



US-95 AND SH-8 PALOUSE REGION STUDIES

PUBLIC MEETING SUMMARY

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Executive Summary

PROJECT DESCRIPTION

In June 2025, at the time of this public meeting, the Idaho Transportation Department was conducting two planning and environmental linkages (PEL) studies to evaluate potential transportation solutions in the Palouse region:

- US-95 from Snow Road south of Moscow to the Latah/Benewah county line
- SH-8 between Airport Road in Washington and Troy in Latah County

For the purposes of this summary, we will refer to these two studies as the US-95 and SH-8 Studies. The SH-8 Study has since been changed to a traffic and operation study to identify near-term safety and congestion solutions.

PUBLIC MEETING OVERVIEW

ITD hosted a combined public meeting in June 2025 for the US-95 and SH-8 Studies in person and online. The purpose of this public meeting was to share an update on the studies, including Level One Screening results, and invite the public to provide input on screening results and Level Two Screening evaluation criteria.

The public meeting occurred following separate Community Working Group (CWG) and Technical Advisory Committee (TAC) sessions, where similar information was shared with community and government representatives.

-
- In-person: June 24, 2025, 4 – 7 p.m.
 - 105 participants
 - 27 comments received
- Online: June 17 – July 8, 2025
 - 1,331 unique visitors
 - 138 comments received via email and online survey

Total, there were **1,436 participants** and **165 comments**.

105

people attended
the in-person event

27

comments
in person

1,331

unique visitors to
online meeting

138

comments
online

Meeting Summary

IN-PERSON EVENTS

In-person events included a public meeting on June 24 followed by office hours on June 25. Compliance with ADA requirements and accessibility were considered for parking, approaches and entrances, restrooms, and meeting room layouts. Reading glasses were also made available.

PUBLIC MEETING: TUESDAY, JUNE 24

The public meeting took place at the Best Western Plus University Inn (1516 West Pullman Rd, Moscow). The public meeting was held in an open house format, and people were invited to drop by any time between 4 and 7 p.m. to view study information and speak with the study teams.

Staff were stationed at a table near the entrance of the room with multiple sign-in sheets to accommodate attendees as quickly as possible. Contact cards, comment forms, and other handouts were available in print versions at this table, in addition to a QR code to direct attendees to the online public meeting. Light refreshments were also provided.

Staff were stationed with displays around the room, with others roaming to assist as needed.

Public Meeting Attendance

There were 105 total attendees who signed in during the in-person event in Moscow, Idaho.

See public meeting sign-in sheets in Appendix C. Attendance.

Public Meeting Staffing

The following staff attended the in-person public meeting:

- ITD
 - Janet Zarate
 - Mark Pfeifer
 - Jole Wells
 - Benjamin Fitzsimmons
 - Megan Jahns
 - Shawn Strong
 - Gary Osborn (ITD Board Member)
- Consultant Team
 - Kurt Wald
 - Jessa Summers
 - Keira Johnston
 - Chris Melander
 - Glenn Blackwelder
 - Michelle Anderson

OFFICE HOURS: WEDNESDAY, JUNE 25

Office hours were held from 9 a.m. to 2 p.m. at the 1912 Center in the Lecompte Auditorium (412 E 3rd St, Moscow, ID 83843). Participants were invited to sign up for a time to speak individually or in small groups with members of the study teams.

Invitations to office hours were included in all mass email notifications and offered at the public meeting.

Team members sat at a table with the participants to answer questions and discuss specifics important to the guest. The public meeting display boards, handouts, and laptops were used as tools during the discussions as appropriate.

Office Hours Attendance

Six people participated in office hours; however, only five chose to sign in.

See the office hours sign-in sheet in Appendix C. Attendance.

Office Hours Staffing

The following staff participated in the office hours:

- ITD
 - Janet Zarate
- Consultant Team
 - Kurt Wald
 - Jessa Summers
 - Chris Melander
 - Glenn Blackwelder

ONLINE COMPONENT

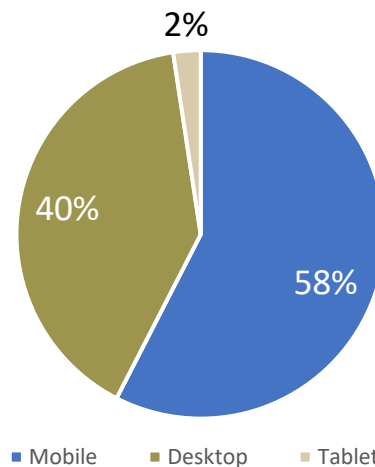
An online public meeting was available beginning June 17 at www.us95sh8.com. The online experience contained the same information and similar opportunity to submit comments as the in-person event. Alternative text was used for graphics and images posted online.

- Platform: Wix
- Direct link: www.us95sh8.com
 - See Appendix B. Meeting Materials to view the online meeting in PDF format
- Online Comment Platforms: Survey123 and info@us95sh8.com email

ONLINE MEETING METRICS

There were 1,331 unique visitors to the online public meeting.

Users by Device



Online meeting metrics are available in Appendix C. Attendance

PUBLIC MEETING COMMENTS

(See Appendix D. Public Comments)

The comment period for these public meetings began officially on June 17, 2025, and remained open through July 8. However, some comments were received shortly before and after the official comment period, so comments received between June 17 and July 11 are included in this summary.

Comment forms were available in hard copy at the in-person event and via Survey123 through the online public meeting. Comments could also be emailed to the ITD project manager, Janet Zarate, or to the US-95 project email address (info@us95sh8.com).

The following questions were included in the comment forms and online survey:

1. Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered.
2. Tell us what you like or dislike about the US-95 Study Level Two Screening criteria.
3. Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered.
4. Is there anything else the study teams should know or consider?

The survey concluded with questions asking participants to rate their understanding of the studies and share contact and demographics information.

There were 165 total comments received:

Comment Source	No.
Comment Form Responses (in person or mailed)	27
Online Survey Responses	129
Emailed Comments	9
Total	165

The US-95 and SH-8 study teams reviewed all comments for concerns and suggestions for improvements within their study areas.

The most frequently mentioned themes and topics are summarized per study in the Public Comment Themes section. All public meeting comments are included in Appendix C. Attendance

Sign-in Sheets

- Public Meeting – June 24, 2025
- Office Hours – June 25, 2025
- Online Meeting Metrics

Appendix D. Public Comments, with names and other identifiable information redacted.

PUBLIC MEETING CONTENT

(See Appendix B. Meeting Materials)

Meeting handouts, maps, and displays were all available at the in-person public meeting and digitally as part of the online public meeting.

Information applicable to both studies was combined and presented first, with study-specific information presented separately.

MEETING DISPLAYS

- Welcome
- Overview
- An Integrated Approach to Planning
- Schedule
- Agency & Community Outreach
 - What We've Heard
- Environmental Considerations
- Traffic Operations
 - US-95
 - SH-8
- Vision & Draft Purpose & Need
 - US-95
 - SH-8
- Concept Development
- Evaluation and Screening
- US-95 Level One Concepts & Results
- SH-8 Level One Concepts & Results
- US-95 Level Two Screening Criteria
- Next Steps

HANDOUTS

- Comment Forms
- US-95 Contact Cards
- Level One Screening Pamphlets

All meeting displays and handouts are available in Appendix B. Meeting Materials.

DEMOGRAPHICS

Of the attendees who signed in in person and/or completed a comment form and responded to demographic questions, the following groups were represented:

- Race/Ethnicity
 - American Indian (Tribal Native)/ Alaskan Native: 1
 - Native Hawaiian and Pacific Islander: 0
 - Black: 0
 - Asian: 1
 - White: 151
 - Hispanic: 2
 - Other: 9
- Gender
 - Female: 90
 - Male: 103
- Persons with a disability: 9

Notification

(See Appendix A. Notification)

ITD used a variety of methods to invite community members and local businesses to learn about the April 2024 US-95 & SH-8 PEL Studies events:



A postcard was mailed on June 4 to 17,164 residents and businesses within the study areas. ZIP codes included 83843, 83855, 83871, 83872, 99161, 99163.



A display ad ran in twice in two publications:

- Moscow-Pullman Daily News on June 12 and 17
- Lewiston Tribune on June 10 and 16

Online ads ran for 15,000 impressions on DailyNews from June 17 to 24.



A news release about the public meeting was distributed on June 10. The news release informed the community about the in-person and online opportunities to participate, and was picked up by Big Country News, KOZE, DailyFly, and more (see below for detailed information on media coverage).



Facebook and X (Twitter) posts were published on June 17 and 23 to notify members of the community about the public meeting. A reminder was also distributed on July 1 to remind people to submit comments by July 8.



ITD sent **emails to four local and regional jurisdictions** on June 10 including the city of Moscow, Moscow-Pullman Regional Airport, Latah County, and Whitman County, to invite them to the events and encourage the sharing of information with the community. Emails, shareable social media content and invitations to the public meeting were also distributed to the CWG and TAC members on June 18.

TRANSLATION

To support accessibility for those needing assistance, printed and online notifications and material included the following accommodation statement:

Individuals who need special accommodations should contact CivilRights@itd.idaho.gov or 208-334-8884. TTY/TDD users Dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.

The following materials included the accommodations statements:

- Notifications: Invite mailer, newspaper ad, and the project website
- Meeting Displays:
 - Virtual Welcome web page
 - A self-identification survey card was available in person with multiple languages, in the event someone needed to point to a language and request an interpreter

No phone calls or requests were received for special accommodation during this outreach.

MEDIA COVERAGE

Most news articles are included in Appendix A. Notification Materials, except for the articles from The Lewiston Tribune and Moscow-Pullman Daily News, which were requested but not received by the date of this summary publication.

Date	Publication	Title / Link to article
6/10/2025	Big Country News	ITD invites the community to provide input on two planning studies in Latah County
6/10/2025	Gem State Wire	Idaho Transportation Department seeks public input on Latah County planning studies
6/10/2025	Public Now	ITD invites the community to provide input on two planning studies in Latah County
6/11/2025	KOZE	ITD Invites Public to Provide Input on Two Planning Studies in Latah County
6/11/2025	DailyFly	ITD Seeks Input on two Planning Studies in Latah County
6/12/2025	The Lewiston Tribune	Public can give feedback on Latah County highway studies on June 24
6/12/2025	Moscow-Pullman Daily News	Public can give feedback on Latah County highway studies
6/23/2025	DailyFly	ITD Collects Community Feedback for Two Studies in Latah County
6/25/2025	The Lewiston Tribune	Public can help decide future of Moscow, Troy highways

Date	Publication	Title / Link to article
6/25/2025	Moscow-Pullman Daily News	Public can help decide future of Moscow, Troy highways
7/9/2025	The Lewiston Tribune	OPINION: Planning well now for our towns means living well in 2035

OTHER

- The event was also published to [Townhall Idaho](#), a state-sponsored calendar of public meetings.

Public Comment Themes

(See Appendix D. Public Comments)

US-95 STUDY THEMES

The themes for the US-95 PEL study area included:

- New Alignments
 - Comments or information on specific locations, including Washington options
 - Support or concerns
 - Specific locations were given including Washington options
 - More comments mentioned and supported western concepts than eastern concepts
- On Alignment Widening and Improvements
 - Turn and Passing Lanes, including Phillips Farm
- Environmental Considerations
 - Farmland and Farmers
- Pedestrian Improvements
- Urban Mobility Concepts
 - A Street
 - Palouse River Drive
- Cost
- Latah Trail
- Styner
- Traffic Signals
- Gritman Hospital Crossing
- Viola
- Potlatch

SH-8 STUDY THEMES

- New Alignments

- Comments or information on specific locations
 - Support or concerns, including cost
- On Alignment Widening and Improvements
 - Turn and Passing Lanes
- Latah Trail
- Traffic Signals
 - Includes intersection of Mtn. View Drive and SH-8
- Speed limits

Frequently Asked Questions

The study teams provided responses to frequently asked questions and common themes. The following responses were posted to the project website in **September 2025**.

GENERAL THEMES

How were concepts developed, and how do you integrate traffic data into the study?

The concepts for the study were developed through engagement with stakeholders and the public during 2023 and 2024, including a public meeting in April 2024, and informed by previous planning work by ITD and the City of Moscow. Community members contributed their perspectives and ideas for transportation solutions, resulting in hundreds of suggestions that informed the development of concepts. The study team applied engineering best practices and incorporated additional data, including traffic, environmental, and public feedback. The team's traffic analysts studied conditions in 2023 and projected what may occur in 2050 with no changes.

Traffic analysts examined conditions in 2023 and projected future scenarios for 2050 without any changes. In the initial evaluation phase, the team assessed whether the screened concepts would meet the project's Purpose & Need. In the subsequent phase, more detailed data, including traffic data, will be collected and analyzed for each concept that passed the initial screening. Evaluation criteria for the Level Two Screening was presented to the public for feedback at the public meeting in June 2025. This approach allows the team to compare the benefits of each concept effectively. Delaying the detailed traffic analysis is strategic, enabling the study team to concentrate on concepts that align with the project's Purpose & Need. The public can anticipate more detailed information on the concepts as the study advances.

Currently, potential new corridors have been identified within 1,000-foot-wide bands to allow for route and alignment optimizations when considering a wide range of built environment and natural resources factors. Over the next year and a half, the team will utilize additional data to refine these potential corridor areas. Given the economic and geographic connections between Pullman and Moscow, the study team is focusing on routes that connect in Washington and will continue to collaborate with Whitman County and WSDOT to assess the feasibility of these options.

Have you considered the historic rail corridor through Moscow for a new roadway?

The study team considered the rail corridor, but it was not a candidate for a new state highway due to its width restrictions and associated impacts to the built environment.

How do you consider long-term planning for businesses, institutions, and farmers?

The study team prioritizes long-term planning for community members by conducting outreach to integrate local and regional planning efforts into the transportation considerations of the study. So far, the team has completed 46 stakeholder interviews and held two community working groups, with two additional workshops planned for the duration of the study. This outreach has involved engagement with both small and large businesses, the chamber of commerce, and the university. The study process includes compliance and adherence to planning and regulatory documents, including city and county master planning documents and transportation plans, and the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs ([49 CFR Part 24](#)).

How may the Thorn Creek project's costs impact these studies and future construction of projects?

The costs associated with the Thorn Creek project do not impact the funding for the US-95 and SH-8 studies. While the planning studies are currently funded, funding for future construction has not yet been secured. For information about transportation program funding, visit: itd.idaho.gov/funding.

What is the timing for any potential right of way land acquisitions and construction?

The purpose of this study is to develop short-, mid- and long-term transportation solutions for the Palouse Region study area. At this early planning stage, ITD has not identified future right of way acquisitions or funding for any potential construction projects.

ITD follows a standard process when right of way is needed for a project. Potentially affected property owners are consulted during the design process, including an initial contact when all impacts may not be known. Communication continues throughout the design process until the project is construction-ready. Most projects are planned seven years in advance.

Currently, the studies are funded through planning, and no funding is identified for future design and construction phases, meaning homeowners shouldn't expect to hear from the department until more funding is identified.

ITD follows federal guidance when acquiring easements or property. This process is outlined in the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs ([49 CFR Part 24](#)).

How can I learn more about specific crashes?

You have a few options for learning about crashes in the study areas:

- You can visit: itd.aashtowaresafety.net/itd-safety-dashboards. Once there, you can filter by crash type and district. The US-95 and SH-8 Studies are located in ITD District 2.

- Or, at the next public meeting in early 2026, a map dashboard will be available that is specific to each study area. Layers will include filterable crash data, including data on all crash types.
- If you have specific questions or concerns, please reach out to info@us95sh8.com.

I have concerns or suggestions about roadway maintenance; who can I contact about maintenance for this area?

Comments made during the public meeting comment period regarding roadway maintenance, including de-icer, sign locations, and vegetation on the roadside, will be shared with our District 2 Maintenance Team. You can also reach out via email to: PublicComments@itd.idaho.gov.

What is active transportation, and how will ITD consider the needs of pedestrians and bicyclists in the study areas?

Active transportation refers to human-powered mobility including walking, riding a bike, using an e-scooter, or rolling a wheelchair. It can also include facilities to promote or support these activities like walking to rideshare or other forms of public transportation.

We received many comments about concerns and opportunities for those who walk and bike in the study areas. In addition to the Active Transportation Workshop conducted in the fall of 2023, our study teams will continue to consider the safety and needs of those who walk, roll, and bike, including review of and opportunities for crosswalks, bike lanes, and other active transportation facilities. Many commenters asked us to study SH-8 east to Ridgeview Drive and US-95 at Styner/Lauder Ave., around the Moscow Food Co-op, the University of Idaho, downtown Moscow, and Gritman Medical Center. Those areas will be studied as part of both PEL studies.

ITD and other jurisdictional agencies will continue to work together to determine active transportation solutions, how they get implemented, and by whom.

Could an alternative route be considered for either study area?

Many commenters suggested alternative routes as possible solutions for transportation problems on US-95 and SH-8, offering supporting factors like:

- Needed safety improvements
- Considerations for pedestrians and bicyclists
- Traffic congestion
- Needs of freight and equipment
- Commerce and growth
- Access

Other commenters suggested improvements of the existing roadway, with some suggesting upgrades to a four-lane highway. Others cautioned specifics around eastern or western alternative routes, or cautioned new alignments altogether with concerns including environmental considerations, right of way, and costs.

As ITD moves both studies forward, possible alternative alignments and revisions to existing roadways will be considered. We have involved and will continue to collaborate with the cities, counties, federal

government, Pullman-Moscow Regional Airport, the University of Idaho, City of Pullman, and Washington State Department of Transportation, among others.

How does ITD consider environmental concerns?

The US-95 and SH-8 Studies are centrally located in the Palouse Region of Idaho. We are studying environmental resource categories for each study area and consider this data as part of the PEL process, including:

- Visual
- Agricultural and forest
- Air quality
- Biological
- Cultural
- Geology and soils
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and transportation planning
- Noise
- Social and economics
- Palouse Prairie Remnants

Environmental data is collected through field surveys and analyzed by subject matter experts. Environmental agencies are consulted as needed.

Will new turn and passing lanes be considered?

Many commenters offered specific locations to consider for new turn and passing lanes in light of how the roadway is designed and the impact on visibility. Several mentioned that speed, aggressive driving, and agricultural equipment were also contributing factors in their request for roadway improvements, including turn lanes and passing lanes.

Frequently requested turn lane locations for US-95 were Phillip's Farm Park, Viola, Estes, and other areas north of Moscow. Some commenters also made suggestions regarding additional access options for these areas.

Specific locations for passing lanes on SH-8 were mentioned between mileposts 12 and 14 and between mileposts 9 and 10. A deceleration lane was mentioned near Mountain View Drive, and a center turn lane near Mile 7 (west of Teare and Reams roads).

Our roadway teams will consider these concerns and suggestions as part of these PEL studies.

Some areas of US-95 and SH-8 are already being studied or funded as projects for future construction outside of the PEL process. Those projects, which may include new turn and passing lanes, can be found here: [Latah County Projects, 2024–Early Development](#). Visit itdprojects.idaho.gov for information about all ITD projects.

PEL PROCESS AND OUTREACH

How did you advertise the public meeting?

The public meeting was advertised through:

- Postcards
- Newspaper advertisements, both print and digital
- Social media
- Emails to those who signed up for updates
- ITD Projects website
- Townhall Idaho
- Press release

How can I find more details on the material presented at the public meeting and stay informed in the future?

To find more details on the material presented at the public meeting and to stay informed in the future, you can visit the project website, where all meeting materials are archived. This includes content such as maps of the proposed concepts. The meeting was designed to be self-guided, allowing attendees to view displays and engage in one-on-one discussions with the project team, so there is no recording of a formal presentation available. A summary of the team's outreach efforts, comments received, and Level One screening results will be uploaded to the study website when it is completed, expected in early fall 2025. Additionally, the study team provides updates at key milestones and announces public meeting information, so be sure to sign up for email notifications if you wish to stay informed.

How were participants chosen for the community and technical working groups?

During the interview process in the earliest phase of these studies, community leaders and technical experts were asked to help identify working group members who could bring a wealth of specialized knowledge to the table. Their expertise and leadership enable them to offer invaluable insights that help shape the direction and success of the studies.

The Community Working Group includes representatives from local, state, and tribal governments; educational institutions; emergency services; businesses; non-profit and community organizations; and active transportation groups. The Technical Advisory Committee includes government agencies, airport, utilities, and transportation experts.

The working groups serve in a collaborative role to ITD to help identify community values and a vision for transportation in the area. Members of the groups will also provide feedback on possible outcomes for the studies.

How will public feedback be used by ITD in this PEL process?

Community values and perceptions are an important piece of data for a PEL. Public comments are reviewed by our study teams including engineers and decision makers. A summary document will be

created and published for each round of public meetings with all comments available for review (with personal information redacted).

We also gather and consider:

- Existing roadway conditions data in the corridors
- Traffic and crash data
- Environmental resource data
- Existing community and regional plans

These data sets, together with engineering best practices, can help our teams identify transportation problems and possible solutions.

To date, public feedback has been gathered and incorporated as possible during the development of the draft Purpose & Need statements and concept development. The public was invited to share ideas for transportation solutions, either by drawing on maps or as written comments, during the first public meeting. Their ideas were then overlayed with engineering data to create the concepts that moved into the Level One Screening. Feedback gathered on the concepts and results of the Level One Screening at the June 2025 public meeting will be considered during Level Two Screening.

The US-95 and SH-8 studies look out to the year 2050; what is the timeline for potential projects that could come out of these studies?

Currently, we do not have a timeline for potential projects. No construction funding is currently identified for projects resulting from the studies. The PEL process begins without identified transportation solutions; we first analyze existing conditions of the corridors, study traffic patterns and congestion, and ask the public what transportation problems should be considered in the study areas. We are gathering your input and other data.

ITD's transportation studies look out 25-30 years when forecasting future conditions, which is why we have established the year 2050 as part of our study. It helps us consider traffic problems that may occur without improvements or changes.

At the conclusion of these studies, the US-95 and SH-8 study teams may propose short and long-term improvements that, if funded, could progress through to design. Our studies are anticipated to be completed in the fall of 2026. At that time, we may have identified a range of potential improvements, and we can provide general timelines for next steps, including opportunities for current or future funding.

That said, ITD and Latah County have additional ongoing studies, design and construction projects that may overlap with our study areas. Those projects may be found here: [Latah County Projects, 2024–Early Development](#). Visit itdprojects.idaho.gov for information about all ITD projects.

For more details on the PEL process and NEPA, please visit: environment.fhwa.dot.gov/env_initiatives/PEL.

How would potential outcomes of the PEL process move forward?

This PEL study is the first step to developing a list of users' needs and identifying the future configuration of US-95. The traffic and operational study on SH-8 will help identify congestion and safety improvement projects. The US-95 PEL Study is being developed pursuant to [23 Code of Federal Regulations \(CFR\) 450.212](#) (a)-(c), [23 CFR 450.318](#) (a)-(d), [23 United States Code \(U.S.C.\) 168](#) (d), Federal Highway Administration (FHWA) regulations, and ITD procedures regarding incorporation of the results of transportation planning studies as part of the overall project development process consistent with National Environmental Policy Act (NEPA) of 1969. The results of the PEL study are intended to be adopted or incorporated by reference into future NEPA processes.

Future environmental clearance processes will be prepared in accordance with the requirements of NEPA, as amended ([42 U.S.C. 4321](#), et seq.), [23 U.S.C. 139](#), CEQ regulations implementing NEPA ([40 CFR 1500-1508](#)), FHWA regulations implementing NEPA ([23 CFR 771.101-771.139](#)), and applicable federal, state, and local laws and regulations.

Planning products may be adopted or incorporated by reference by an agency conducting an environmental review (e.g., an Environmental Assessment [EA], Environmental Impact Statement [EIS], or other documentation) to meet NEPA requirements if (1) the legal conditions for the PEL study are met during the transportation planning product development and (2) the planning products meet PEL authority and NEPA requirements. Section 168 defines planning products to include Purpose and Need statements, preliminary screening of alternatives, elimination of unreasonable alternatives, and other planning decisions and analyses.

What is next for SH-8?

After reviewing crash data, potential new alignments, initial traffic analysis and public input, ITD has redefined the scope of the study needed on State Highway 8 from Moscow to Troy. At this time, the challenges and likely solutions to transportation issues on this highway are less robust than previously anticipated. The department will continue to pursue improving safety and traffic flow on SH-8 but will follow a more efficient process, rather than the PEL process, to determine those solutions.

This new traffic study will utilize all public input and efforts put into the PEL study up to this point and will identify solutions more efficiently, saving taxpayer money. This change will also shorten the timeline the study needs to be completed. ITD will continue to follow the PEL process for U.S. Highway 95 where traffic needs are greater and potential solutions more significant.

ITD will prepare a technical report by spring 2026 detailing potential solutions, which are expected to include smaller-scale improvements like passing lanes, turn lanes and minor realignments for curves. These expected recommendations are more in line with engineering review and public comments that have been received to date. Once the report is complete, ITD will share with stakeholders via email and the project website. In the meantime, stay up to date on this separate study by visiting (insert URL once ready).

Public Event Evaluation Form

Appendix A. Notification Materials

- Postcard
- Newspaper display ad
- News release
- Social media posts
- Emails
- Media coverage

Appendix B. Meeting Materials

- Public Meeting Boards
- Level One Screening Pamphlet
- Contact Card
- Comment Form
- Online Public Meeting PDF

Appendix C. Attendance

- Sign-in Sheets
 - Public Meeting – June 24, 2025
 - Office Hours – June 25, 2025
- Online Meeting Metrics

Appendix D. Public Comments

- Comment Forms (in person or mailed)
- Online Survey Comments
- Emailed Comments