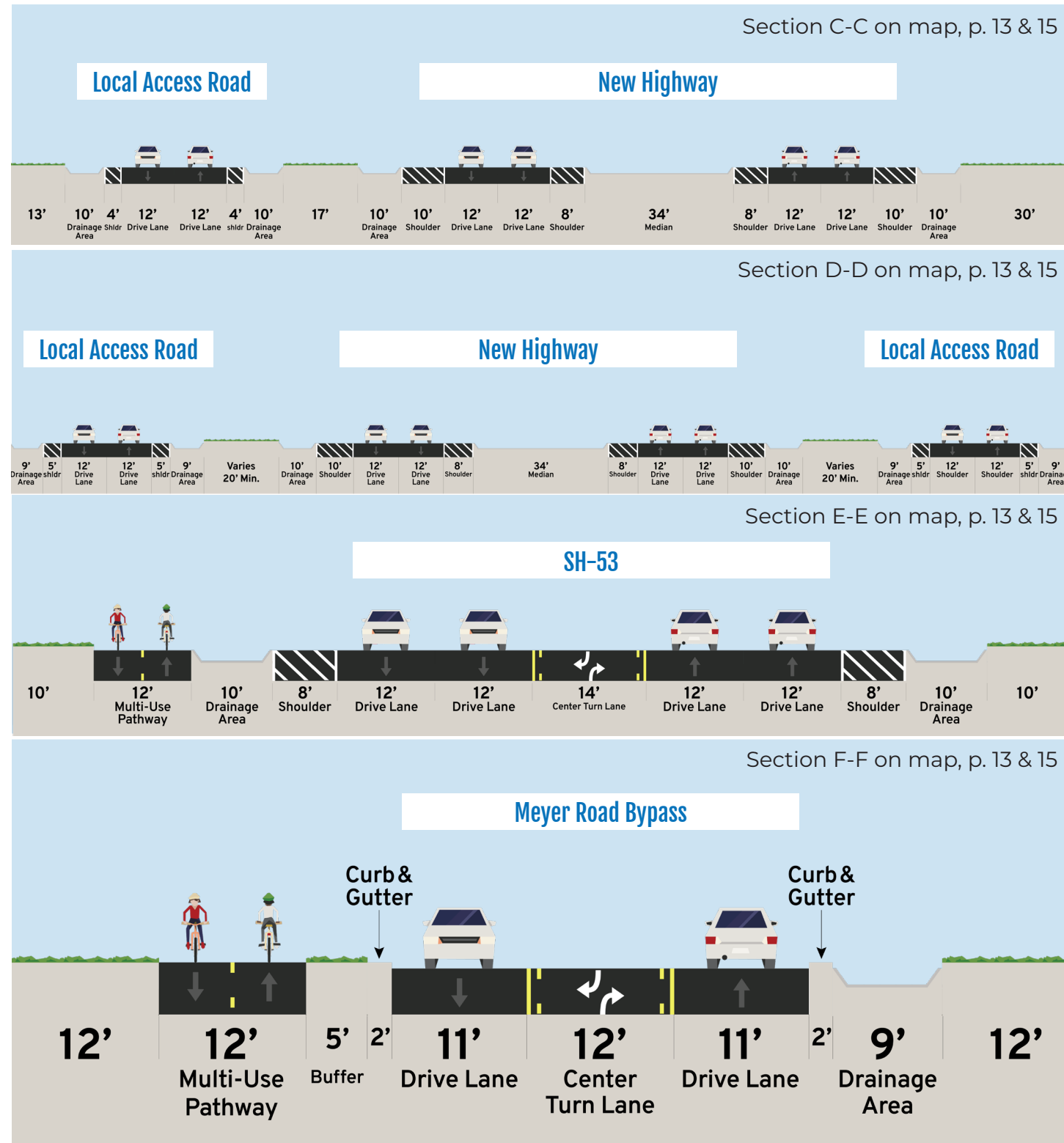
* All data is preliminary and may be refined during NEPA review.
** AM peak hours: 7-9 am / PM peak hours: 4-6 pm.
*** See “Level 3 Alternatives Traffic Analysis” handout for more detail.

ALTERNATIVE D: Huetter Road widened arterial
ALTERNATIVE H: Access-Controlled highway, Huetter Road

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

Typical Sections

→ Typical sections for Alternatives M, N



Alternative Combinations

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

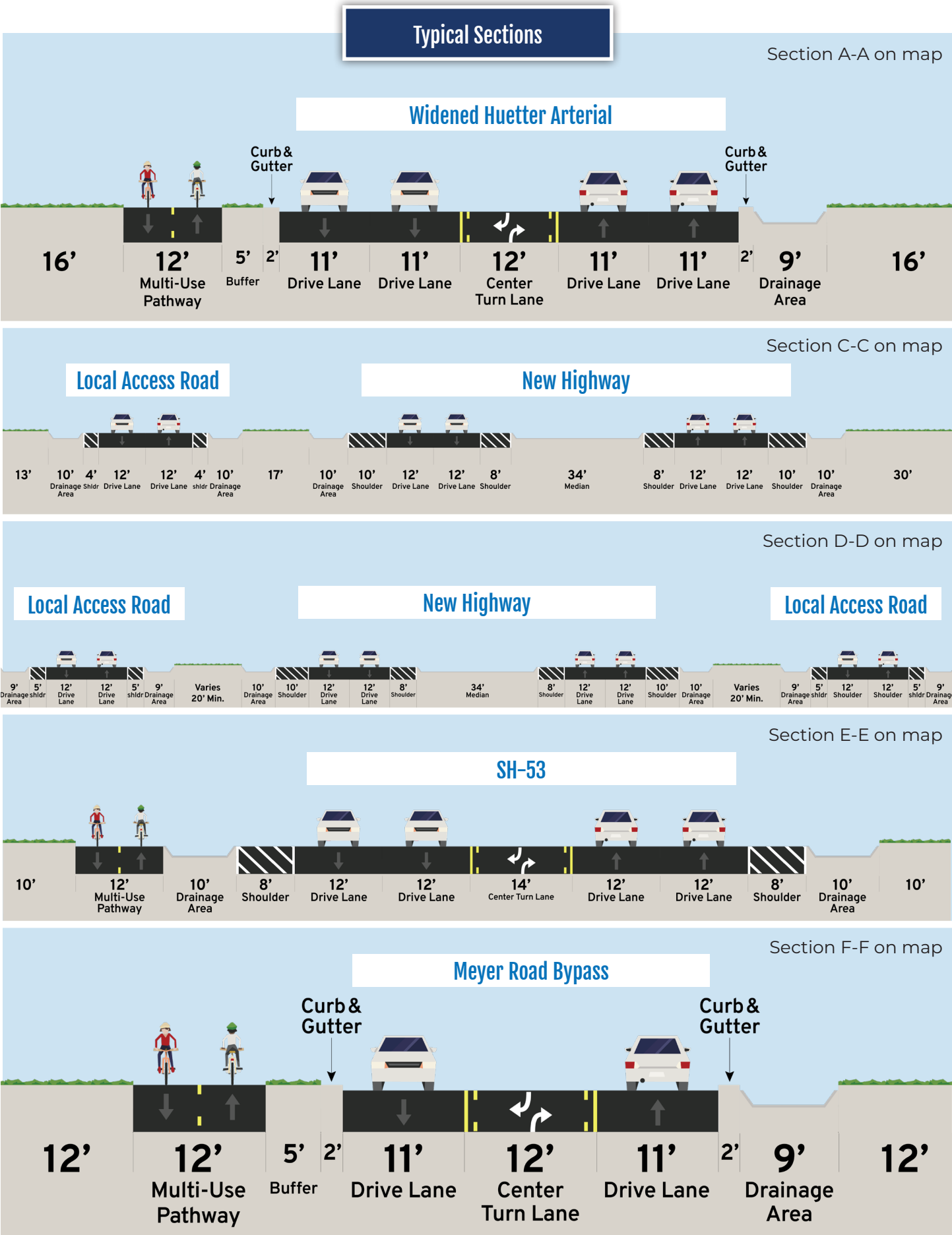
Combinations of alternatives with the best overall performance were assessed in the Level 3B Comparative Screening to show the overall tradeoffs between performance benefits and environmental impacts when alternatives are combined. Combinations not evaluated in Level 3B are not eliminated from future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

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





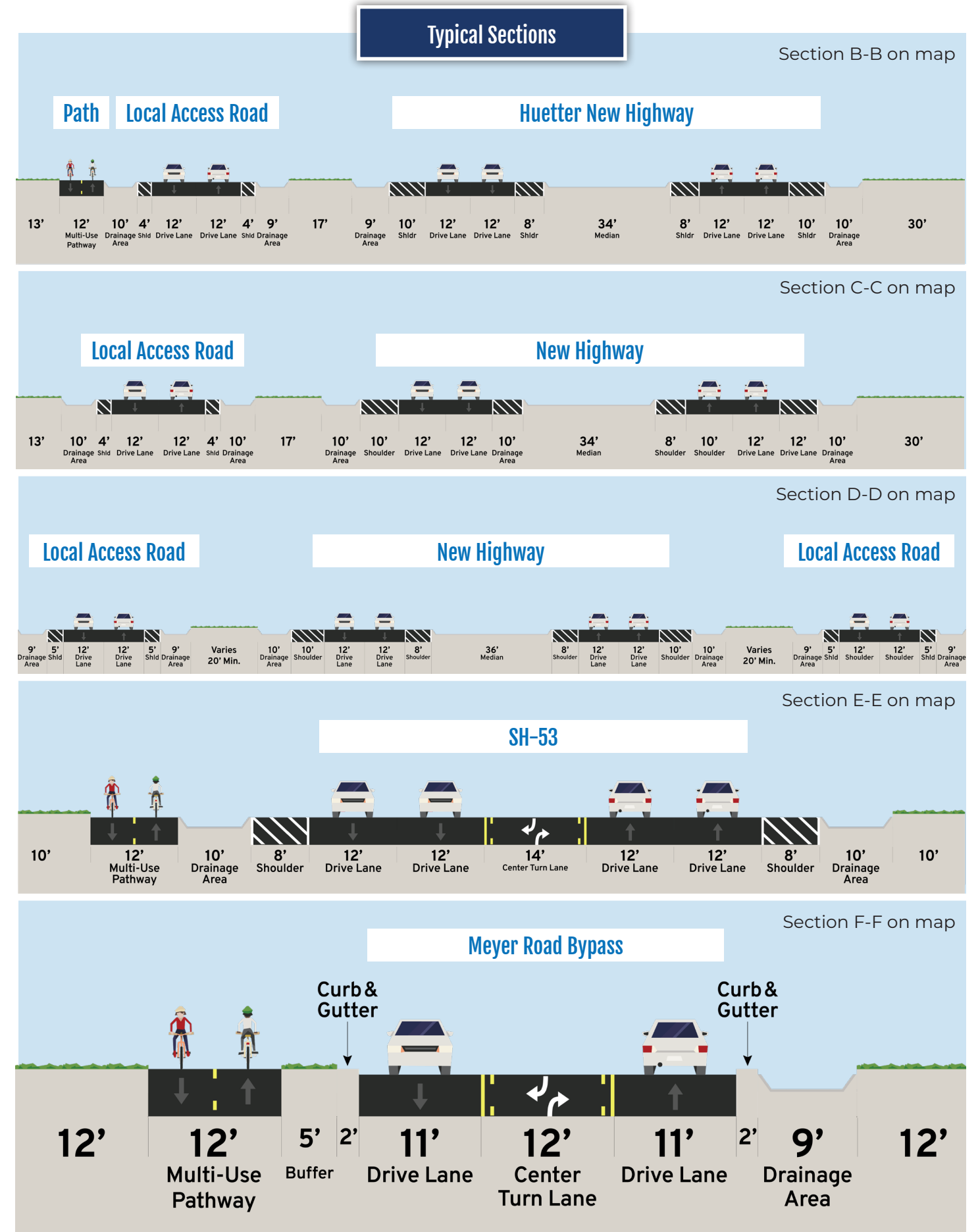
ALTERNATIVE N-D: Alternative N and Alternative D combined.

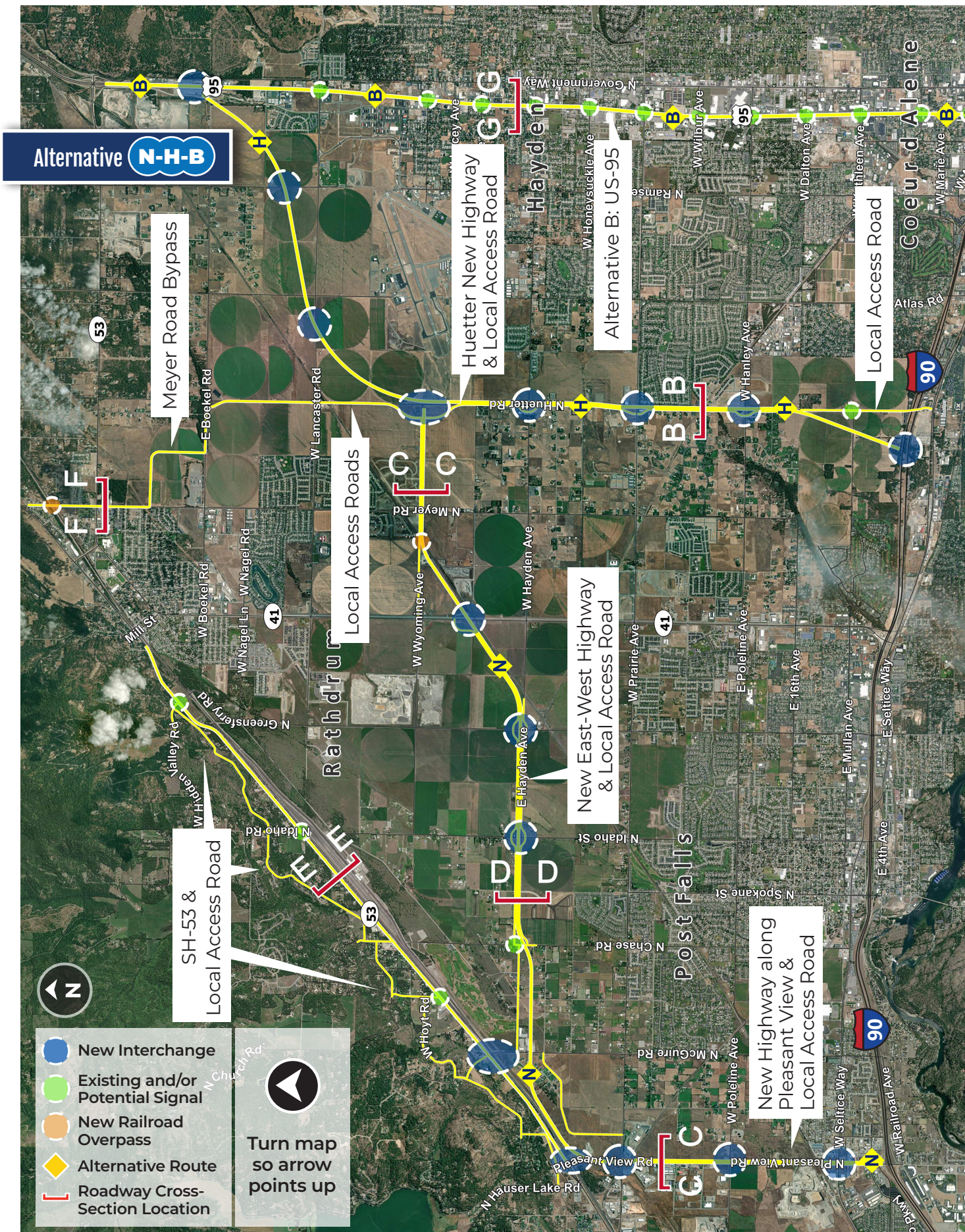




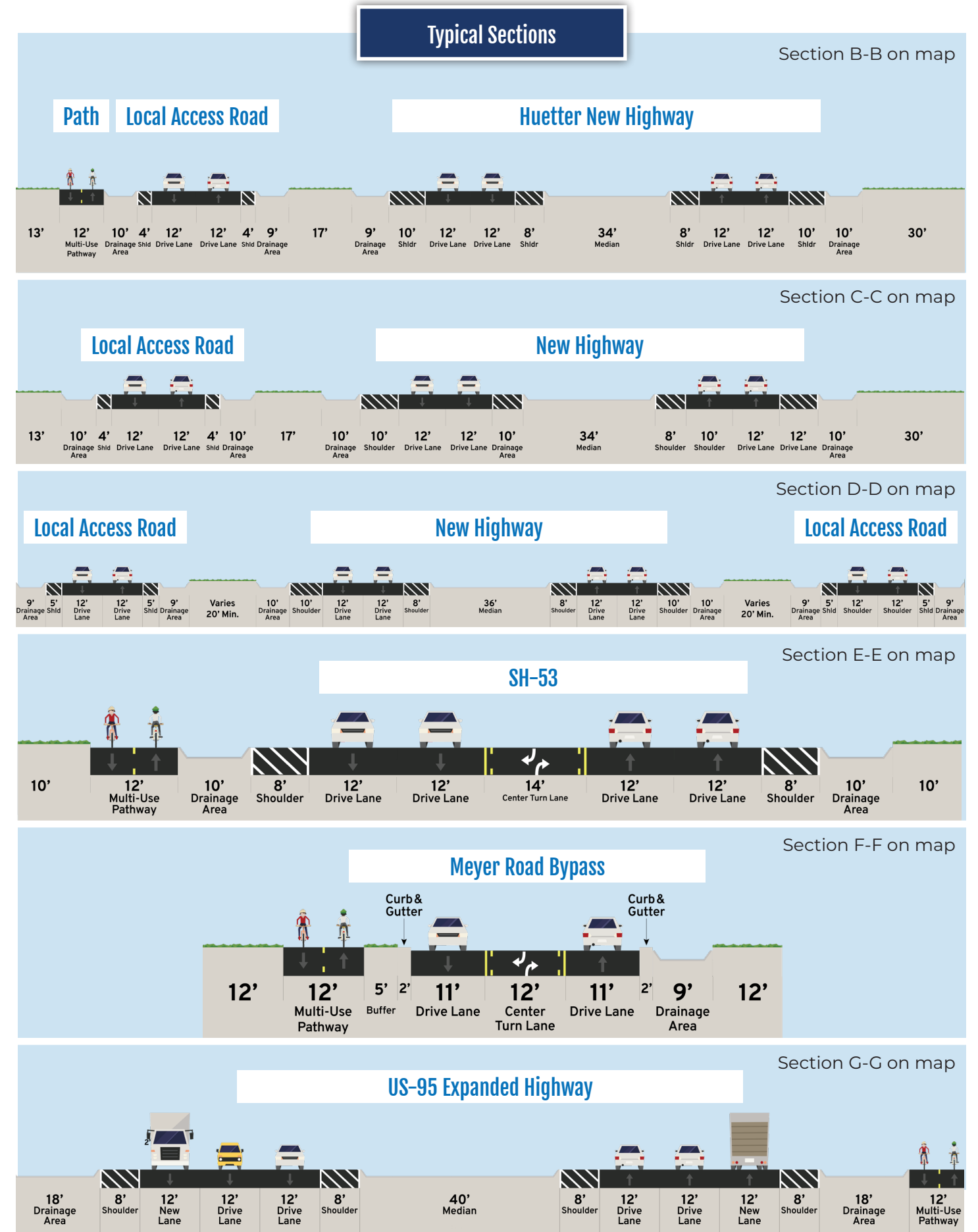


ALTERNATIVE N-H: Alternative N and Alternative H combined.





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



Level 3 Alternative Combinations Impact Summary*

ALTERNATIVE



ALTERNATIVE



ALTERNATIVE



ALTERNATIVE



ALTERNATIVE



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

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

Performance

Number of intersections that will improve to Level of Service D or better compared to the No-Build Alternative (77 intersections analyzed in No-Build Alternative)**		 AM	24 of 77: LOS E or F	14 » improved to LOS D or better	17 » improved to LOS D or better	14 » improved to LOS D or better	16 » improved to LOS D or better
		 PM	51 of 77: LOS E or F	23 » improved to LOS D or better	30 » improved to LOS D or better	23 » improved to LOS D or better	30 » improved to LOS D or better
Average cumulative minutes saved during the morning and evening rush hours (minutes saved times the number of vehicles)***			0	19,460	24,953	22,818	26,847
Percent change from No-Build Alternative predictions for future predicted total segment-related crash frequencies	I-90		201 crashes/year	▼ - 14%	▼ - 14%	▼ - 12%	▼ - 13%
	SH-41		52 crashes/year	▼ -35%	▼ - 36%	▼ - 42%	▼ - 43%
	SH-53: Pleasant View Road to SH-41		44 crashes/year	▲ + 24%	▲ + 24%	▲ + 22%	▲ + 24%
	SH-53: SH-41 to US-95		15 crashes/year	▼ - 54%	▼ - 49%	▼ - 56%	▼ - 53%
	US-95		52 crashes/year	▼ - 9%	▲ + 1% 	▼ - 11%	▲ + 2% 
Percent change from No-Build Alternative predictions for future predicted segment-related crash frequencies for fatal and injury crashes	I-90		63 crashes/year	▼ - 12%	▼ - 13%	▼ - 10%	▼ - 11%
	SH-41		15 crashes/year	▼ -35%	▼ - 36%	▼ - 42%	▼ - 42%
	SH-53: Pleasant View Road to SH-41		13 crashes/year	▲ + 26%	▲ + 26%	▲ + 24%	▲ + 26%
	SH-53: SH-41 to US-95		4 crashes/year	▼ - 46%	▼ - 41%	▼ - 49%	▼ - 46%
	US-95		15 crashes/year	▼ - 9%	▲ + 46% 	▼ - 11%	▲ + 46% 

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

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

Next Steps

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

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

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

POST-STUDY
PROCESS

Identify Funding



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

Notes:

Lined area for notes.



RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

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

Share your input.

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



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

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

