



## US-95 AND SH-8 PALOUSE REGION STUDIES

# JUNE 2025 PUBLIC MEETING SUMMARY

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# Table of Contents

Executive Summary..... 1

    Project Description..... 1

    Public Meeting Overview ..... 1

Meeting Summary..... 2

    In-Person Events..... 2

        Public Meeting: Tuesday, June 24 ..... 2

        Office Hours: Wednesday, June 25..... 3

    Online Component..... 3

        Online Meeting Metrics ..... 3

    Public Meeting Comments..... 4

    Public Meeting Content ..... 5

        Meeting Displays..... 5

        Handouts..... 6

        Demographics ..... 6

Notification ..... 6

    Translation..... 7

    Media Coverage ..... 7

    Other ..... 8

Public Comment Themes ..... 8

    US-95 Study Themes ..... 8

    SH-8 Study Themes ..... 9

Frequently Asked Questions ..... 9

    General Themes ..... 9

    PEL Process and Outreach..... 13

Public Event Evaluation Form..... 15

Appendix A. Notification Materials..... A

Appendix B. Meeting Materials ..... B

Appendix C. Attendance..... C

Appendix D. Public Comments..... D

# 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**.

# 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

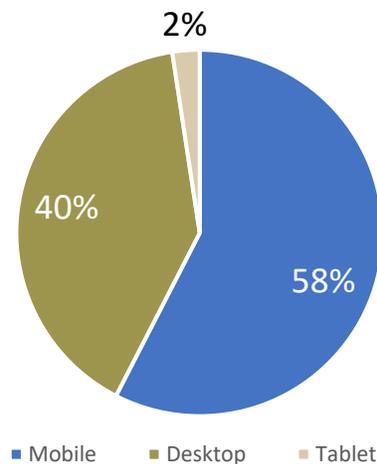
An online public meeting was available beginning June 17 at [www.us95sh8.com](http://www.us95sh8.com). The online experience contained the same information and similar opportunity to submit comments as the in-person event. Alternative text was used for graphics and images posted online.

- Platform: Wix
- Direct link: [www.us95sh8.com](http://www.us95sh8.com)
  - See Appendix B. Meeting Materials to view the online meeting in PDF format
- Online Comment Platforms: Survey123 and [info@us95sh8.com](mailto: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](mailto: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
<b>Total</b>	<b>165</b>

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 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](mailto: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	<a href="#">ITD invites the community to provide input on two planning studies in Latah County</a>
6/10/2025	Gem State Wire	<a href="#">Idaho Transportation Department seeks public input on Latah County planning studies</a>
6/10/2025	Public Now	<a href="#">ITD invites the community to provide input on two planning studies in Latah County</a>
6/11/2025	KOZE	<a href="#">ITD Invites Public to Provide Input on Two Planning Studies in Latah County</a>

Date	Publication	Title / Link to article
6/11/2025	DailyFly	<a href="#">ITD Seeks Input on two Planning Studies in Latah County</a>
6/12/2025	The Lewiston Tribune	<a href="#">Public can give feedback on Latah County highway studies on June 24</a>
6/12/2025	Moscow-Pullman Daily News	<a href="#">Public can give feedback on Latah County highway studies</a>
6/23/2025	DailyFly	<a href="#">ITD Collects Community Feedback for Two Studies in Latah County</a>
6/25/2025	The Lewiston Tribune	<a href="#">Public can help decide future of Moscow, Troy highways</a>
6/25/2025	Moscow-Pullman Daily News	<a href="#">Public can help decide future of Moscow, Troy highways</a>
7/9/2025	The Lewiston Tribune	<a href="#">OPINION: Planning well now for our towns means living well in 2035</a>

## 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 November 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](http://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](https://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](mailto: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](mailto: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 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](http://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 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 overlaid 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](http://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](http://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 tailored process to determine those solutions.

This project will utilize all public input and efforts put into the PEL study up to this point and will identify solutions through a traffic study. 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 the previously presented realignments. 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 [itdprojects.idaho.gov/pages/sh-8-moscow-to-troy-traffic-study](https://itdprojects.idaho.gov/pages/sh-8-moscow-to-troy-traffic-study).

# Public Event Evaluation Form



## Public Event Evaluation

**The below questions should be filled out by the project team after the department hosts a public event. These questions are for internal use and should not be published.**

Were the goals of public involvement met?

How closely did the process follow the public involvement plan?

Were public involvement activities conducted at the appropriate times?

What was the attendance at the event?

How many comments were provided?

How was feedback from the public meeting used or incorporated into the project?

Were any key stakeholder groups missing?

Is further outreach needed at this time?

Are there any strategies the team should implement with further outreach for the project?

How could the department improve for the next event (if applicable)?

## Appendix A. Notification Materials

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

# YOU'RE INVITED

ITD requests your input on transportation concepts and preliminary evaluation results.



JOIN US FOR A  
PUBLIC MEETING

In Person: June 24

Online: June 17 - July 8

*(see other side for details)*



# US-95 & SH-8 Palouse Region Studies

Join us to learn more about potential transportation solutions developed with the help of community input from the April 2024 public meeting. ITD will share findings from the preliminary evaluation and provide an opportunity for feedback, which will continue to be an important part of shaping these studies.



## IN PERSON

- **June 24, 2025**
- Best Western Plus University Inn, Moscow
- Drop in anytime between 4 and 7 p.m.

## ONLINE

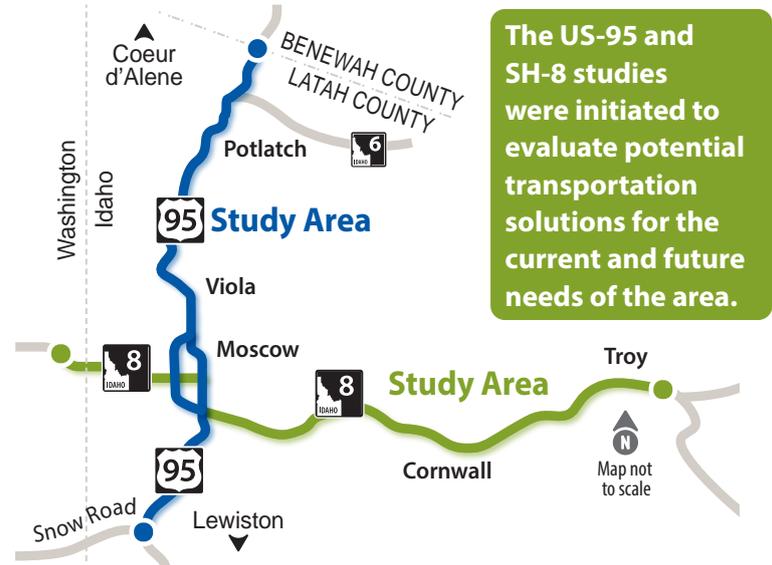
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# Sly Stone, leader of funk revolutionaries, dies at 82

By HILLEL ITALIE  
AP NATIONAL WRITER

NEW YORK — Sly Stone, the revolutionary musician and dynamic showman whose Sly and the Family Stone transformed popular music in the 1960s and '70s and beyond with such hits as "Everyday People," "Stand!" and "Family Affair," died Monday at age 82.

Stone, born Sylvester Stewart, had been in poor health in recent years. His publicist Carleen Donovan said Stone died in Los Angeles surrounded by family after contending with chronic obstructive pulmonary disease and other ailments.

Founded in 1966-67, Sly and the Family Stone was the first major group to include Black and white men and women, and well embodied a time when anything seemed possible — riots and assassinations, communes and love-ins. The singers screeched, chanted, crooned and hollered. The music was a blowout of frantic horns, rapid-fire guitar and locomotive rhythms, a melting pot of jazz, psychedelic rock, doo-wop, soul and the early grooves of funk.

Sly's time on top was brief, roughly from 1968-1971, but profound. No band better captured the gravity-defying euphoria of the Woodstock era or more bravely addressed the crash which followed. From early songs as rousing as their titles — "I Want To Take You Higher," "Stand!" — to the sober aftermath of "Family Affair" and "Runnin' Away," Sly



Associated Press

Rock star Sylvester "Sly" Stone sings and plays in April 1972.

and the Family Stone spoke for a generation whether or not it liked what they had to say.

Stone's group began as a Bay Area sextet featuring Sly on keyboards, Larry Graham on bass; Sly's brother, Freddie, on guitar; sister Rose on vocals; Cynthia Robinson and Jerry Martini horns and Greg Errico on drums. They debuted with the album "A Whole New Thing" and earned the title with their breakthrough single, "Dance to the Music." It hit the top 10 in April 1968, the week the Rev. Martin Luther King was murdered, and helped launch an era

when the polish of Motown and the understatement of Stax suddenly seemed of another time.

Led by Sly Stone, with his leather jumpsuits and goggle shades, mile-wide grin and mile-high Afro, the band dazzled in 1969 at the Woodstock festival and set a new pace on the radio. "Everyday People," "I Wanna Take You Higher" and other songs were anthems of community, non-conformity and a brash and hopeful spirit, built around such catchphrases as "different strokes for different folks." The group released five top 10 singles, three of them hitting

No. 1, and three million-selling albums: "Stand!," "There's a Riot Goin' On" and "Greatest Hits."

For a time, countless performers wanted to look and sound like Sly and the Family Stone. The Jackson Five's breakthrough hit, "I Want You Back," and the Temptations' "I Can't Get Next to You" were among the many songs from the late 1960s that mimicked Sly's vocal and instrumental arrangements. Miles Davis' landmark blend of jazz, rock and funk, "Bitches Brew," was inspired in part by Sly, while fellow jazz artist Herbie Hancock even

named a song after him.

"He had a way of talking, moving from playful to earnest at will. He had a look, belts, and hats and jewelry," Questlove wrote in the foreword to Stone's memoir, "Thank You (Falettinme Be Mice Elf Agin)," named for one of his biggest hits and published through Questlove's imprint in 2023. "He was a special case, cooler than everything around him by a factor of infinity."

In 2025, Questlove released the documentary "Sly Lives! (aka The Burden of Black Genius)."

Sly's influence has endured for decades. The top funk artist of the 1970s, Parliament-Funkadelic creator George Clinton, was a Stone disciple. Prince, Rick James and the Black Eyed Peas were among the many performers from the 1980s and after shaped in part by Sly, and countless hip-hop artists have sampled his riffs, from the Beastie Boys to Dr. Dre and Snoop Dogg. A 2005 tribute record included Maroon 5, John Legend and the Roots.

"Sly did so many things so well that he turned my head all the way around," Clinton once wrote. "He could create polished R&B that sounded like it came from an act that had gigged at clubs for years, and then in the next breath he could be as psychedelic as the heaviest rock band."

#### A DREAM DIES, A CAREER BURNS AWAY

By the early '70s, Stone himself was beginning a descent from which he never recovered, driven by the pressures of fame

and the added burden of Black fame. His record company was anxious for more hits, while the Black Panthers were pressing him to drop the white members from his group. After moving from the Bay Area to Los Angeles in 1970, he became increasingly hooked on cocaine and erratic in his behavior. A promised album, "The Incredible and Unpredictable Sly and the Family Stone" ("The most optimistic of all," Rolling Stone reported) never appeared. He became notorious for being late to concerts or not showing up at all, often leaving "other band members waiting backstage for hours wondering whether he was going to show up or not," according to Stone biographer Joel Selvin.

Around the country, separatism and paranoia were setting in. As a turn of the calendar, and as a state of mind, the '60s were over. "The possibility of possibility was leaking out," Stone later explained in his memoir.

On "Thank You (Falettinme Be Mice Elf Agin)," Stone had warned: "Dying young is hard to take/selling out is harder." Late in 1971, he released "There's a Riot Going On," one of the grimmest, most uncompromising records ever to top the album charts. The sound was dense and murky (Sly was among the first musicians to use drum machines), the mood reflective ("Family Affair"), fearful ("Runnin' Away") and despairing: "Time, they say, is the answer — but I don't believe it," Sly sings on "Time."



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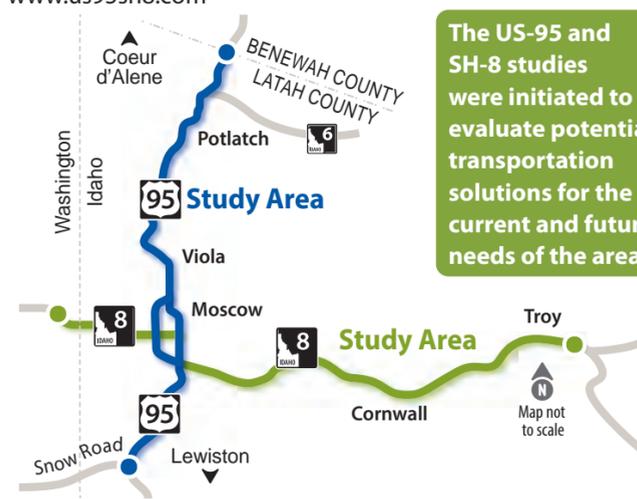
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# Lucas

from Page 1B

to getting right. Things take a while to heal depending on what you injure. It was tough, but I'm still walking. It's not amputated or anything."

Lucas is, in fact, doing more than walking these days, again working as the starting right tackle during OTAs.

"I don't know if anybody's ever really 100% healthy," he said when asked if he feels fully recovered. "I'm playing — that's a good sign."

Under more prodding, Lucas said he feels "night and day" better than last season. "It helps when you're not in a brace and you can actually walk without crutches," he said.

Getting as close to 100% as he can by September would obviously greatly benefit the Seahawks.

Lucas, the 72nd overall pick of the 2022 draft, seemed on his way to being a long-term pillar of the line when he started 16 games as a rookie as Seattle made a surprising run to a wild card playoff spot.

But a knee injury that crept up the following season placed an unexpected hurdle in his career and contributed to significant struggles for the line the past two seasons.

In Lucas' absence the Seahawks were forced to start five other players at right tackle over the past two seasons, including signing 41-year-old Jason Peters out of retirement to get two starts in 2023.

Others who started at right tackle the past two years were: Stone Forsythe (10 starts), Jake Curhan (four), Michael Jerrell (three) and George Fant (two).

Lucas finally returned midway through last season with Seattle going 5-2 in his seven starts before he sat out the final game against the Rams.

Now the hope is he is back for good, teaming with fellow 2022 draftee Charles Cross on the left side to give the Seahawks a reliable set of bookend tackles as they integrate a new offensive scheme emphasizing an outside zone running attack.

The hope also is that scheme of new offensive coordinator Klint Kubiak, which in general calls for more athleticism and quickness from linemen, will prove a better fit for what the team has on hand as the Seahawks look to revive a running attack that last season ranked 28th overall and 17th in yards per attempt at 4.2.

"Just downhill running off the ball, establishing the run," Lucas said of the team's offensive plan for 2025. "I know we had a lot of criticism for that, so moving into this

year, we're looking to really get after it in the run game specifically."

To Lucas, the more important change is one of attitude.

"Everybody wants to run the ball," he said. "But when you come in and it's kind of a non-negotiable that we're running the ball. We put a fullback in the backfield, we're changing it up, we're doing things differently. It's like an old-school mentality with a new-school principle sort of thing. Definitely just looking forward to getting after that."

Asked if that commitment is different from the past few years, Lucas said: "I'll put it like this: we're trying to be elite at very few things, but those few things are what the offense is going to be based around, and that's the run game. We're going to be elite at the run game. That's the philosophy with it. So, it's not some hodgepodge of just a bunch of different stuff we're just throwing in. We're going to be elite at the basics and make sure that they work, so we can do it against anybody."

If the Seahawks can do that, Lucas says the line can be "however good we want to be. We have the right coaching, the right tools. The identity has definitely changed from last year to this year. It's on us as far as we want to take it."

It's a season that looms

as pivotal for the career of the former Archbishop Murphy standout as he enters the final season of his original four-year rookie contract.

Thanks to having earned a proven performance escalator for overall playing time, Lucas will make just over \$3.4 million in 2025, about double what his original contract called for. That accounts for about half of the \$7.3 million overall value of Lucas' four-year deal.

Unless he is signed to an extension, he can become a free agent next March.

Seattle already has exercised a fifth-year option for Cross that guarantees him \$17.56 million in 2026. That means the Seahawks may be content to let Lucas play out the 2025 season and then assess things.

Lucas, though, said any thoughts about his future are not for the present.

"I don't really know too much about how that process works," said Lucas, who has been able to spend this offseason concentrating on strength training and conditioning instead of rehab and said he is weighing in at 325 pounds. "I'm just trying to learn as much as I can in the offense so I can be crystal clear on it and confident in it going into the season this year."

# McCoy

from Page 1B

to generate revenue for the school without sharing said revenue with the athletes.

His suit was combined with two others of similar nature to produce the present House settlement, which introduces a revenue-sharing model in which each school can share up to \$20.5 million with its athletes.

The settlement allows for third-party NIL deals, which have been an official part of college athletics since 2021, to continue.

The five defendant conferences are forming an enforcement arm called the College Sports Commission, which will analyze third-party NIL deals worth \$600 or more to ensure that players are appropriately compensated and are actually offering the third party some sort of service, rather than just being "paid to play."

The settlement also creates roster caps for each sport, adding another dimension for Cougar athletic programs to tackle, including football coach Jimmy Rogers, who is fewer than three months away from his first game. WSU football's roster sits at 114 as of Saturday, nine over the settlement-dictated roster limit of 105.

Boise State athletic director Jeramiah Dickey, whose Broncos will join WSU in the new Pac-12 in 2026, took to X (formerly Twitter) to answer fans' questions, including how much money BSU anticipates paying per year to athletes.

"Won't say yet. Would like to and believe there should be more transparency in (the) industry. It will happen but not right now. Don't want to put us (at) a competitive disadvantage," Dickey wrote in a reply on X. "What I'll say...we do more (with) less than anyone in (the) country and that's a testament to (school administrators and department). Culture is king!"

# Pacers

from Page 1B

History says the Pacers are in control now; in the 41 previous NBA Finals that were tied at a game apiece, the Game 3 winner went on

to hoist the trophy 33 times — an 80.5% clip. Advantage, Pacers.

The Thunder were 61-2 when leading going into the fourth quarter in the regular season. They're 1-2 when leading going into the fourth quarter in this series. Indiana — at

home in an NBA Finals game for the first time in 25 years — simply owned the final 12 minutes.

Indiana outscored OKC 32-18 in the fourth, holding the Thunder to 35% shooting with the game and control of the series on the line.

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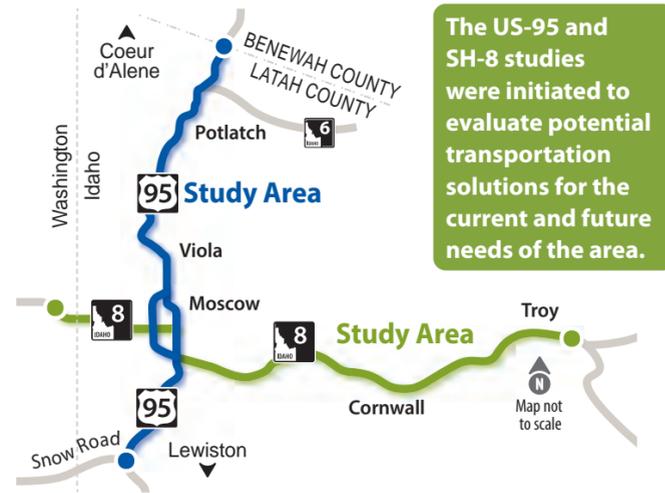
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**Up Front**

from Page 1A

who feel like joining in. There's always a band playing loud music, plus women in traditional dress carrying baskets of flowers and religious symbols on their heads — and sometimes papier-mâché turkeys, which represent abundance and prosperity. Giant bride-and-groom puppets and huge spinning balls lead the way, and there's usually one or two hairy, jester-like characters somewhere in the mix, dispensing booze to anyone in need.

Calendas are, as one person told me, “peak Oaxaca.” Think New Orleans Mardi Gras parade meets Caribbean conga line. They're a riotous, iconic celebration that captures all the joy, diversity and magic of this intriguing city.

Located in southern Mexico, adjacent to the Pacific Ocean, the state of Oaxaca is one of the poorest areas in Mexico. In Oaxaca de Juarez, the capital and largest city in the state, the average wage is about \$400 per month, and it's much less in the smaller, outlying villages.

Oaxaca (pronounced wah-HA-ka) has an extremely varied landscapes, featuring everything from tropical jungles to deserts, high mountain pine forests, beaches and coastal plains.

That diversity is reflected in its flora and fauna: Although it's only about a third the size of Idaho, almost 750 species of birds have been recorded there — nearly as many as in the United States



William L. Spence/For the Lewiston Tribune

**Templo de Santo Domingo de Guzmán in Oaxaca, Mexico, is where wedding celebrations known as “calenda” start, but the party continues to other parts of town.**

and Canada combined — as well as more than 10,000 species of plants.

The human population is equally disparate. There are 16 recognized indigenous groups in the state, each with its own customs, culinary and artistic practices, style of dress — and wedding traditions.

For example, Alba Tzatzil Reyes, a 21-year-old language and culture student at the Universidad La Salle Oaxaca, told me the papier-mâché turkeys you see calenda dancers carrying in the city are often live birds in the more traditional parts of the state.

“They release it and everyone has to chase it,” Reyes said.

Similarly, wedding celebrations in Oaxaca's many indigenous communities may include a “baile de los regalos” or “dance of the wedding gifts.” Instead of putting the gifts on

a table or handing the newlyweds an envelop of cash, guests dance their way to the reception while carrying the goods.

And that doesn't just mean blenders or bed linens. You may see some old guy with an actual bed or refrigerator strapped to his back, bopping to the music.

“It's very traditional, but very regional,” Reyes said.

It's also normal to ply guests with more food than they can possibly eat. She's been to weddings where the bride's family or godparents hand out bags and plastic containers, so people can load up on the goodies.

“When you go to a wedding, you don't go home empty-handed,” Reyes said.

This concept of sharing and public celebration is found throughout Oaxaca, in all walks of life.

For example, there are more than 550 municipalities in Oaxaca — far more than in any other Mexican state — and most are governed by a system of “usos y costumbres” or traditional community-based rules and decisions.

Every family in a village is expected to take part in the community assembly, which is where decisions are made about everything from security to infrastructure projects. They're also expected to donate their time or money to help complete those projects.

“The assembly is a way for people to represent their community,” Reyes said. “It's not about who has the most or who wins (an election). It's about growing strong and staying healthy as a community.”

This idea of doing things for your community starts at a young age. Children are expected to help sweep and clean their school, and their parents are expected to help paint it once a year. Adults are also expected to help at the polls on Election Day, similar to Americans doing jury duty.

Weddings and calendas may be a more enjoyable form of participation, Reyes said, but they're part of this same approach to strengthening social bonds.

A calenda “isn't just my celebration,” she said. “It's part of our social life and community building. It's bringing two families together and making our social bonds stronger.”

**Spence covered government and politics for the Lewiston Tribune for 14 years before retiring at the end of 2022. He recently spent two months in Oaxaca.**

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**MOSCOW DAILY NEWS**

# Latah County magistrate judge vacancy in Moscow draws eight candidates

MOSCOW-PULLMAN DAILY NEWS

Eight candidates have applied to become the next Latah County magistrate judge in Moscow.

According to a Monday news release from the 2nd Judicial District Court, the applicants include:

- Reed Brevig, city of Moscow prosecutor.
  - Aaron Freudenthal, Benewah County chief deputy prosecutor in St. Maries.
  - Sandra Lockett, Moscow attorney.
  - Zach Pall, Lewis County prosecutor in Nezperce.
  - Kelley Porter, Nez Perce County senior judicial staff attorney in Lewiston.
  - Sunil Ramalingam, Nez Perce County magistrate judge in Lewiston.
  - Donald Terry, State of Idaho Public Defender's Office trial attorney in Sandpoint.
  - Erin Tomlinson, Moscow attorney.
- The Idaho State Supreme Court is surveying attorneys June 10-30. During that time, a public comment

period will be available until July 7. Forms are available for county courthouses in the 2nd Judicial District at [sjdc.isc.idaho.gov](http://sjdc.isc.idaho.gov).

The Magistrates Commission of the 2nd Judicial District will identify contestants to be interviewed on July 21 in Latah County before making an appointment. Members of the public may attend the interviews.

The vacancy was created when Idaho Gov. Brad Little appointed former Magistrate Judge Megan Marshall to the Latah County 2nd Judicial District bench in May. Marshall had held the role since 2018, who succeeded retired Latah County District Judge John Judge.

For more information on the position or candidates, contact the trial court administrator by mail at PO Box 896, Lewiston ID 83501, phone at (208) 799-3077, fax at (888) 789-3193 or email at [d2tca@idcourts.gov](mailto:d2tca@idcourts.gov).

# New fire station, police station and expanded library planned for Pullman

By EMILY PEARCE  
MOSCOW-PULLMAN DAILY NEWS

Plans to construct a new fire station and police station and to remodel the Neill Public Library were approved by the Pullman City Council.

The city's Capital Improvement Program was accepted by councilors during Tuesday night's regular meeting. The council also accepted a nearly \$1 million donation to develop a memory garden at the Lawson Gardens.

The program provides an overview of multiple projects across city departments within a six-year period, detailing specific community needs and costs associated with improvements, according to documents attached to the meeting agenda. The plan is reviewed and updated annually by officials during its timespan.

The documents include the yearslong effort to construct a third Pullman Fire Department station on Washington State University's campus. The addition would reduce emergency response times to Pullman's northeast quadrant and support the town's growing population.

Pullman voters approved a \$10.5 million bond and property tax increase in 2018 for the station. This included \$500,000 designated to acquire land.

The project is anticipated to cost a total of \$11 million, including \$9.5 million for construction, \$950,000 for new



Elinor McCloskey shows off a plaque of appreciation she received from the Palouse Land Trust and the city of Pullman for her 2016 gift of land near Sunnyside Park.

equipment and \$550,000 dedicated to planning and design. It's noted in the documents that WSU would share costs to build the facility.

Construction is expected to begin in 2028. The documents didn't provide a budget for land acquisition as the location is still being finalized.

A new Pullman Police Department facility was also outlined in the program.

The documents say its current building's yearly maintenance expenses may soon exceed costs for a new site. The department has also outgrown its space. Detective offices have moved into the old city hall building in downtown.

The project would cost a total of \$10 million, \$9 million expected

for construction and \$920,000 for planning and design. The documents indicate a Pullman voter-approved bond may be needed to help finance the venture.

A location hasn't been determined for the facility that's anticipated to be constructed in 2028.

The program also calls for remodeling the Neill Public Library. The more than 30-year-old building has a variety of needs to be addressed like an outdated HVAC system, frequent roof leaks, limited storage space and heightened demand for services, the documents say.

Since the library was last updated in 2004, Pullman's population has grown by 26%. The documents also state that the library's program attendance has grown 62% since 2019 and material

circulation has increased by 41% since 2004.

The rebuild is expected to cost nearly \$8.4 million, with \$7 million devoted to construction and \$1.3 million for planning and design, according to the documents. Several grant opportunities are available at the local, state and federal level. A primary opportunity is the Washington Library Capital Improvement Program, however these funds are under review during the state budget process.

The documents say construction could begin in 2028.

The council also accepted a \$900,000 donation from longtime Pullman resident Elinor McCloskey to create a memory garden at the Lawson Gardens located at Pioneer Hill.

City Parks and Facilities Director Kurt Dahmen said a memory garden is designed for people with Alzheimer's disease and dementia with the goal of lending therapeutic benefits, sparking interest and providing a place for peace.

Sue Hinz, former Pullman city councilor, mentioned this is the second gift McCloskey has given the city. In 2016, McCloskey donated an acre of land near Sunnyside Park that remains in its natural state in efforts to help conserve the Palouse prairie.

"Thank you very much," Pullman Mayor Francis Benjamin said to McCloskey. "All of us have family members this is going to impact."

Pearce can be reached at [epearce@dnews.com](mailto:epearce@dnews.com).

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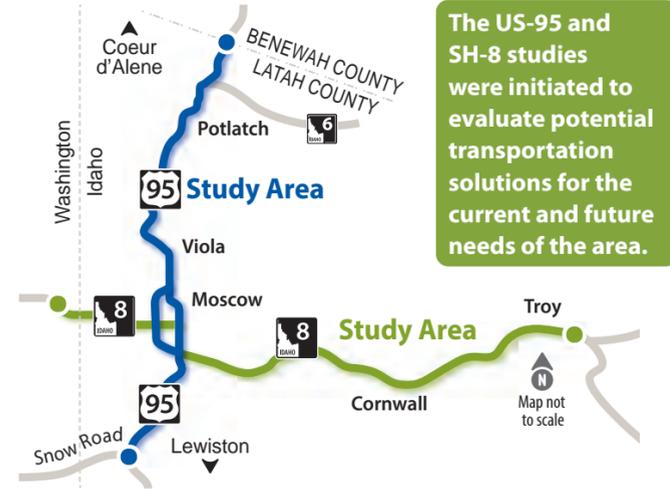
Please join us in person or review the meeting information online. This meeting will be an opportunity to learn more about transportation concepts developed with public input and engineering best practices and provide feedback to help ITD refine evaluation criteria.

### IN PERSON

**June 24, 2025**  
Best Western Plus University Inn, Moscow  
Drop in anytime between 4 and 7 p.m.

### ONLINE

**June 17 - July 8, 2025**  
An overview of the studies and a survey will be available online [www.us95sh8.com](http://www.us95sh8.com)



**Questions?** Please email us at [info@us95sh8.com](mailto:info@us95sh8.com) or call 208-799-4218.

Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto: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.



## ISP arrests male allegedly holding woman against her will

Police say female entered a local business and informed a cashier she needed help

LEWISTON TRIBUNE

The Idaho State Police, working with other law enforcement agencies, arrested a male suspect in the Kamiah area Tuesday on unstated charges related to a female being held against her will.

According to a state police news release, the Lewis County Sheriff's Office learned early Tuesday of a female who

entered a local business and informed a cashier she needed help.

An ISP trooper in the area located the person and provided her advice on how to escape what she described as a dangerous situation.

According to the news release, the person reported she was drugged and taken from Oregon to Idaho, and was being held by a man who lives in the area. Police used the information she provided, combined with further information gleaned from a quick investigation, to develop probable cause. An ISP SWAT team

arrested the suspect without incident. The Idaho and Lewis county sheriff offices participated in the operation.

"This was a strong example of what can happen when agencies work together quickly and effectively," said ISP Lieutenant Darren Gilbertson in the news release. "The safety of the victim was our top priority, and we're proud of how all the involved personnel responded. Our investigation continues."

The agency did not release the suspect's name or say what he is being charged with.

# Palouse Senior Fair

## LIVE BETTER, AGE SMARTER

Whether you're a senior, a caregiver, or just planning ahead—you'll find:

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2025

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MOSCOW-PULLMAN DAILY NEWS

Thurs  
July  
17th

10am-3pm

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Moscow  
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Free Admission

PALOUSE PLACE

Event Questions – Kylie Alford • [kalford@studio1892.com](mailto:kalford@studio1892.com) • 208.848.2292



## ITD invites the community to provide input on two planning studies in Latah County

Posted on June 10, 2025 by Mark Pfeifer



The Idaho Transportation Department invites community members to attend an upcoming public meeting on Tuesday, June 24, to learn more about and provide input on two transportation studies underway in Latah County: the U.S. Highway 95 Palouse Region Study, between Snow Road and the Latah/Benewah county line, and the State Highway 8 Palouse Region Study, between the Washington state line and Troy.

With current traffic volumes and anticipated growth in the area, both studies were initiated in 2023 to guide future investments to improve safety, mobility, and economic opportunity throughout the region. The first steps included identifying transportation needs, environmental and growth considerations, and community goals. From those findings, including the community feedback from the April 2024 public meetings, each study team developed concepts for potential transportation solutions, and the preliminary evaluation results are now ready for community input.

“Public involvement is an important part of the decision-making process and will contribute to the success of these studies,” Project Manager Janet Zarate said. “With the range of concepts available, we look forward to hearing from the community as the feedback helps develop sustainable solutions for transportation in the Palouse Region.”

Opportunities to participate in the public meeting are available both in person and online. Both experiences will include the same information and chances for feedback:

In Person: Tuesday, June 24, drop in anytime between 4 and 7 p.m., Best Western University Inn, Moscow

Online: Available June 17 through July 8 at [us95sh8.com](https://us95sh8.com)

ITD will use this community input as the studies move through the concept evaluation process. Another series of public meetings to share those advancements is anticipated through 2026.

More information about the studies is available at [itdprojects.idaho.gov/pages/sh8-us95-pel](https://itdprojects.idaho.gov/pages/sh8-us95-pel).

## RELATED POSTS

FEATURED NORTH-CENTRAL

### ITD INVITES THE COMMUNITY TO PROVIDE INPUT ON TWO PLANNING STUDIES IN LATAH COUNTY

---

### HOW WORKFORCE DEVELOPMENT EQUIPMENT TRAINING IS SHAPING ITD'S FUTURE

---

FEATURED SOUTHWEST WORK ZONE

### REPAIRS TO LAST YEAR'S CHIPSEAL ON CHINDEN START TONIGHT

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DMV FEATURED

### IDAHO DMV IS MAKING IT EASIER FOR RESIDENTS IN CLEARWATER COUNTY TO OBTAIN A STAR CARD

---

FEATURED SOUTHWEST

### I-84 WILL CLOSE TUESDAY AND WEDNESDAY NIGHTS AT THE KARCHER INTERCHANGE

## Social Media Posts

June 17, 2025 – Public Meeting Invitation



**Idaho Transportation Department** ✓

June 17 · 🌐



🚗 **\*\*Public Meeting Invite: Join us on June 24!\*\*** 🇺🇸

We are excited to share updates on the US-95 and SH-8 Palouse Region Studies with you on June 24! Your participation is highly valued - let's work together to shape the future of our region's transportation. 🌟

Date: June 24, drop in anytime between 4 and 7 p.m.

Location: Best Western University Inn, Moscow

You can view study updates and submit feedback online by July 8: [www.us95sh8.com](http://www.us95sh8.com). Your insights are important and will continue to be a key part of shaping these studies.

See you there! 🙌💬



13

2 shares

June 23, 2025 – Public Meeting Invitation Reminder



Idaho Transportation Department

June 23 · 🌐



🚗 **\*\*Reminder: Public Meeting Tomorrow\*\*** 🇺🇸

Join us on June 24 to discuss the US-95 and SH-8 Palouse Region Studies.

When: Drop in between 4 and 7 p.m.

Where: Best Western University Inn, Moscow

You can also view info and give feedback online by July 8: [www.us95sh8.com](http://www.us95sh8.com).



👍 16

1 comment 5 shares

July 1, 2025 – Reminder to Provide Comments



Idaho Transportation Department

July 1 at 12:50 PM · 🌐



🚗 \*\*REMINDER: One week left to provide comments!\*\* 🌲

We want to extend our thanks to everyone who attended the US-95 and SH-8 Palouse Region Studies public meeting on June 24 and participated online. Your involvement is crucial and highly valued.

If you haven't submitted comments, please visit [www.us95sh8.com](http://www.us95sh8.com) and share your thoughts by July 8.

For any questions, email [info@us95sh8.com](mailto:info@us95sh8.com). Let's continue working together to create a better transportation future for our community! 🌞



11

2 comments 2 shares



# US-95 & SH-8 PALOUSE REGION STUDIES

## You're Invited

The Idaho Transportation Department requests your input on transportation concepts and preliminary evaluation results.

ITD is hosting a public meeting on June 24, 2025, to share updates on the US-95 and SH-8 Palouse Region Studies.

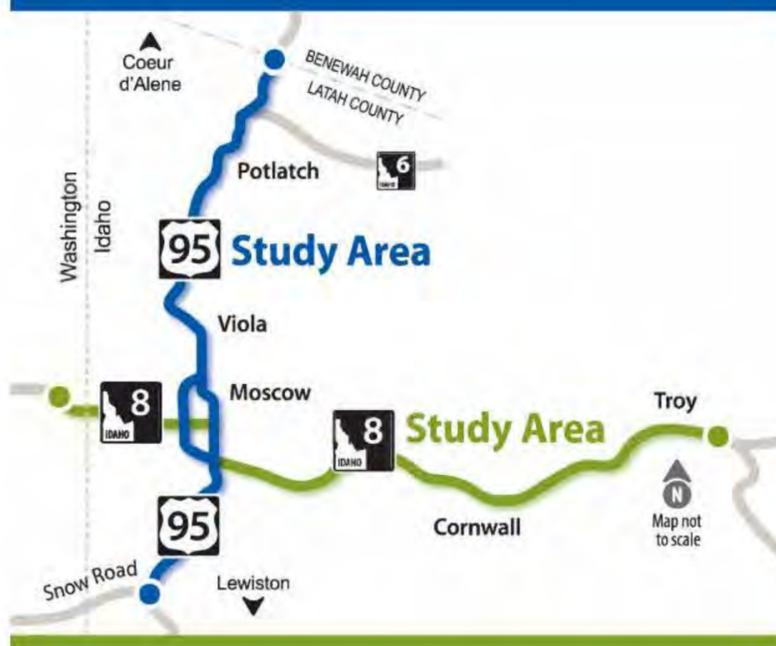
The study teams reviewed input from the April 2024 public meeting, examined community and regional planning documents, and applied engineering best practices to develop concepts for transportation improvements. Using evaluation criteria strengthened through public outreach, the teams have completed the initial round of multiple screenings for the concepts.

Please join us to learn more and give feedback that will continue to be an important part of shaping these studies:

- Tuesday, June 24, 2025
- Drop in anytime between 4 and 7 p.m. Pacific Time
- Best Western Plus University Inn (1516 West Pullman Rd, Moscow)

Have summer plans the night of the main event? There are two other opportunities to participate:

- **Online (starting June 17):** Visit the website for a self-guided option, where you can view the same information and submit comments on your own time before July 8: [us95sh8.com](https://us95sh8.com)
- **Office hours:** Call 208-871-7104 or email [info@us95sh8.com](mailto:info@us95sh8.com) to reserve a time on June 25 to speak one-on-one or in small groups with the study teams.



Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto: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.

For more details please visit:  
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Reach us by email:  
[info@us95sh8.com](mailto:info@us95sh8.com)



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# US-95 & SH-8 PALOUSE REGION STUDIES

## Reminder: You're Invited

Join us tomorrow for the US-95 and SH-8 Palouse Region Studies public meeting!

- Tuesday, June 24 from 4 to 7 p.m. PT (drop in anytime)
- Best Western Plus University Inn (1516 West Pullman Rd, Moscow)

**Busy tomorrow? We've got you covered.** Visit the website for a self-guided option, where you can view the same information and submit comments before July 8: [us95sh8.com](http://us95sh8.com).

The study teams will be hosting office hours on June 25 between 9 a.m. and 2 p.m. If you'd like to speak with them in more detail, call 208-871-7104 or email [info@us95sh8.com](mailto:info@us95sh8.com) to reserve a time.



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# US-95 & SH-8 PALOUSE REGION STUDIES

## REMINDER: One more week to submit comments!

Thank you to everyone who attended the public meeting on June 24 and participated online. Your involvement in this process is both important and highly valued.

If you haven't commented yet, please consider reviewing the information and sending us your feedback by July 8: [us95sh8.com](http://us95sh8.com).

[Online Public Meeting](#)

While there will be future opportunities to submit input, right now is an opportunity to comment on preliminary concepts and screening criteria for future phases of evaluation.



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[https://www.bigcountrynewsconnection.com/idaho/itd-invites-the-community-to-provide-input-on-two-planning-studies-in-latah-county/article\\_a399bde3-4a6f-4cd7-856f-d71d60fd00b4.html](https://www.bigcountrynewsconnection.com/idaho/itd-invites-the-community-to-provide-input-on-two-planning-studies-in-latah-county/article_a399bde3-4a6f-4cd7-856f-d71d60fd00b4.html)

FEATURED

## ITD invites the community to provide input on two planning studies in Latah County

Darlene Lambert  
Jun 10, 2025



MOSCOW – The Idaho Transportation Department invites community members to attend an upcoming public meeting on Tuesday, June 24, to learn more about and provide input on two transportation studies underway in Latah County: the U.S. Highway 95 Palouse Region Study, between Snow Road and the Latah/Benewah county line, and the State Highway 8 Palouse Region Study, between the Washington state line and Troy.

With current traffic volumes and anticipated growth in the area, both studies were initiated in 2023 to guide future investments to improve safety, mobility, and economic opportunity throughout the region. The first steps included identifying transportation needs, environmental and growth considerations, and community goals. From those findings, including the community feedback from the April 2024 public meetings, each study team developed concepts for potential transportation solutions, and the preliminary evaluation results are now ready for community input.

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More information about the studies is available at [itdprojects.idaho.gov/pages/sh8-us95-pel](https://itdprojects.idaho.gov/pages/sh8-us95-pel).

## Idaho Transportation Department seeks public input on Latah County planning studies

LOCAL GOVERNMENT



Brenda Williams, Chief Innovation Experience Officer | Idaho Transportation Department

By **Gem State Wire**

Jun 10, 2025

The Idaho Transportation Department (ITD) is seeking community input on two transportation studies in Latah County. A public meeting is scheduled for Tuesday, June 24, where residents can learn about and provide feedback on the U.S. Highway 95 Palouse Region Study and the State Highway 8 Palouse Region Study.

These studies were initiated in 2023 due to current traffic volumes and expected growth in the area. They aim to guide future investments to enhance safety, mobility, and economic opportunities in the region. Initial steps involved identifying transportation needs, environmental considerations, and community goals. Based on these findings and feedback from April 2024 meetings, study teams have developed concepts for potential solutions. The preliminary evaluation results are now open for community input.

“Public involvement is an important part of the decision-making process and will contribute to the success of these studies,” said Project Manager Janet Zarate. “With the range of concepts available, we look forward to hearing from the community as the feedback helps develop sustainable solutions for transportation in the Palouse Region.”

The public meeting offers both in-person and online participation options. In-person attendees can visit Best Western University Inn in Moscow anytime between 4 p.m. and 7 p.m. on June 24. Online participation will be available from June 17 through July 8 at [us95sh8.com](https://us95sh8.com).

ITD plans to incorporate this input as they progress through the concept evaluation process, with further public meetings anticipated through 2026.

For more information about these studies, visit [itdprojects.idaho.gov/pages/sh8-us95-pel](https://itdprojects.idaho.gov/pages/sh8-us95-pel).

### ORGANIZATIONS IN THIS STORY

[Idaho Transportation Department](#)

# ITD Invites The Community To Provide Input On Two Planning Studies In Latah County

6/10/2025

Mark Pfeifer  
ITD Communication  
208-799-4305  
mark.pfeifer@itd.idaho.gov

## ITD invites the community to provide input on two planning studies in Latah County

MOSCOW-The Idaho Transportation Department invites community members to attend an upcoming public meeting on Tuesday, June 24, to learn more about and provide input on two transportation studies underway in Latah County: the U.S. Highway 95 Palouse Region Study, between Snow Road and the Latah/Benewah county line, and the State Highway 8 Palouse Region Study, between the Washington state line and Troy.

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###

# ITD Invites Public to Provide Input on Two Planning Studies in Latah County

June 11, 2025 Idaho Transportation Department, Latah County, News, Traffic, Transportation, Travel



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Tags: [ITD Planning Study](#)



## ITD Collects Community Feedback For Two Studies in Latah County

Cooper McCauley - Pullman Radio News | June 23, 2025 | Local News



MOSCOW, ID – The Idaho Transportation Department is inviting community members to attend an upcoming public meeting to learn more about two ongoing studies in Latah County and provide feedback on them.

The meeting on Tuesday, June 24, will go through the details of the US Highway 95 Palouse Region Study, between Snow Road and the Latah/Benewah county line, and the State Highway 8 Palouse Region Study, between the Washington state line and Troy.

Both studies were launched in 2023 to guide future investments in the area and meet growing transportation needs.

Community members are invited to attend the in-person presentation between 4:00 and 7:00 pm at the Best Western University Inn in Moscow.

“Public involvement is an important part of the decision-making process and will contribute to the success of these studies,” Project Manager Janet Zarate said. “With the range of concepts available, we look forward to hearing from the community as the feedback helps develop sustainable solutions for transportation in the Palouse Region.”

More information on the studies is available [here](#).



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## Appendix B. Meeting Materials

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



# WELCOME

## US-95 and SH-8 Palouse Region Studies

### The purpose of this meeting is to:

- Provide an overview of each study
- Share concepts and findings as we begin the evaluation process
- Ask for your input on the criteria that will be used in the next phase of evaluation



[www.us95sh8.com](http://www.us95sh8.com)

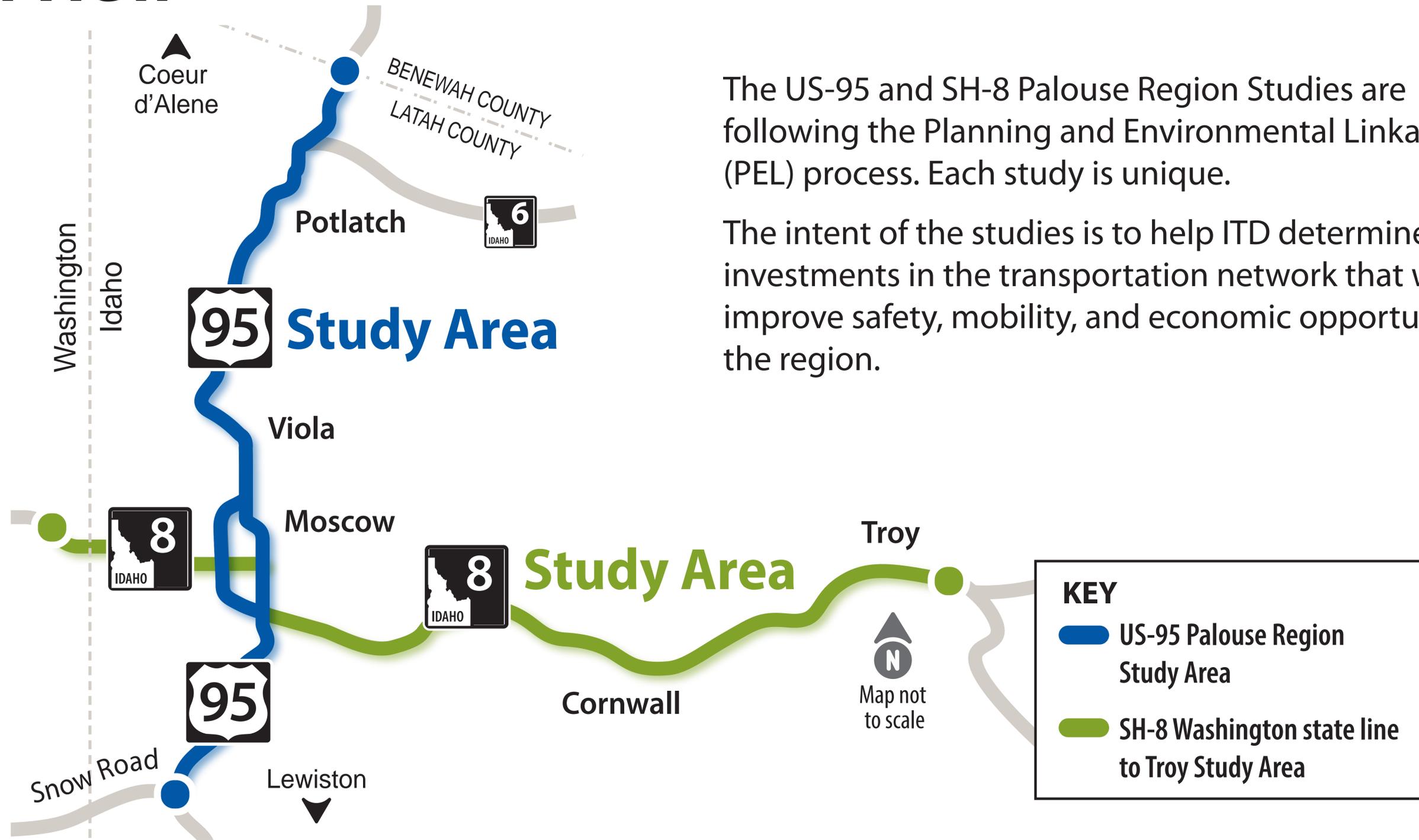
### How to participate:

- Sign in (optional) and pick up a pamphlet
- View displays and maps
- Provide your comments in-person or online (scan QR code)



**We're here to listen, answer your questions, and discuss your ideas.**

# Overview



The US-95 and SH-8 Palouse Region Studies are following the Planning and Environmental Linkages (PEL) process. Each study is unique.

The intent of the studies is to help ITD determine investments in the transportation network that will improve safety, mobility, and economic opportunity in the region.

# An Integrated Approach to Planning

ITD utilizes a collaborative approach to decision-making that links environmental and planning information together with identified transportation needs within the study area. Community feedback is integrated throughout the process.



## Early consideration for public input and planning information

The study team gathers community input early to help determine transportation needs, including:

- Community Values & Perceptions
- Environmental Resource Data
- Traffic & Crash Data
- Existing Community & Regional Plans



## Early environmental planning

The work developed during the US-95 and SH-8 studies can be incorporated into future environmental reviews, such as the National Environmental Policy Act (NEPA) review.



## Multiple alternatives can advance

PEL studies may result in several short- and long-term proposed improvements. Multiple reasonable concepts may advance and will be called alternatives in later phases, which may be funded separately through future projects.

# Schedule

The PEL process is just the first step of many phases. Only the PEL phase is currently funded, and timelines may change.

2023–2027

Planning and Environmental Linkages (PEL) Study & Implementation Plan



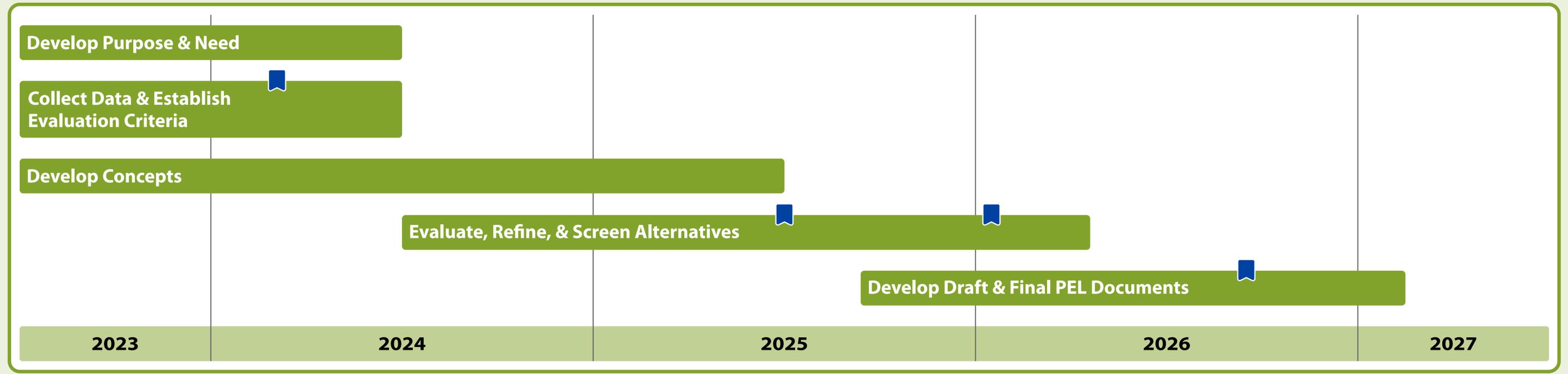
2-3 years  
Preliminary Design  
Environmental Studies (NEPA)  
Decision Making

3-4 years  
Final Engineering Design  
Right of Way Acquisition & Corridor Preservation

To be determined  
Construction

Unfunded

Four Rounds of Working Groups and Public Meetings



# Agency & Community Outreach

## Early and Ongoing Outreach

Input was gathered early in the process and will continue to be gathered throughout the studies:

- Key stakeholder and property owner meetings
- 46 in-depth interviews
- A workshop focused on walking and biking
- Community Working Group (CWG) workshops
- Technical Advisory Committee (TAC) meetings
- Public meetings

In a collaborative role to ITD, the CWG and TAC provide input on study findings. The same findings are presented to the public.

**Feedback from the CWG, the TAC, and the public helps identify community values and a vision for transportation in the area.**

## Community Identification

The regional and local stakeholders and community members include:

- Agencies
- City government
- County and state government
- Education organizations
- Emergency services/health care
- Environmental groups
- Faith-based organizations
- Freight representatives
- Housing/residential/neighborhood associations
- Support health organizations
- Tourism/recreation groups
- Traditional underserved populations, including low-income and minority
- Tribal nations (sovereign entities)

# What We've Heard

## Community Feedback

Community values and ideas for potential solutions are an important part of the process. Feedback provided the basis for each study's Purpose & Need statement and evaluation criteria and allowed the study teams to understand the community's values and concerns. The most frequently mentioned themes by the public were:

### Roadway and Traffic

- Visibility and sight distance
- Sharp curves and turns
- Intersection types
- Lane and shoulder widths
- Turn lanes
- Passing lanes
- Traffic congestion and signage

### Alternative Routes

- Preferences, suggestions, and dislikes

### Active Transportation

- Walking and biking
- State highway crossings

### Integrating Input

Public comments provided the basis for initial concept development. These ideas were later overlaid with engineering best practices and environmental, traffic, safety, and planning data to create concepts.

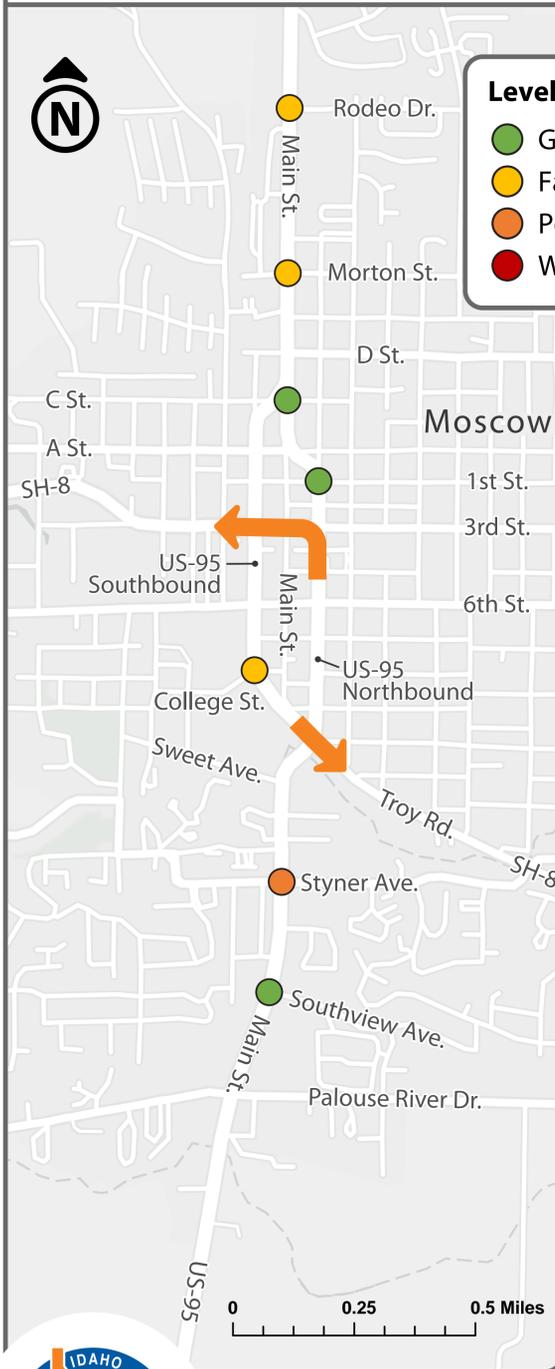
# Environmental Considerations

At each step of the concept development and screening process, we study the potential environmental impacts of the concepts. This initial screening aims to identify significant environmental issues that may arise and determine whether further detailed analysis is necessary. These concerns may require avoidance, minimization, or mitigation, as determined through further environmental review.

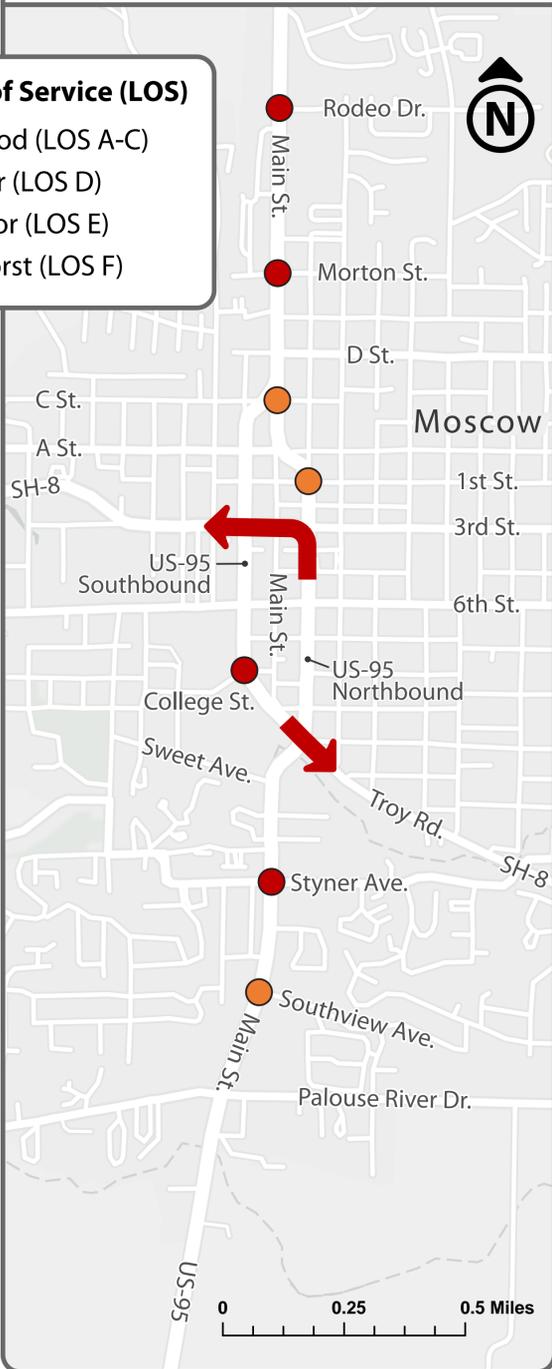
## Environmental Resource Categories

- Transportation resources, including trails and railroads
- Hazardous materials
- Fish and wildlife, including wildlife crashes and corridors
- Palouse prairie remnants and locally important habitats
- Threatened and endangered species, including Spalding's catchfly and essential fish habitat for Chinook Salmon
- Historic properties
- Tribal and public lands, including national forests, trails, University of Idaho campus, and agricultural lands
- Wetlands and waters of the U.S.
- Floodplains
- Additional categories
  - May include cemeteries and substations

### Existing (2023) PM Peak LOS



### Future No Build (2050) PM Peak LOS



**Level of Service (LOS)**

- Good (LOS A-C)
- Fair (LOS D)
- Poor (LOS E)
- Worst (LOS F)

# Traffic Operations: No Build 2050

Most intersections on US-95 in Moscow currently operate at an acceptable level of service (LOS). LOS is graded from A to F. Worsening LOS represents increased delays and wait times. We anticipate some specific intersections and single-lane movements will progress to an unacceptable LOS by 2050, our study design year.

## Non-Signalized Intersections

US-95 traffic flow would remain stable, but movements from side streets onto or across US-95 would experience significant delays at:

- Rodeo Drive
- Morton Street
- C Street
- 1st Street
- Styner Avenue
- Southview Avenue

## Traffic Queuing

The most frequent vehicle movements on US-95 are near capacity and will continue to worsen without improvements:

- Northbound US-95 to westbound Third Street.
- Westbound from Jackson Street (US-95) onto SH-8. Queuing on Jackson Street will cause delays on College Street.

# SH-8 Traffic Operations

Most intersections on the SH-8 corridor between the Washington/Idaho border and Troy operate at an acceptable LOS. By 2050, about a third of the study intersections will deteriorate to an unacceptable LOS.

## Capacity at Signalized Intersections

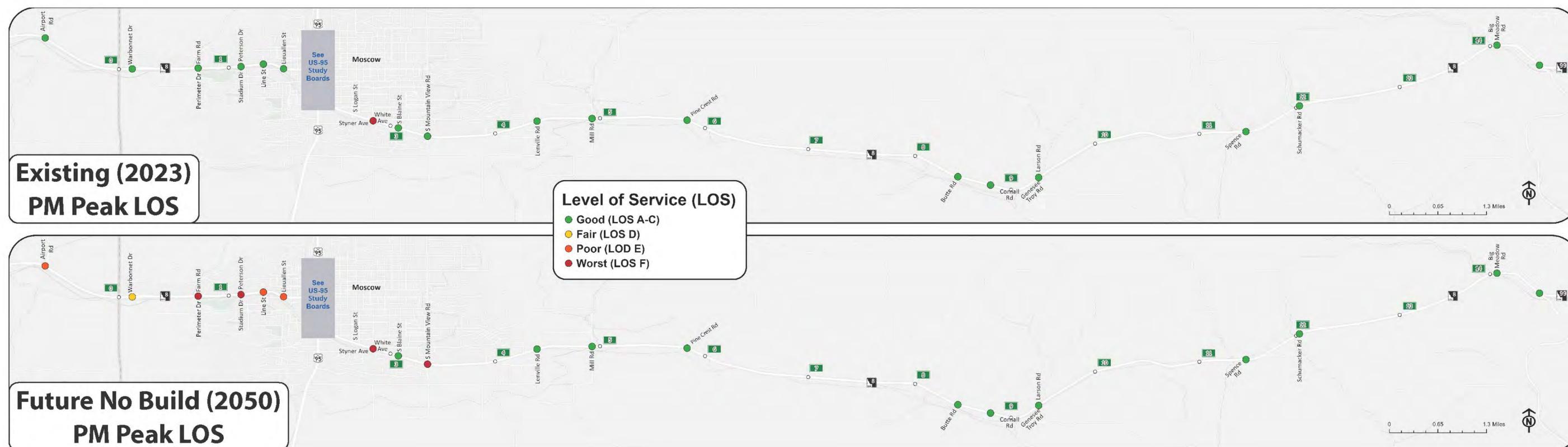
SH-8 traffic demand is anticipated to exceed intersection capacity, leading to significant delays for various turning movements at:

- WA-270 & Airport Road
- SH-8 & Perimeter Drive/Farm Road
- SH-8 & Stadium Drive/Peterson Drive
- SH-8 & Line Street

## Delay at Non-Signalized Intersections

Side street traffic at the following non-signalized SH-8 intersections is anticipated to experience significant delay:

- SH-8 & 3rd Street/Lieuallen Street
- SH-8 & Styner Avenue/White Avenue
- SH-8 & Mountain View Road



# US-95 Vision and Draft Purpose & Need

The Vision and Draft Purpose and Need Statements were reviewed by the CWG, the TAC, and the public in spring 2024, and feedback was incorporated.

## Vision

To determine purposeful investments in the transportation network to improve safety and mobility and serve the communities and regional economic needs.

## Purpose

The purpose of the transportation improvements on US-95 between Snow Road and the Latah/Benewah county line is to enhance quality of life through transportation by:

- **Reducing congestion** through improved travel time reliability
- Continuing to **enhance a regional north-south connection** between Lewiston and Coeur d'Alene as an important element of local and regional commerce
- **Accommodating walking and biking** where appropriate on the U.S. highway system
- **Promoting safety** by addressing geometric and operational deficiencies



## Need

The need for transportation improvements on US-95 between Snow Road and the Latah/Benewah county line is:

- Current and future (2050) **congestion**
- **Inefficient movement of freight and through traffic** on the one-way couplet due to the 25-mph design speed, on-street parking, and sharp turning radii at the intersections of SH-8 and US-95
- Inadequate or **lack of accommodation for travelers walking and biking** to school, work, and shops
- **Geometric and operational deficiencies** on the US-95 corridor, including deficiencies associated with horizontal and vertical curves, substandard grades, narrow shoulders, and passing opportunities

# SH-8 Vision and Draft Purpose & Need

The Vision and Draft Purpose and Need Statements were reviewed by the CWG, the TAC, and the public in spring 2024, and feedback was incorporated.

## Vision

The vision of the SH-8 Washington State Line to Troy Study is to evaluate potential transportation solutions for meeting current and future mobility needs along SH-8 in the City of Moscow and Latah County and identify corridor project priorities that improve safety, mobility, and roadway configuration through a collaborative and inclusive process.

## Purpose

The purpose of the project is to improve safety, reduce traffic congestion and enhance multimodal mobility, where appropriate, on SH-8 between the state line and Troy for 2050.

## Need

Transportation improvements are needed along SH-8 as identified by data and analysis results from the Existing and 2050 No Build Conditions Report (January 2024), Moscow Multi-Modal Transportation Plan (July 2014), Idaho Strategic Highway Safety Plan 2021-2025, 2021 Idaho Highway Safety Improvement Program, and input from the public and local stakeholders. Primary transportation needs are summarized below:

- **Unacceptable traffic congestion and delay** along the SH-8 study corridor based on future travel demand
- **Safety issues** for vehicular, bicycle, and pedestrian travel along the SH-8 study corridor
- **Enhanced bicycle and pedestrian mobility** along and across the SH-8 study corridor



# Defining Concepts

## Ideas

Through interviews, workshops, and public meetings, we heard many ideas for potential solutions. Certain suggestions we've received extend beyond the jurisdiction and authority of ITD. Those ideas are still recorded as part of the study, and we will share those ideas with other parties, which may include local cities, counties, and agencies.

## Concepts

Ideas generated that would solve some of the transportation challenges that fall within ITD's purview were tested with engineering best practices and technical data to create concepts. Simply put, concepts are proposed improvements to a transportation system. For these studies, concepts range from broad to targeted, rural to urban. As we move through each step of the process, concept details will be refined. Multiple reasonable concepts may advance and will be called alternatives if they are recommended at the conclusion of the study.

## Options

Some concepts include multiple options. Think of options like ingredients in a recipe. We mix and match specific options to build a concept. Some options will be included in Level One Screening, but other options may develop as part of Level Two. Options may include: **intersections**, **routes**, and **roadway elements**, such as a turn lane or traffic signal.

# Concept Development Process



## Stakeholder and Public Ideas and Feedback

The community was invited to provide feedback on potential improvements, including their ideas on possible routes for realignment. These were provided through paper and online maps and comment forms.



## Planning Documents

Planning documents compiled during the initial data gathering step were utilized for reference. This includes the ITD Original Corridor Plan, City of Moscow Plans, University of Idaho Long Range Plan, and Latah County, Whitman County, and Washington State Department of Transportation planning documents.



## GIS Route Finding

A geographic information system (GIS) route-finding tool calculated efficient paths for potential corridor concepts, taking into consideration many data sets and geospatial information.



## Applied Engineering Practices

Data was synthesized from the stakeholder and public feedback, planning documents, and GIS route finding, and engineering practices were applied to develop as many viable routes as possible. This included traffic operations analysis, review of crash history and roadway safety, and assessment of existing roadway and intersection geometry. The foundation of this approach identified key locations to begin, end, and/or intersect US-95 and SH-8.

# Concept Evaluation

Evaluation includes several levels of screening that consider the transportation problems, operational context, and surrounding environment. Through screening, the study team will identify reasonable alternative(s) that may progress into the NEPA process.

## Environmental Considerations

To best allocate effort and funding, the study teams will conduct environmental data scans during Level Two Screening. Because of this, many concepts will not have extensive data available in Level One. Feasibility will be assessed on available environmental data.

## Feasibility Considerations

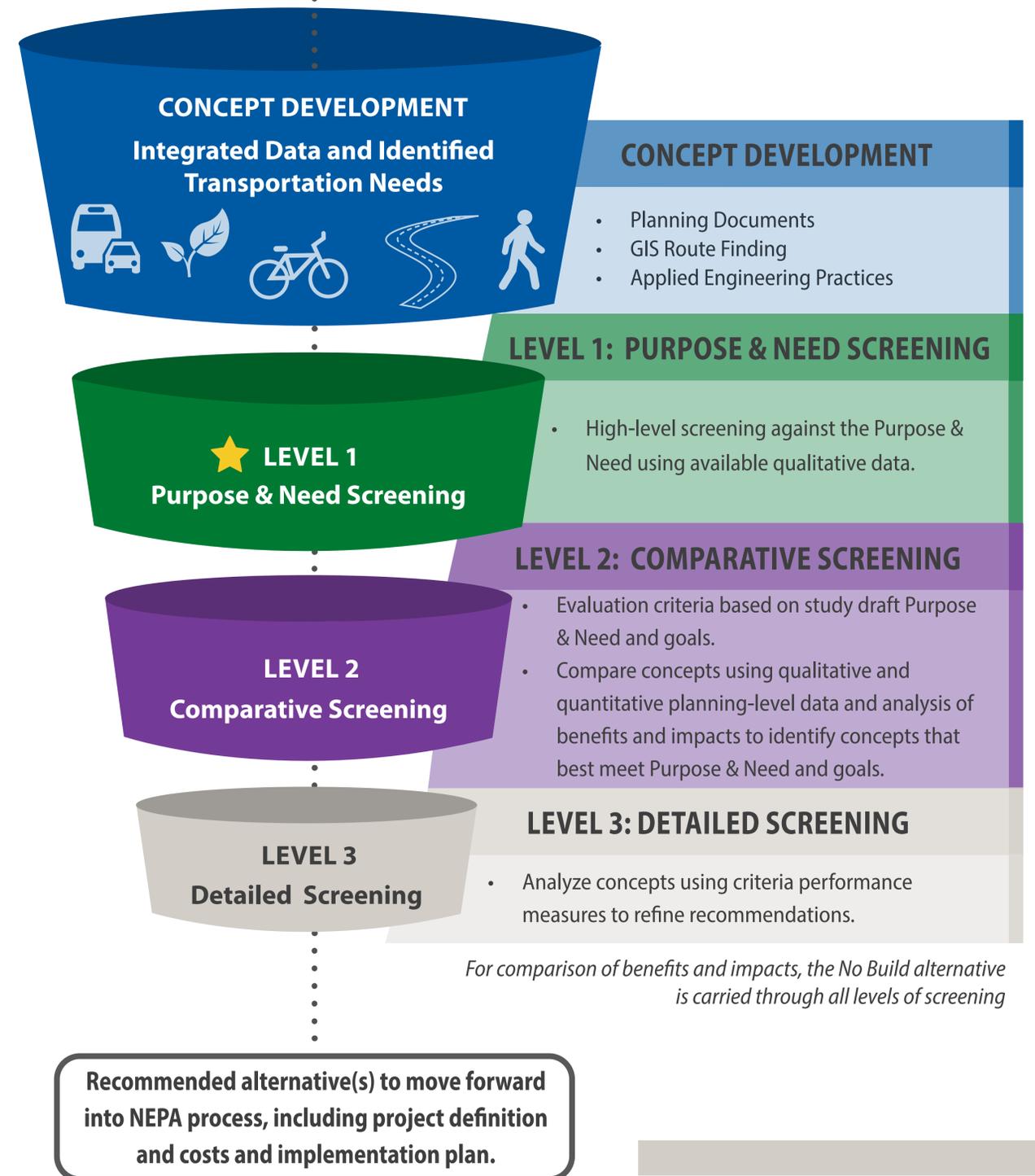
Continuous assessment of feasibility will occur throughout each screening level. This includes consideration for how buildable a concept is, including:

- Constructability and engineering data
- Corridor width and cross section requirements
- Right of way impacts



### CONSIDERATIONS THROUGHOUT DEVELOPMENT AND SCREENING

- Community, Agency, and Tribal Feedback
- Environmental Considerations
- Feasibility
- Study Draft Purpose & Need and Goals



# Screening Process

## Level One

**Screen concepts for reasonability and Purpose & Need using available qualitative data.**

We use generalized land use and planning, geotechnical, roadway engineering, traffic and safety, and environmental data at Level One so we can spend our time and funding wisely. Concepts that do not meet Purpose & Need or with a fatal flaw (an impact or combination of impacts that prohibit a concept from being built) will be eliminated.

## Level Two

**Compare concepts using qualitative and quantitative planning-level data.**

Gather and analyze refined data sets for each concept and option. Establish a means for estimating and comparing how well concepts perform in meeting the study Purpose & Need and goals.

## Level Three

**Analyze concepts using criteria performance measures to refine recommendations.**

Preferred concepts may proceed into further design and environmental review to identify final recommendations. More than one concept may pass through Level Three Screening. Concepts will be called alternatives if they are recommended at the conclusion of this phase.

## Screening Results

Level One will consider reasonability, draft Purpose & Need, and goals, resulting in concepts that are:

- **Carried Forward**
- **Eliminated**
- **Carried Forward as an Element:** These concepts do not fully meet Purpose & Need but will be evaluated as a packaged element of a larger-scale concept.

## On-Alignment Concepts

Improvements would be considered for the current highway system. While the details of specific improvement elements would be refined throughout the process, we want to forecast what is possible for updates on the current roadway system.

### Rural Improvements

- Widening
- Targeted roadway improvements outside Moscow city limits

### Urban Improvements

- Targeted roadway improvements in Moscow
- Standalone improvements for walking and biking

## No Build Concept

### Carried Forward in All Screening Levels

A No Build Alternative is required in NEPA environmental reviews and maintains the existing roadway network, without the proposed project. It serves as the baseline to which other alternatives are compared.

## New Alignment Concepts

New connections and roadways would be considered off the current highway system. Because we build new roads to the latest design standards, many roadway elements would be determined by engineering best practices and technical data at the time of final design and construction.

### New Corridors

- New roadway corridors could be created to address the problems on US-95 and SH-8

### New Routes for Urban Mobility

- These concepts would help roadway users move around and through the Moscow area

# Concept: Rural Widening

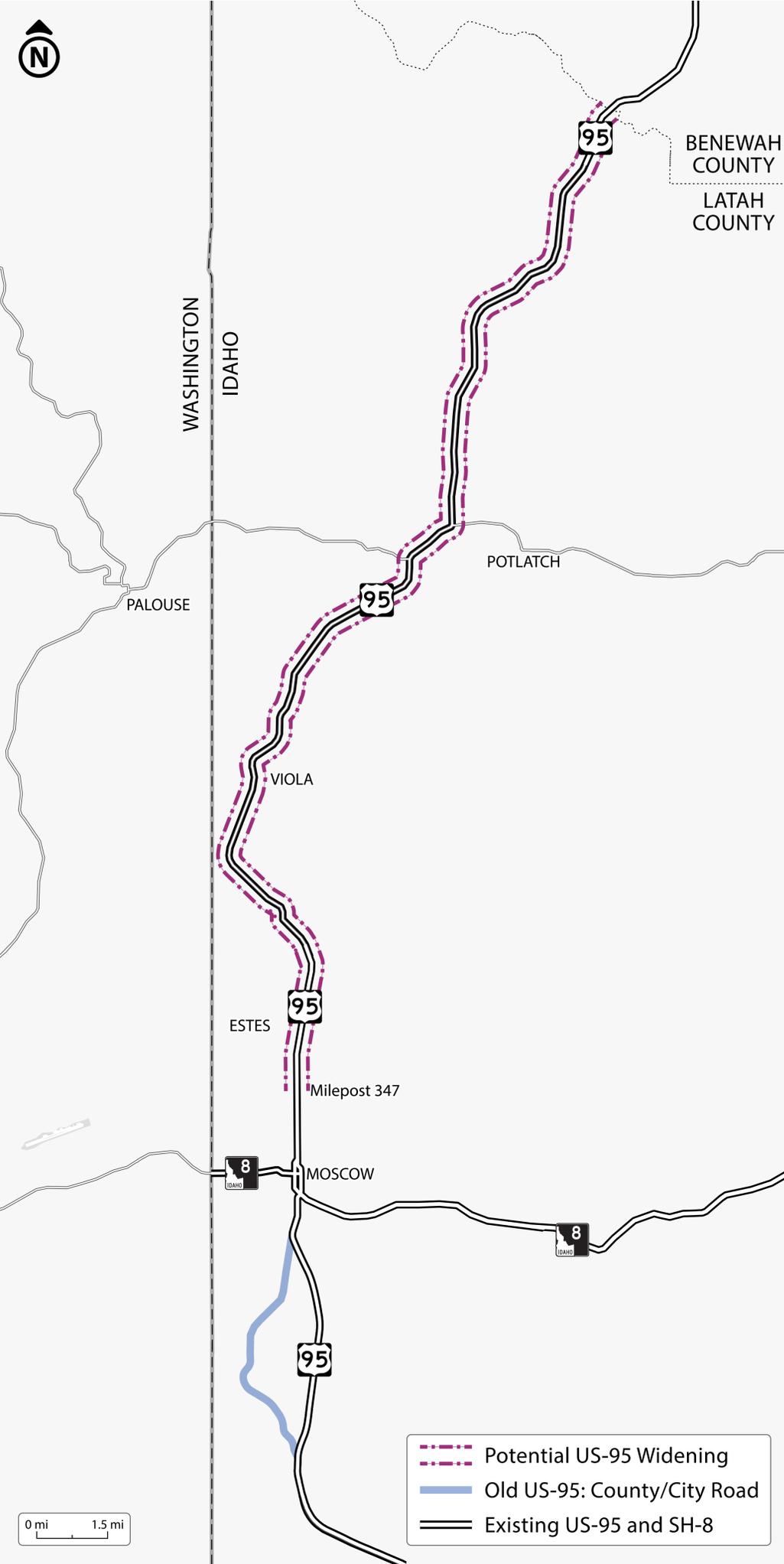
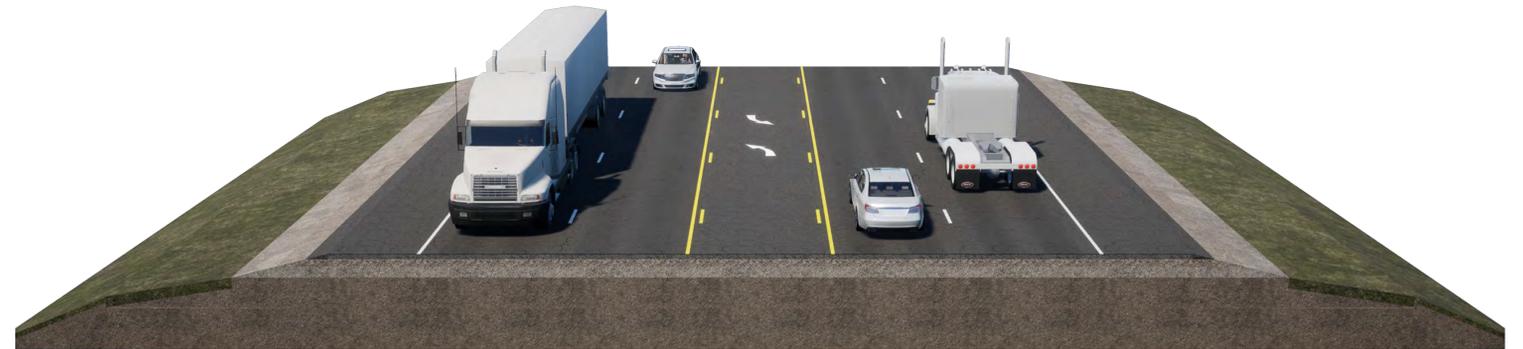
On-Alignment | Widening US-95 outside Moscow on the current highway alignment

Level One Screening Result: **Carried Forward**



## Key Components

Consistent four-lane cross section would be considered on the existing highway system where possible. This would be considered north of Moscow (starting at milepost 347) to the Latah/Benewah county line. Four lanes may be divided (top image) or undivided (bottom image).



*Graphic to the left indicates generalized areas for potential improvements. Exact locations would be refined throughout the study.*

# Concept & Options: Rural Improvements

On-Alignment | Targeted roadway improvements outside Moscow city limits

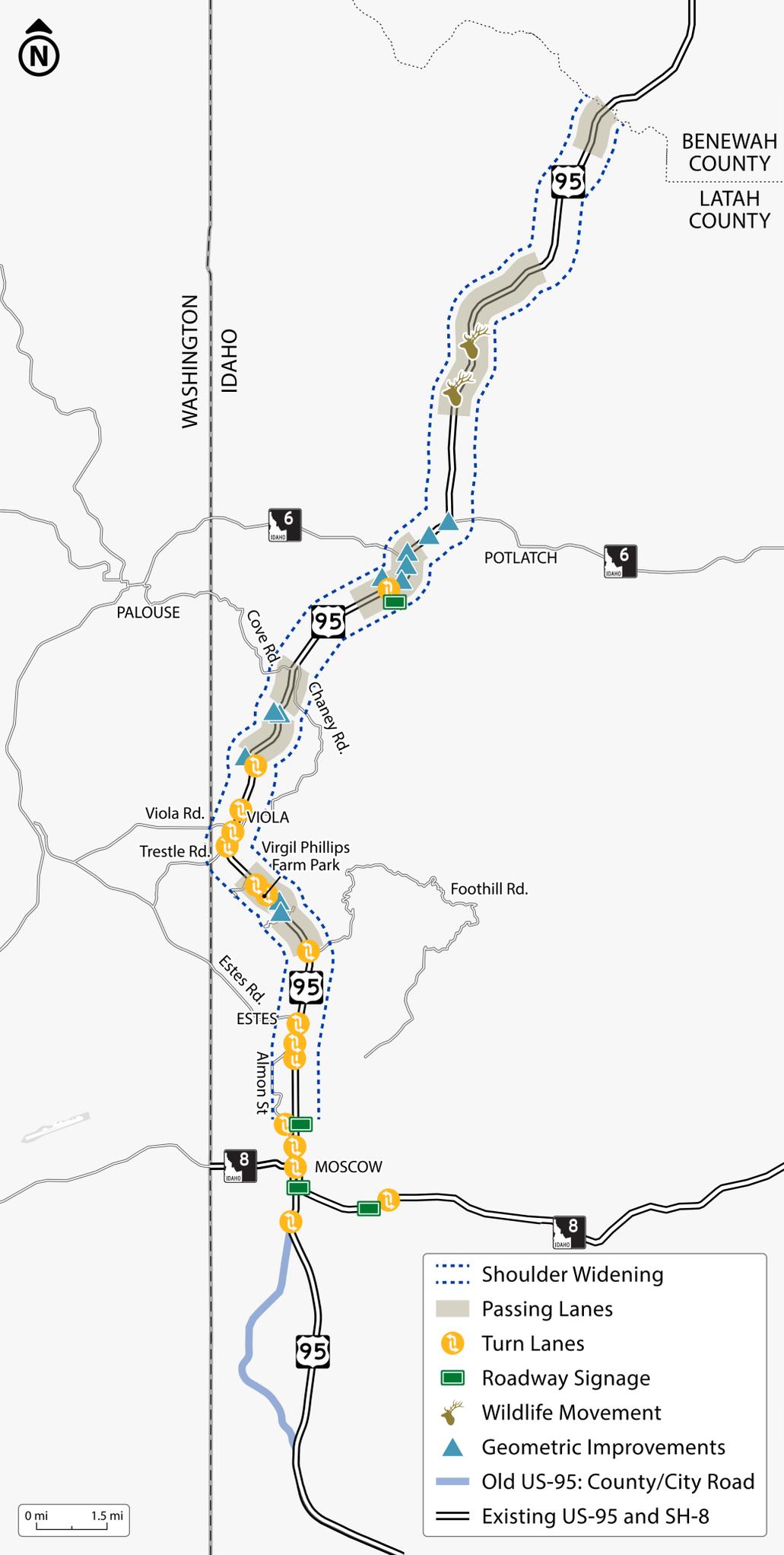
**Level One Screening Result for Each Option:**  
**Carried Forward as an Element**

We considered standalone improvements to the existing roadway.

Each of the following options were carried forward as elements:

- Shoulder Widening
- Passing Lanes
- Turn Lanes
- Roadway Signage
- Wildlife Movement
- Geometric Improvements

*Graphic indicates generalized areas for potential improvements. Exact locations would be refined throughout the study.*



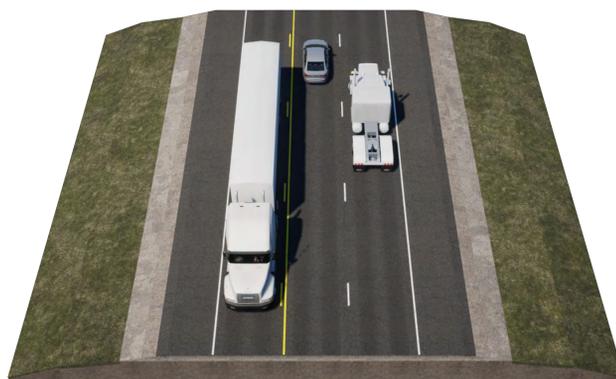
# Details for Concept Options: Rural Improvements

On-Alignment | Targeted roadway improvements outside Moscow city limits

## Passing Lanes

Passing lanes may be considered in rural areas in a variety of configurations as dictated by geography and roadway engineering best practices.

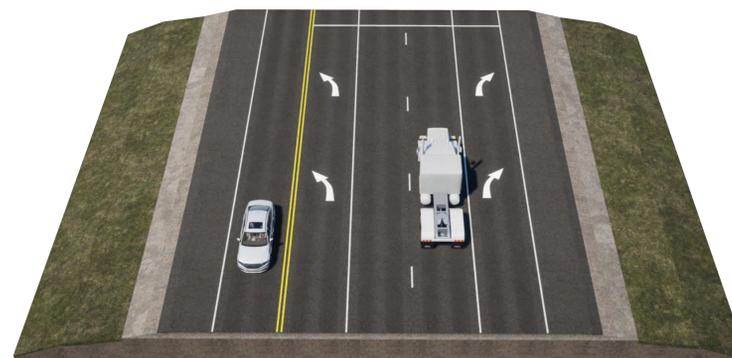
*Graphic is for example purposes only; ITD requires 1.5-2 miles for many passing lanes, and much longer lengths will be considered, dependent on terrain.*



## Turn Lanes

Turn lanes may be added to facilitate heavy traffic movements and improve intersection operations.

*Graphic is for example purposes only; a combination of through lanes and left- and right-turn lanes would be considered.*



## Geometric Improvements

A geometric deficiency is a roadway element that doesn't meet current design standards. These deficiencies may not necessarily indicate higher levels of risk but are rather a way to note the difference in how the road was built in the past and how we would design it today. When we look at upgrading a roadway, we want to consider improving the road to current design standards where it makes sense.

These improvements may address:

- Curves in the road, both vertical and horizontal
- Sight distance

# Concept & Options: Urban Improvements

On-Alignment | Targeted roadway improvements in Moscow

**Option:** Lane Reallocations  
**Level One Screening Result:**  
**Carried Forward**

Some considerations we may look at for lane reallocations include:

- **Parking adjustments**
  - Third Street between Washington Street and Jackson Street could add an additional westbound lane
- **Turn lanes or minor widening**
  - Washington state line to Line Street
  - Jackson Street from Gritman Medical Center through the Washington Street intersection to maximize capacity within the existing roadway



*Graphic above indicates generalized areas for potential improvements. Exact locations would be refined throughout the study.*

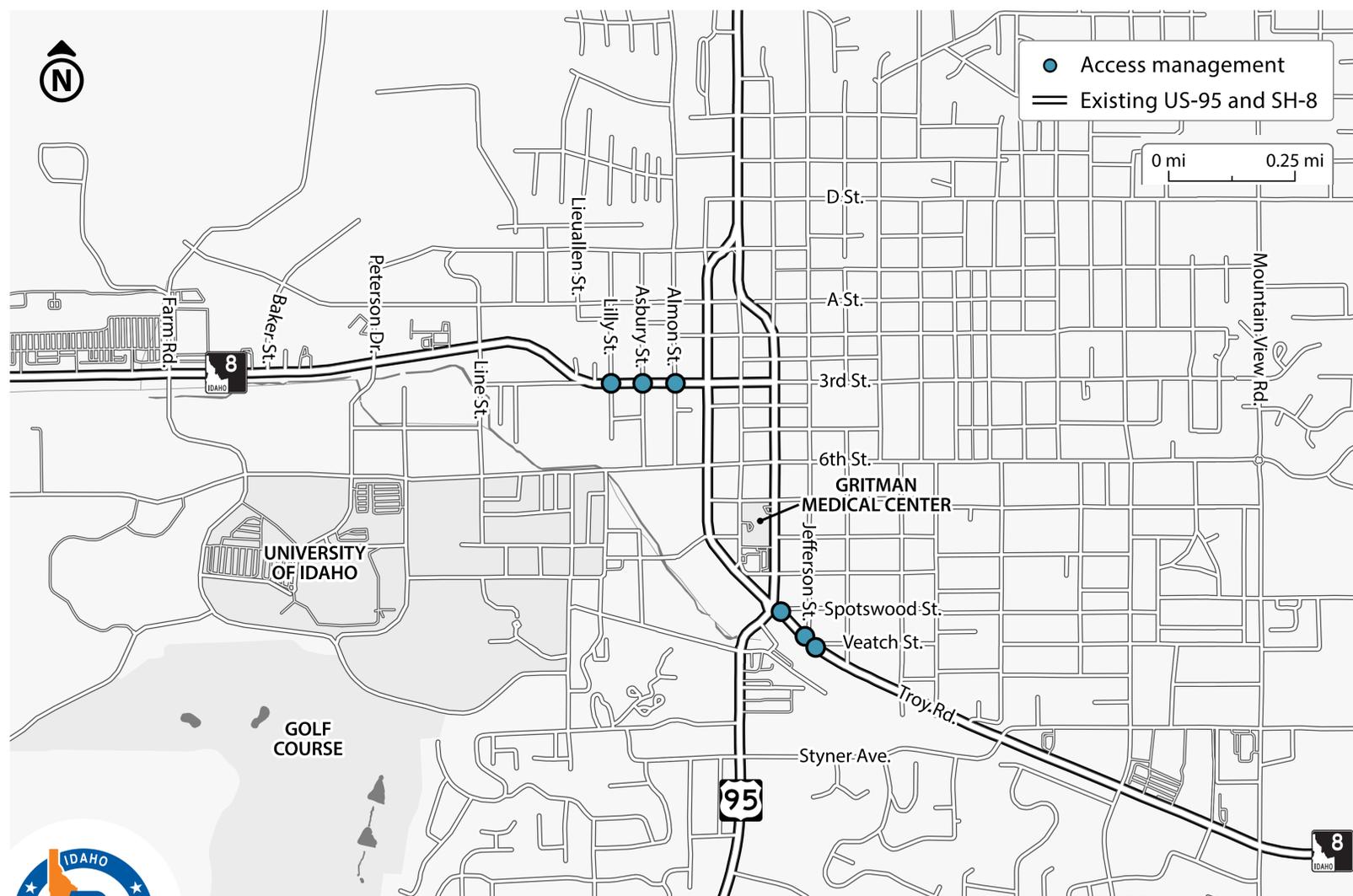
*Graphic to the left is for example purposes only to depict possible lane usage for parking adjustments.*

# Concept & Options: Urban Improvements

On-Alignment | Targeted roadway improvements in Moscow

**Option:** Access Management

**Level One Screening Result:** Carried Forward as an Element



Concentrating left turn movements to specific streets can increase safety and capacity on narrow, busy roadways.

Left turn access management (potential removal of left turn movements) would be considered at the following streets:

- Spotswood Street
- Jefferson Street
- Veatch Street
- Lilly Street
- Almon Street
- Alsbury Street

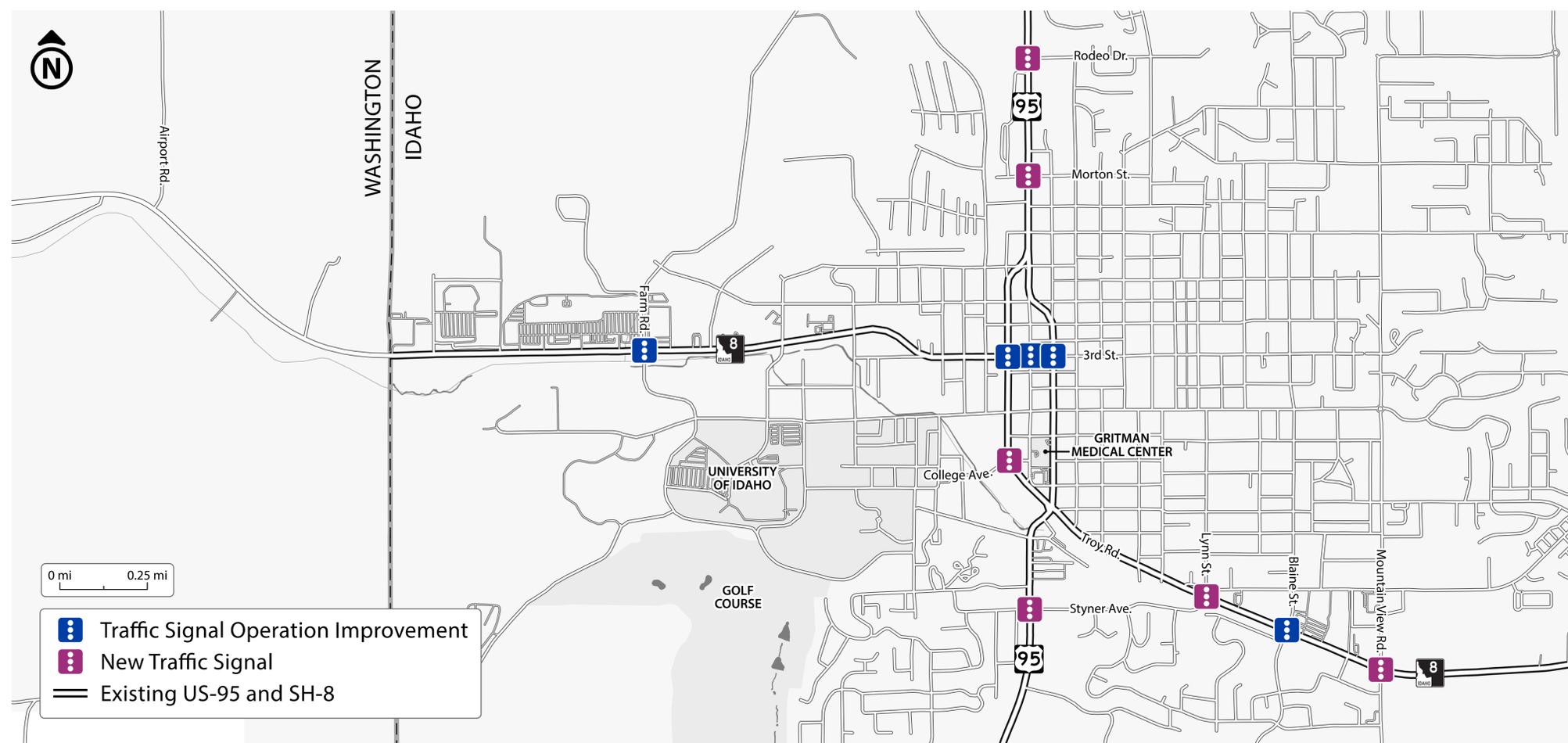
*Graphic indicates generalized areas for potential improvements. Exact locations would be refined throughout the study.*

# Concept & Options: Urban Improvements

On-Alignment | Targeted roadway improvements in Moscow

**Option:** Signal Operation Improvements

**Level One Screening Result:** Carried Forward as an Element



Optimization of **signal timing**, including queue management and a review of flashing operation, will be analyzed.

Potential **new traffic signal** locations will be analyzed throughout the process. New traffic signals may be warranted dependent on future traffic growth and other planning efforts.

*Graphic indicates generalized areas for potential improvements. Exact locations would be refined throughout the study.*

# Concept & Options: Urban Walking & Bike Improvements

On-Alignment | Standalone improvements for walking and biking in Moscow

**Options may include:** Improved Connection to Latah Trail, Bike Lanes on Roadway, Enhanced Pedestrian Crossing, Mid-Block Crossing  
**Level One Screening Result:** Carried Forward as an Element

Targeted improvements for walking and biking facilities would be considered for the current highway system. While the details of specific improvement elements would be identified and refined in Level Two, we anticipate considering **options** such as:

- Improved Connection to Latah Trail
- Bike Lanes on Roadway
- Enhanced Pedestrian Crossing
- Mid-Block Crossing



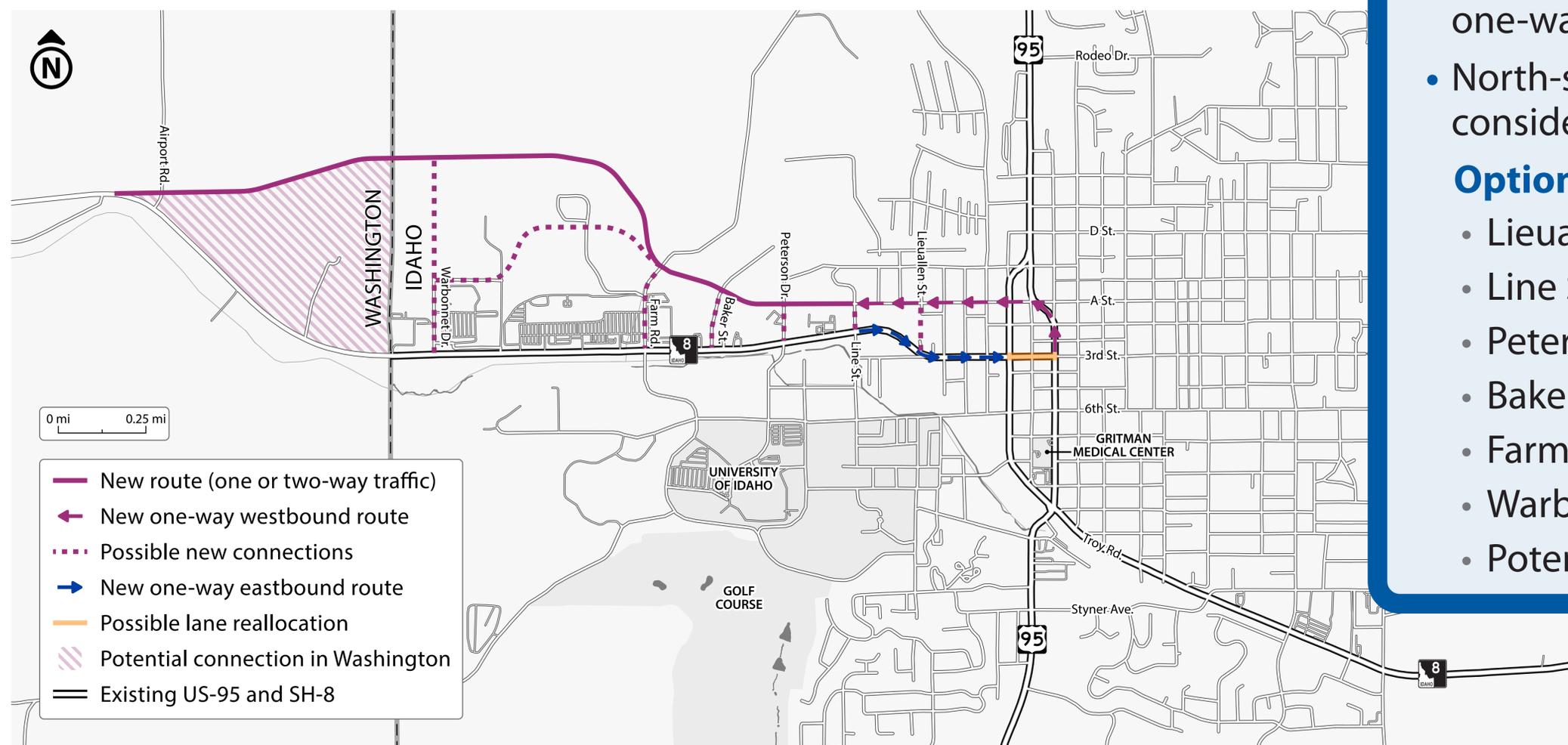
**Option:** Marked Crosswalk  
**Level One Screening Result:**  
**Eliminated**

- Marked crosswalks were considered but eliminated. At the current highway speeds and volumes, marked crosswalks without supporting infrastructure are less safe for pedestrians.
- As shown on the left, other walking and biking improvement options will be carried forward as elements.

# Concept & Options: A Street

New Alignment | New Routes for Urban Mobility

Level One Screening Result: **Carried Forward as an Element**



## Key Components

- Westbound SH-8 traffic would route north on the current highway alignment and west on A Street
- Eastbound SH-8 would update to one-way between Line Street and US-95
- North-south connections would be considered at various streets

### Options include:

- Lieuallen Street
- Line Street
- Peterson Drive
- Baker Street
- Farm Road
- Warbonnet Drive
- Potential connection in Washington

*Linework is intended to show movements and is not representative of lane widths or footprint. Certain concepts may require additional right of way.*

# Concept & Options: Mountain View Drive to D Street

New Alignment | New Routes for Urban Mobility

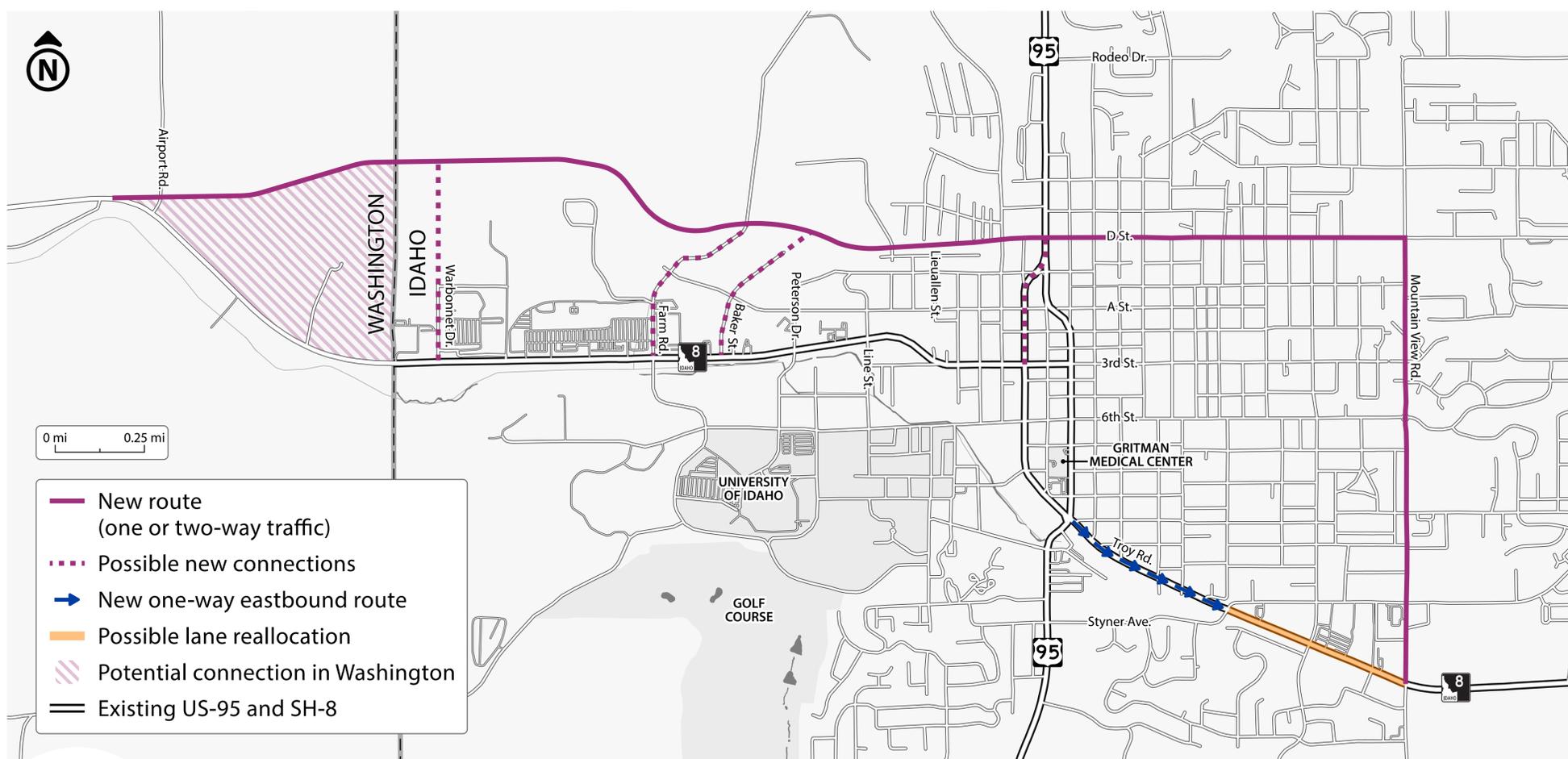
**Level One Screening Result: All Options Eliminated** due to significant right of way impacts, including a cemetery

## Key Components

- Westbound SH-8 traffic to route north on Mountain View Drive and west on D Street
- Eastbound SH-8 would update to one-way between US-95 and Mountain View Drive
- North-south connections would be considered at various streets.

### Options include:

- Jackson Street
- Baker Street
- Farm Road
- Warbonnet Drive
- Potential connection in Washington



*Linework is intended to show movements and is not representative of lane widths or footprint.*



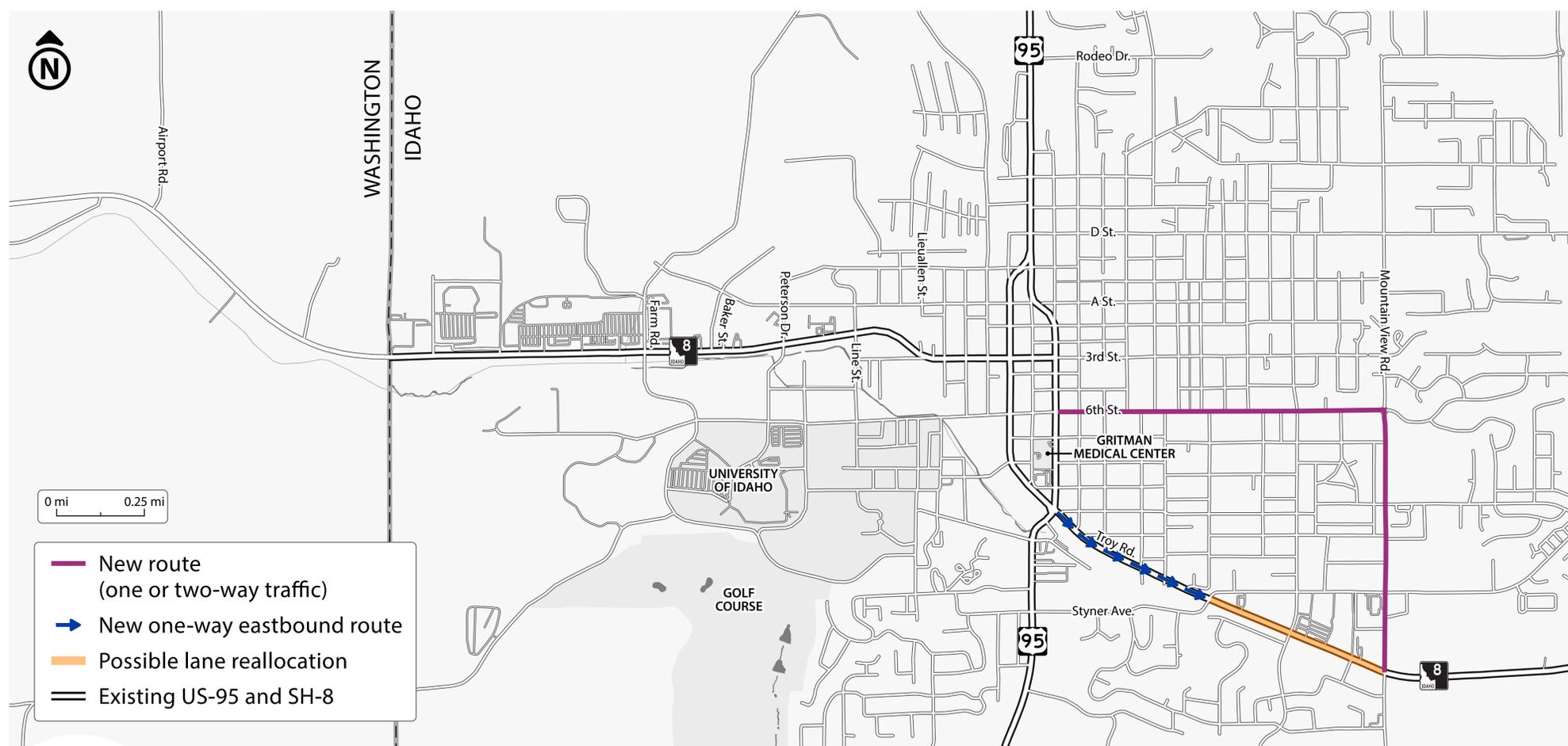
# Concept: Mountain View Drive to 6th Street

New Alignment | New Routes for Urban Mobility

**Level One Screening Result: Eliminated** due to significant right of way impacts, including a cemetery

## Key Components

- Westbound SH-8 traffic to route north on Mountain View Drive and west on 6th Street
- Eastbound SH-8 could accommodate lane reallocation, including an additional eastbound lane



*Linework is intended to show movements and is not representative of lane widths or footprint.*

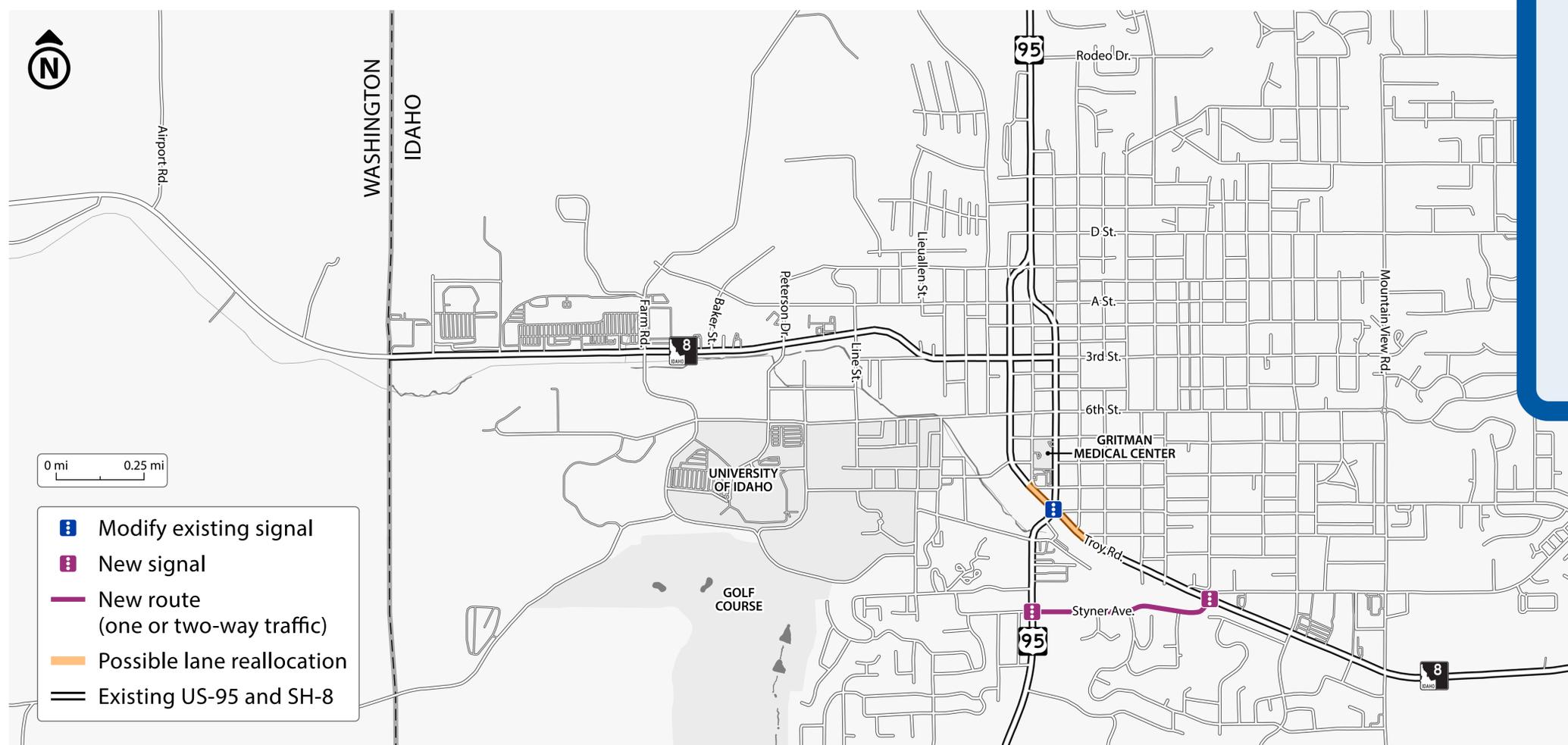
# Concept: Styner Avenue

New Alignment | New Routes for Urban Mobility

Level One Screening Result: **Carried Forward as an Element**

## Key Components

- Westbound SH-8 would use Styner Avenue to turn south on US-95.
- Currently, there are two westbound left-turn lanes from SH-8 to US-95. With at least one left-turn lane removed, an extra eastbound lane may be possible through the SH-8 intersection with Washington Street.



*Linework is intended to show movements and is not representative of lane widths or footprint. Certain concepts may require additional right of way.*



# Concept: Palouse River Drive

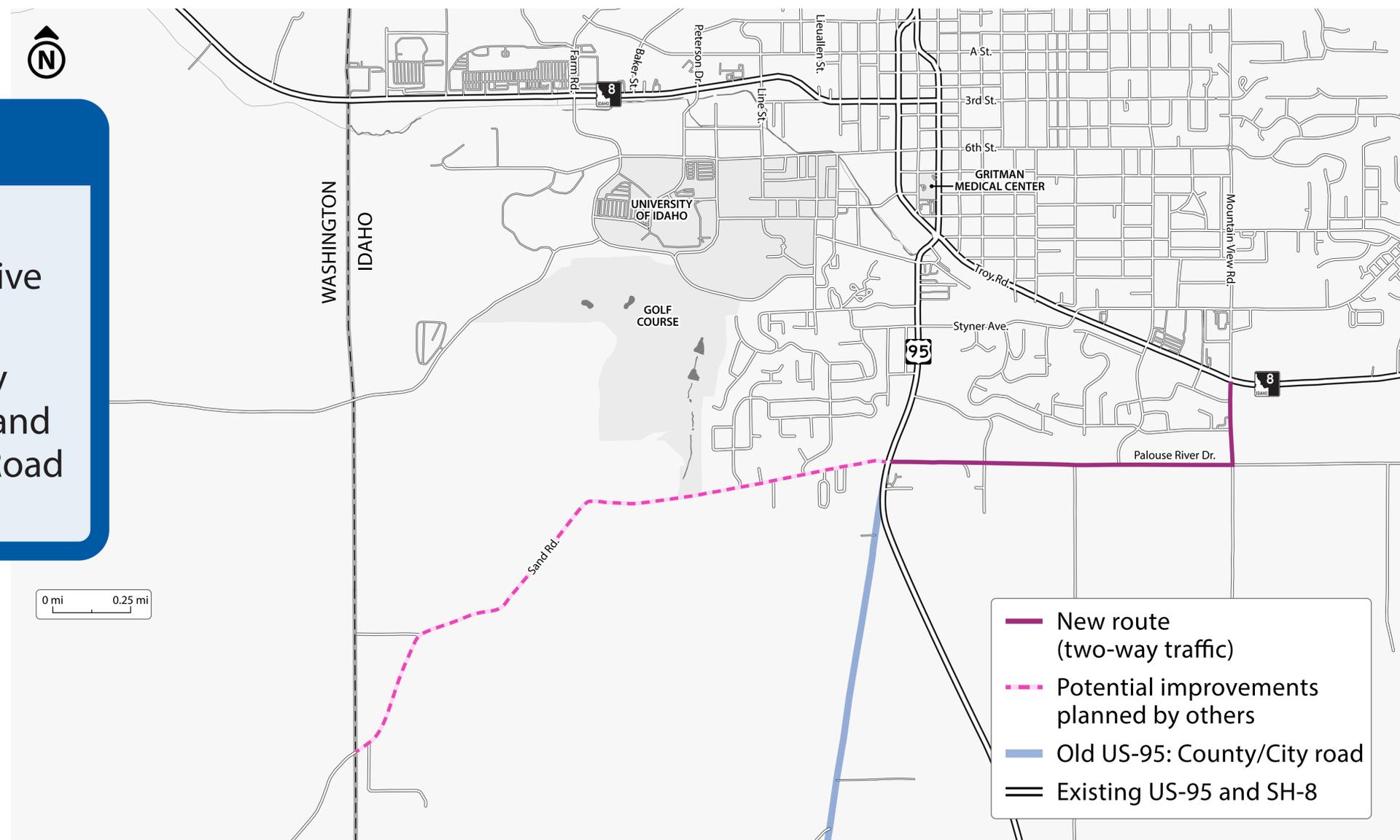
New Alignment | New Routes for Urban Mobility

Level One Screening Result: **Carried Forward**

## Key Components

- Westbound SH-8 would use Mountain View Drive south and Palouse River Drive west to connect with US-95
- Upcoming and current city and county studies are evaluating improvements and freight route alternatives along Sand Road in Idaho and Washington

*Linework is intended to show movements and is not representative of lane widths or footprint. Certain concepts may require additional right of way.*



# New Corridor Concepts

## Level One Concept Development Overview

When considering potential areas for new corridors, the study team used conceptual engineering and public input to determine reasonable paths.

From there, 17 key intersections were identified as helpful starting points for studying potential new corridors.

To organize data, concepts are presented based on the intersections leaving and joining with US-95 from south to north. Thus, concepts will note starting at Intersection 1 or 2 for the Moscow area and Intersection 14 for the Potlatch area.

### Graphic Examples of New Alignment Roadway Elements

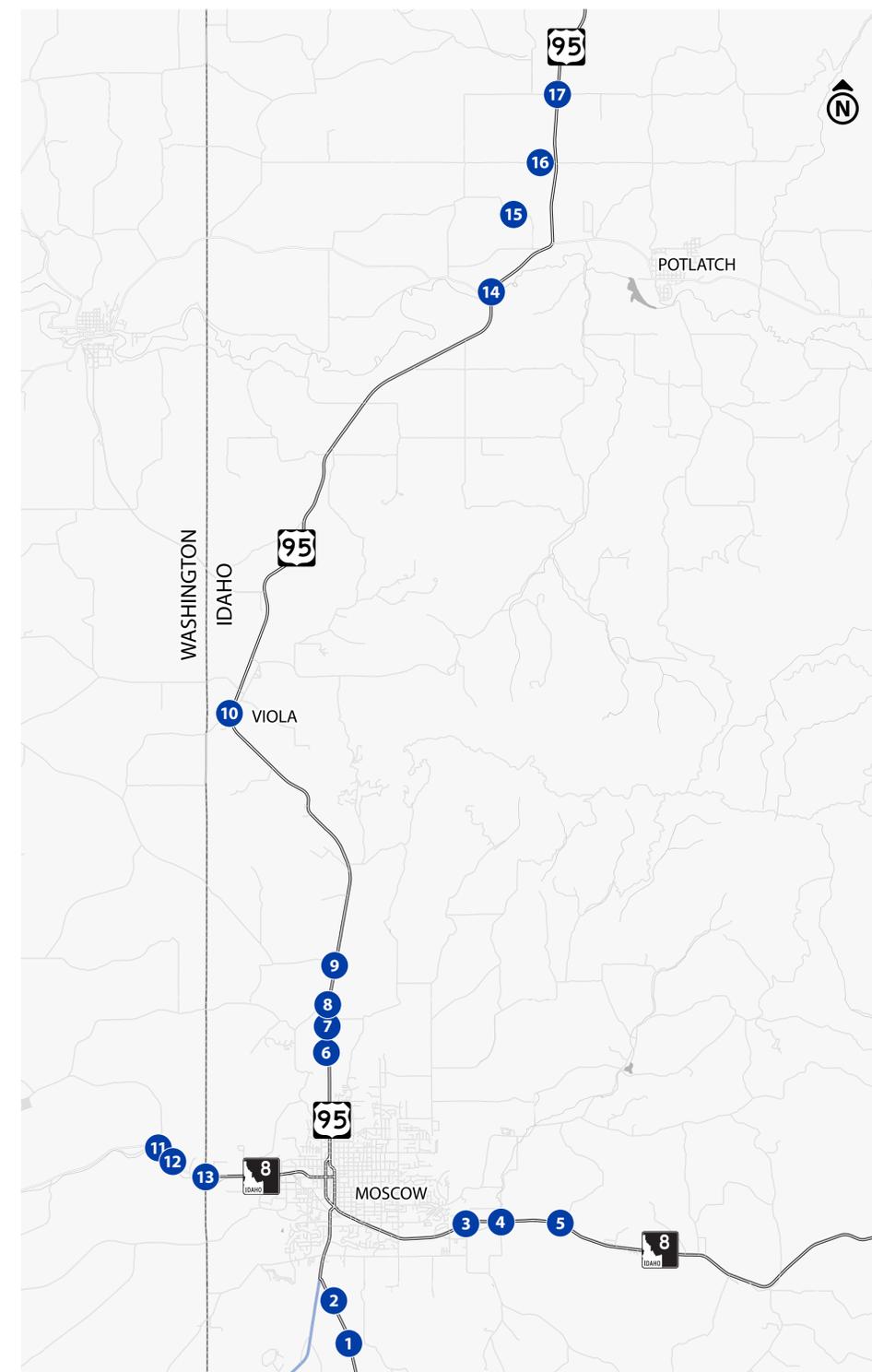
Because we build new roads to the latest design standards, many roadway elements would be determined by engineering best practices and technical data at the time of final design and construction. Specific roadway elements for a new alignment will be refined as we progress through the process.



Four-Lane Highway with Center Turn Lane



Four-Lane Divided Highway



# New Corridor Concepts

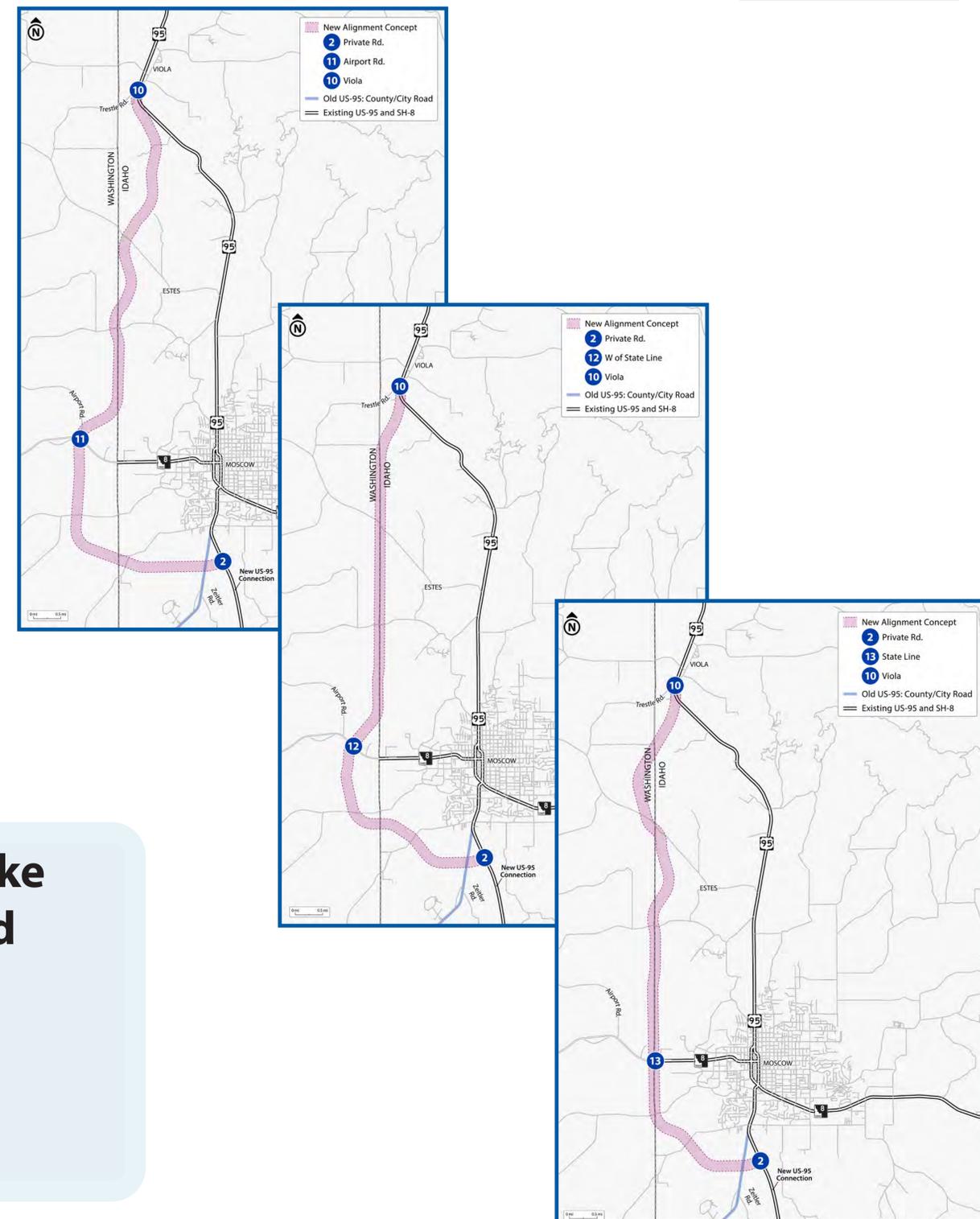
Routes are preliminary in Level One and are meant to be illustrative of potential paths between Intersections.

As an example, the Concept: Private Road (Intersection 2) to Viola (Intersection 10) illustrates three different north-south routes: one over Moscow Mountain, one up the state line, and one around Moscow Mountain.

As we study additional data for each proposed route in Level Two, one route may prove to be more feasible or have other advantages. If that is true, then that specific route may be “Carried Forward as an Element” that could apply across the entire concept.

**Through these early corridor concept illustrations, we would like to gather feedback from agencies, the public, and invested and interested parties on:**

- East vs. west alignments
- Intersection points
- Preliminary routes

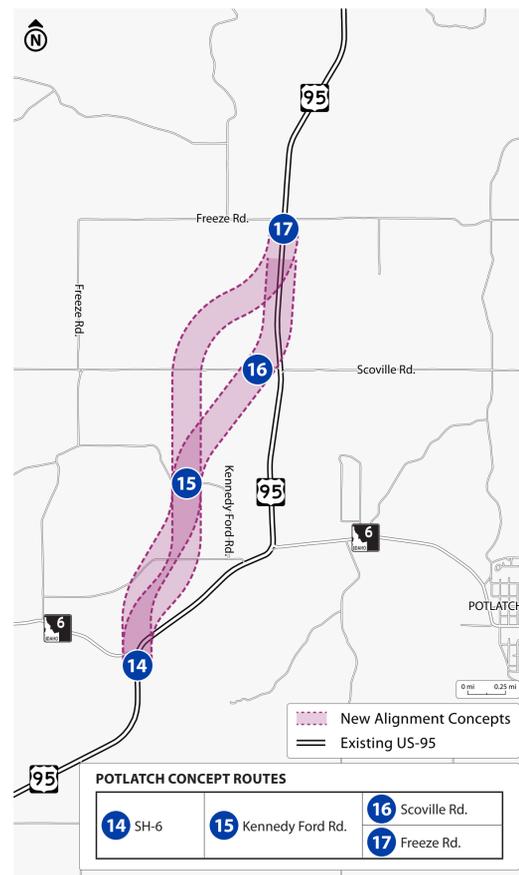


# New Corridor Concepts & Options

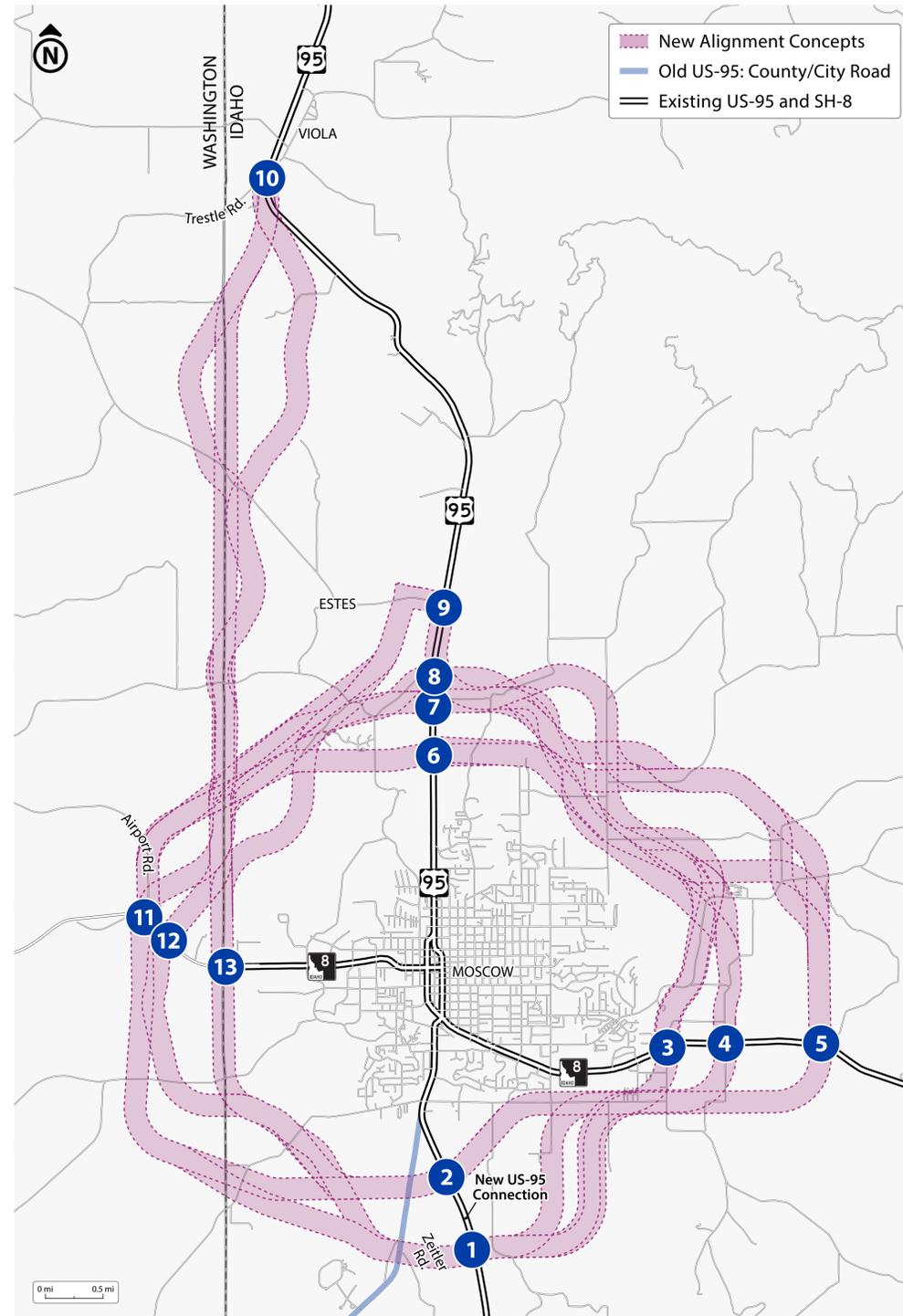
New Alignments

**Level One Screening Result for All Options: Carried Forward**

Map linework is intentionally oversized and drawn at 1,000-foot wide for potential new corridors in rural areas. This allows our team to consider new alignments within a general area while we collect specific traffic, environmental, refined geometrics, safety and operational analyses, as well as public and stakeholder input.



Option	Route	Key Locations
1	Zeitler Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
2	Private Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
3	Lenville Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
4	Mill Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
5	Pine Crest Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
6	N Moscow City Limit	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
7	Foothill Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
8	Almon St.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
9	Estes Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
10	Viola	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
11	Airport Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
12	W of State Line	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
13	State Line	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.



Option	Route	Key Locations
1	Zeitler Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
2	Private Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
3	Lenville Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
4	Mill Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
5	Pine Crest Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.



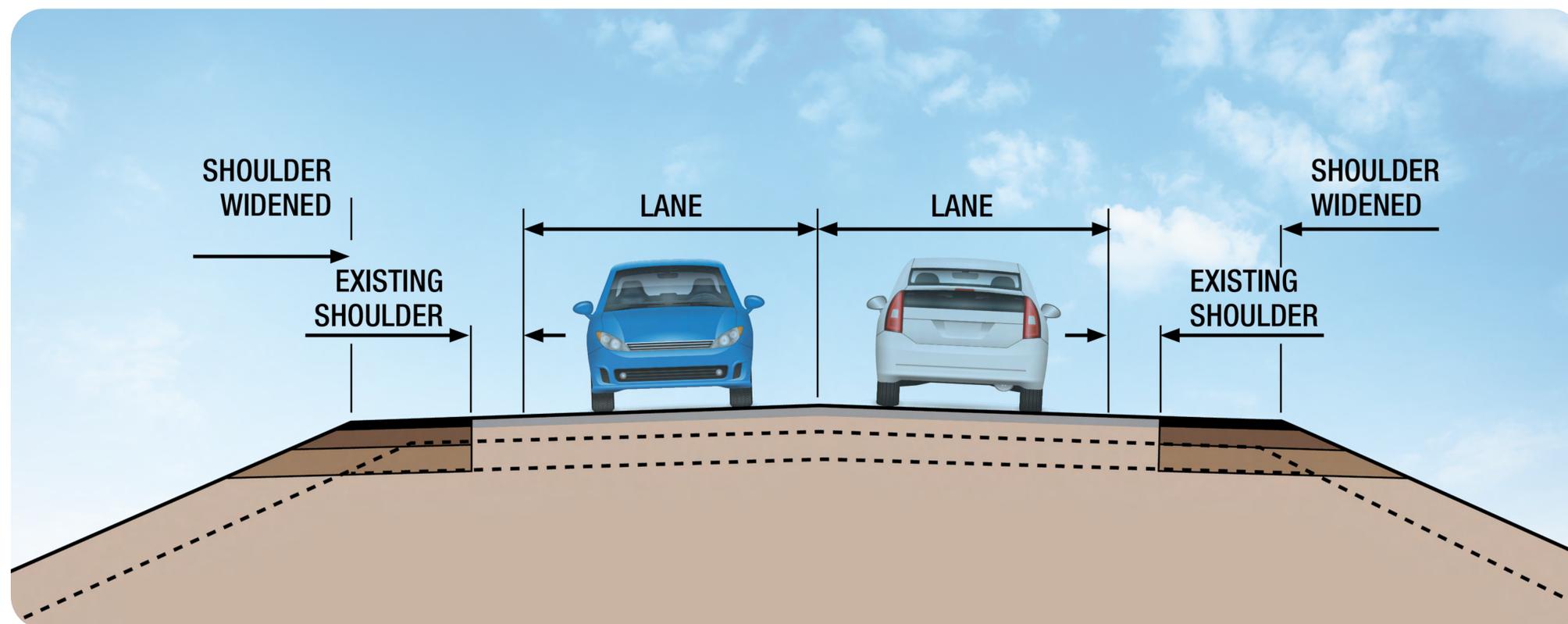
# Rural Improvement Concept & Options

On-Alignment | Targeted roadway improvements outside of Moscow and Troy

## Options may include:

- Shoulder widening
- Clear zone improvements
- Passing lanes
- Geometric improvements
- Slow vehicle pull-out
- Intersection improvements
- Turn lanes
- Wildlife movement
- Improved connection to Latah Trail

**Level One Screening Result for All Options: Carried Forward as an Element**



## Improved Two-Lane Cross Section

*Graphic is for example purposes only to depict possible improvements.*

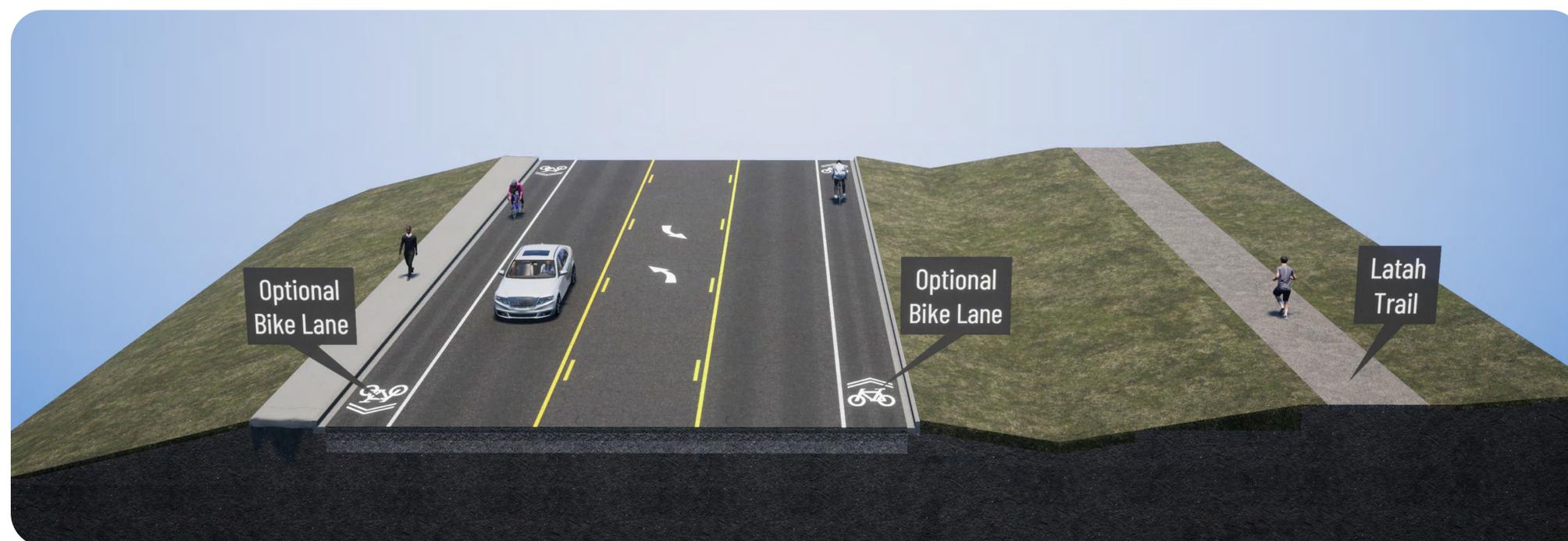
# Urban Improvement Concept & Options

On-Alignment | Targeted roadway improvements within Moscow and Troy

## Options may include:

- Two-way left-turn lane
- Five-lane cross section
- Lane reallocation
- Access management
- Geometric improvements
- Intersection improvements
- Turn lanes
- Improved connection to Latah Trail
- Enhanced pedestrian crossing
- Bike lanes on roadway

**Level One Screening Result for All Options: Carried Forward as an Element**



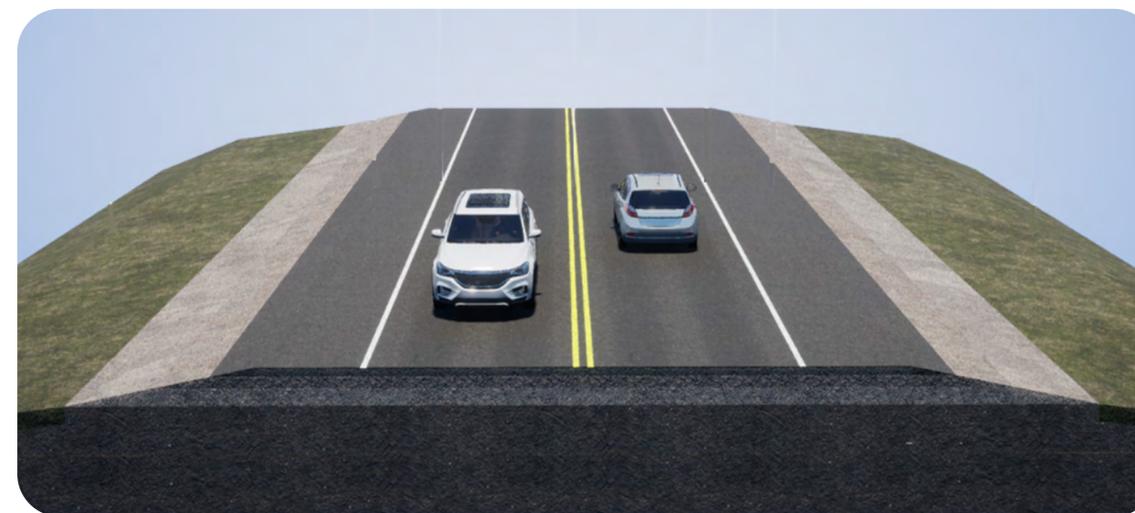
## Two-Way Left-Turn Lane

*Graphic is for example purposes only to depict possible improvements.*

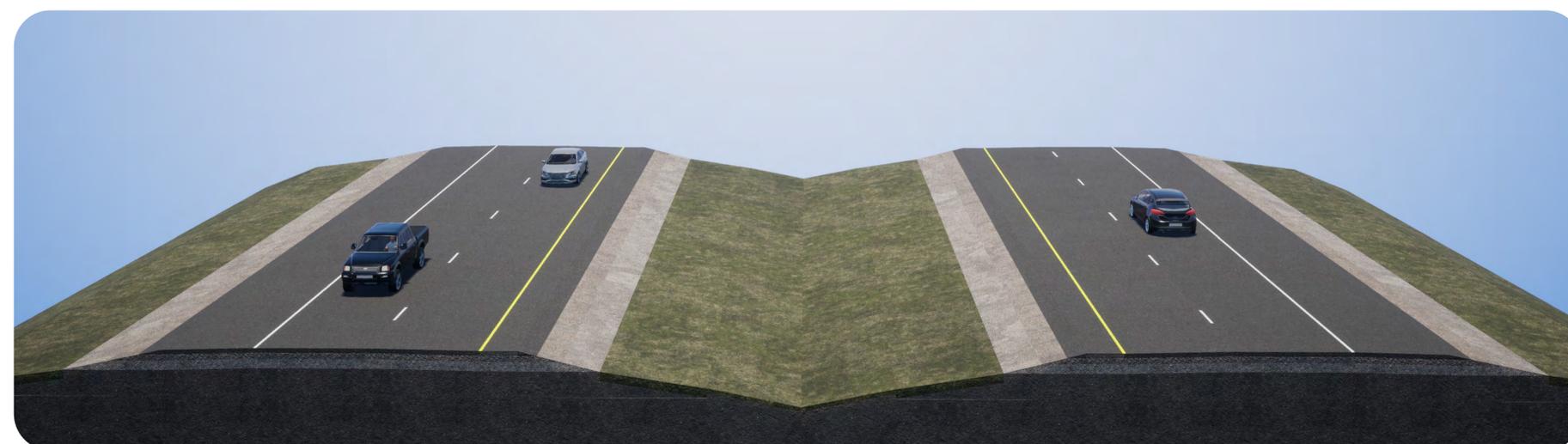
# New Corridor Concepts

Construction of new SH-8 highway alignment in rural area between Moscow and Troy with a consistent two-lane or four-lane cross section with shoulders and clear zone to current design standards. Other concepts, such as passing lanes, vehicle pullout areas, and turn lanes, would be installed with the new highway alignment to optimize traffic operations and safety.

*Graphics are for example purposes only to depict possible improvements.*



**Two-Lane Highway (Rural)**



**Four-Lane Divided Highway (Rural)**

# SH-8 New Corridor Concepts

New Alignments

Level One Screening Result: **Carried Forward**

Map linework is intentionally oversized and drawn wide for potential new corridors. This allows our team to consider new alignments within a general area while we continue to gather data and community input.



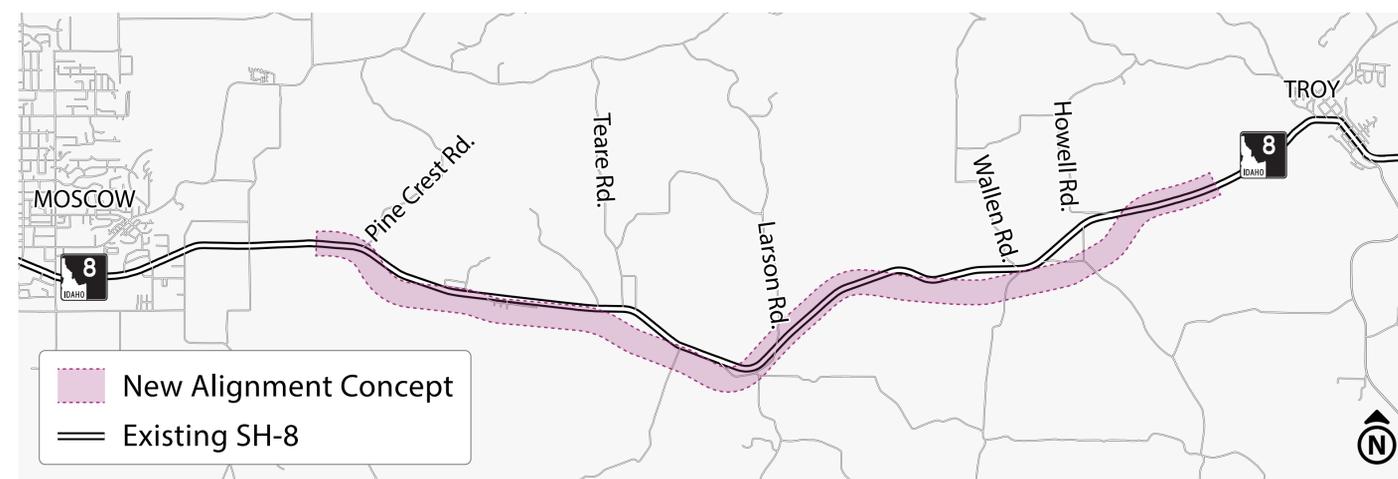
**SH-8 Re-Alignment to North - Concept 1**



**SH-8 Re-Alignment in Central Corridor - Concept 2**



**SH-8 Re-Alignment to South - Concept 3**

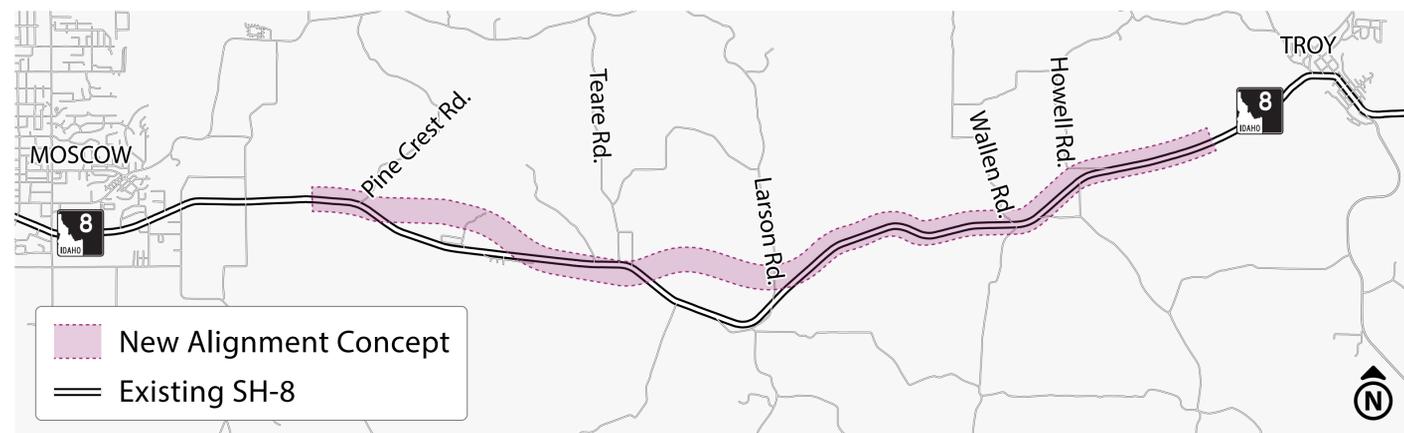


**SH-8 Re-Alignment South of Railway Corridor - Concept 5**

# SH-8 New Corridor Concepts

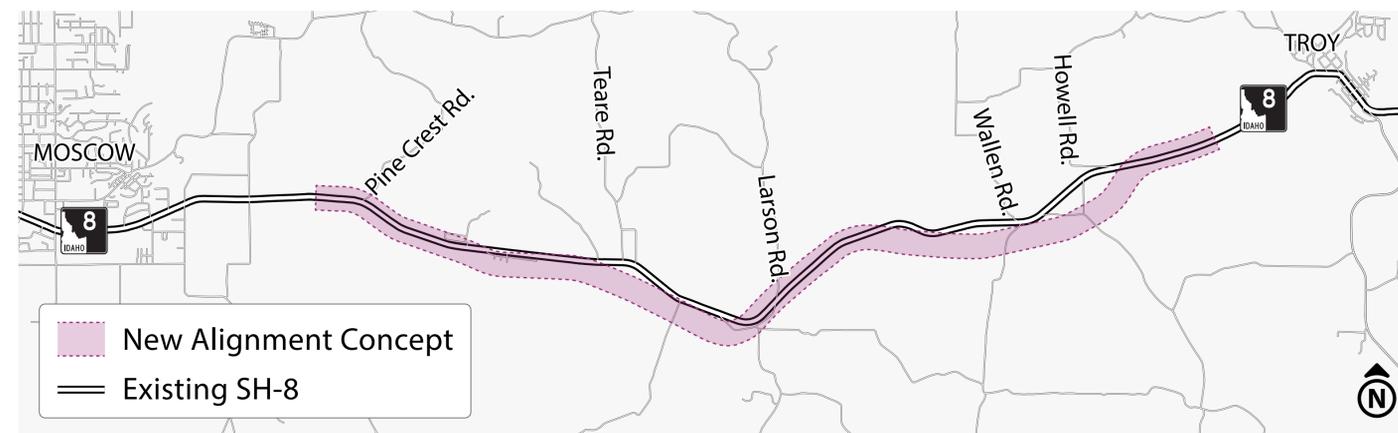
## New Alignments

Level One Screening Result: **Carried Forward**  
(continued)

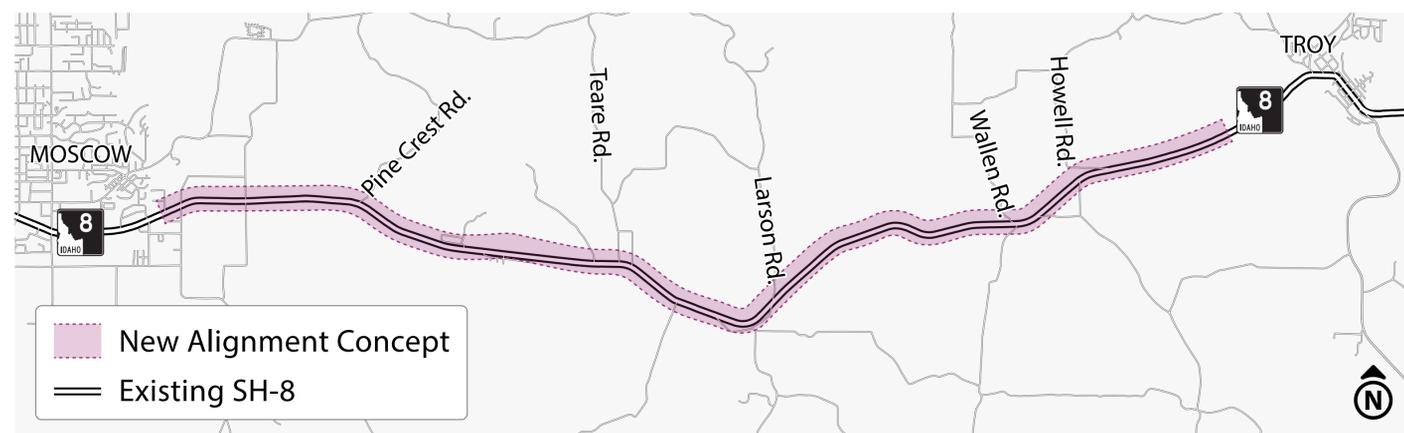


**SH-8 Re-Alignment to North - Concept 6**

Level One Screening Result (Concept 4 only):  
**Eliminated**



**SH-8 Re-Alignment in Central Corridor - Concept 4**



**SH-8 Re-Design on Existing Alignment - Concept 7**

*Map linework is intentionally oversized and drawn wide for potential new corridors. This allows our team to consider new alignments within a general area while we continue to gather data and community input.*

# Level Two Screening - Draft Evaluation Criteria

These criteria were developed to address the study Purpose & Need and will guide the study team through the next level of concept screening.

## Reduce congestion through improved travel time reliability

- Traffic Operations
  - Traffic volume (2050) to roadway capacity (volume-to-capacity ratio)
- Optimized future (2050) vehicular travel time along the existing or new corridors and routes
  - Reduced intersection delay during future (2050) peak hours

## Enhance regional north-south connection between Lewiston and Coeur d'Alene

- Travel times as documented by combined delay through multiple intersections along the corridor
- Refine travel time reliability criteria as it relates to freight, safety, and potential impacts for concepts

## Accommodate walking and biking where appropriate on the U.S. highway system

- Multimodal Mobility
  - Accommodation of enhanced walking and biking US-95 crossings where appropriate
- Accommodation of expanded walking and biking opportunities where appropriate

## Promote safety by addressing geometric and operational deficiencies

- Safety Measurements
  - Potential crash reduction (for identified predominant crash pattern)
- Reduced potential conflict points (vehicular, pedestrian/bicyclists, and animals)
- Community
  - Property access modifications

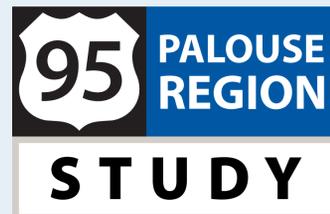


# Thank You for Participating

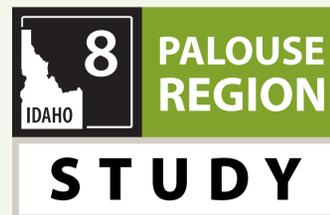
## Tell us what you think.

ITD will use your input to help refine Level Two Screening evaluation criteria and concepts.

Please share your thoughts on:



- Level One Screening results and concepts being considered
- Level Two Screening evaluation criteria



- Level One Screening results and concepts being considered

Is there anything else the study teams should know or consider?

**Comment forms** are available at the sign-in desk, or you can scan the QR code to access the meeting information and survey online.



[www.us95sh8.com](http://www.us95sh8.com)

**Please submit your comments by July 8:**

### In person

Return to the sign-in desk before you leave

### Online

Scan the QR code for the online survey

### By mail

Attn: Mark Pfeifer  
P.O. Box 837  
Lewiston, ID 83501

### Email

Send scanned form to:  
[info@us95sh8.com](mailto:info@us95sh8.com)





# US-95 and SH-8 Palouse Region Studies: Level One Screening Results

The US-95 and SH-8 Palouse Region Studies are following the Planning and Environmental Linkages (PEL) process. The intent of the studies is to help ITD determine investments in the transportation network that will improve safety, mobility, and economic opportunity in the region.

Evaluation includes several levels of screening that consider the transportation problems, operational context, and surrounding environment. Through screening, the study team will identify reasonable alternative(s) that may progress into the National Environmental Policy Act (NEPA) review process.

## Current Phase

**Level One: Screen concepts for reasonability and Purpose & Need using available qualitative data.**

We use generalized land use and planning, geotechnical, roadway engineering, traffic and safety, and environmental data at Level One so we can spend our time and funding wisely.

Level One will consider reasonability, draft Purpose & Need, and goals, resulting in concepts that are:

- **Carried Forward:** These concepts will progress to the next level of evaluation.
- **Eliminated:** These concepts do not meet Purpose & Need or have a fatal flaw (an impact or combination of impacts that prohibit a concept from being built).
- **Carried Forward as an Element:** These concepts do not fully meet Purpose & Need but will be evaluated as a packaged element of a larger-scale concept

A No Build Alternative is required in NEPA environmental reviews and maintains the existing roadway network, without the proposed project. It serves as the baseline to which other alternatives are compared. For both studies, the No Build Alternative will be **Carried Forward in All Screening Levels**.

For more details and an online feedback survey, please visit **us95sh8.com**. Comments submitted by July 8 will be considered by the study teams. →



## CONCEPT TERMINOLOGY

### On-Alignment Concepts

Improvements would be considered for the current highway system. While the details of specific improvement elements would be refined throughout the process, we want to forecast what is possible for updates on the current roadway system.

#### Rural Improvements

- Widening
- Targeted roadway improvements outside Moscow city limits

#### Urban Improvements

- Targeted roadway improvements in Moscow
- Standalone improvements for walking and biking

### New Alignment Concepts

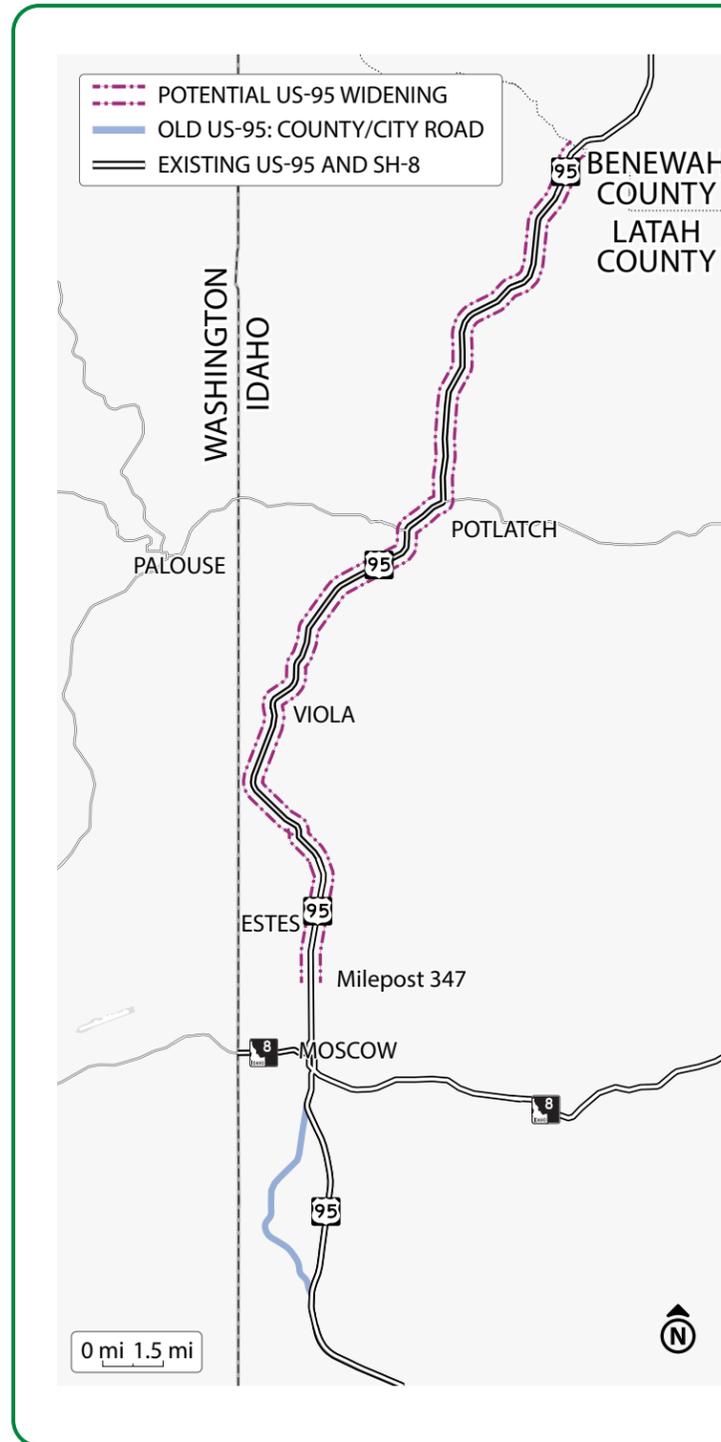
New connections and roadways would be considered off the current highway system. Because we build new roads to the latest design standards, many roadway elements would be determined by engineering best practices and technical data at the time of final design and construction.

#### New Corridors

- New roadway corridors could be created to address the problems on US-95 and SH-8

#### New Routes for Urban Mobility

- These concepts would help roadway users move around and through the Moscow area

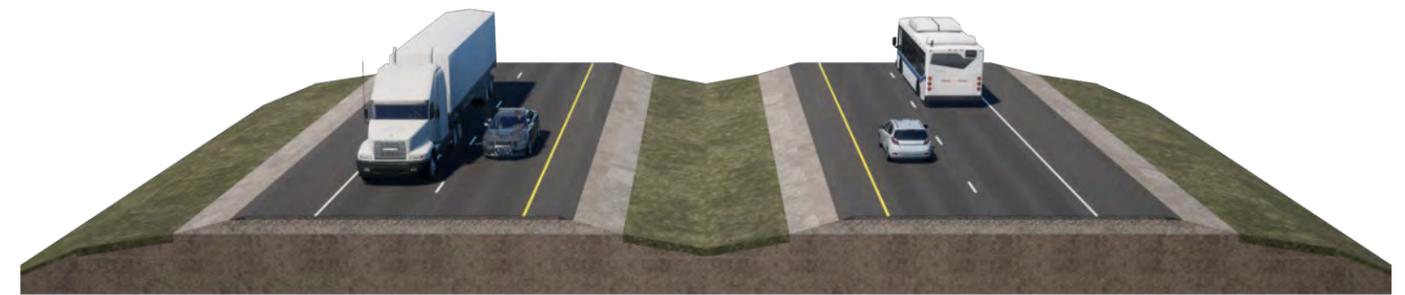


## ON-ALIGNMENT CONCEPTS

### Concept: Rural Widening

On-Alignment | Widening US-95 outside Moscow on the current highway alignment

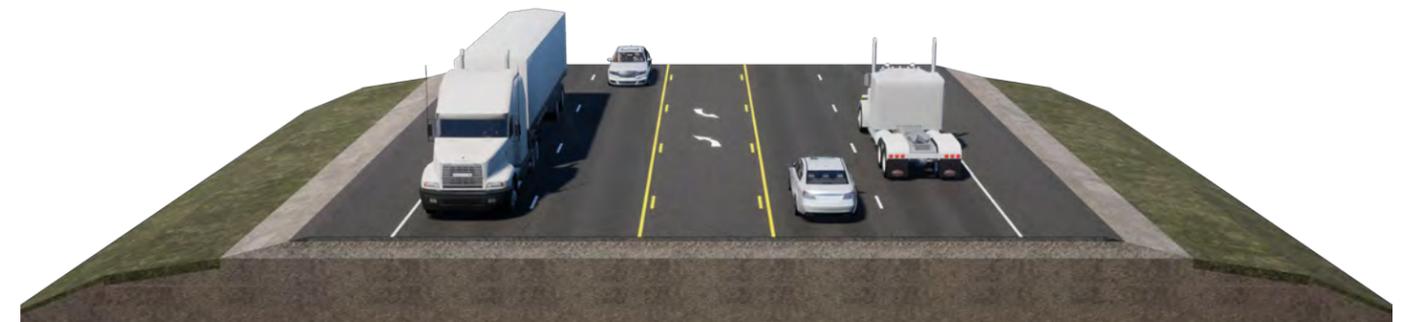
Level One Screening Result: **Carried Forward**



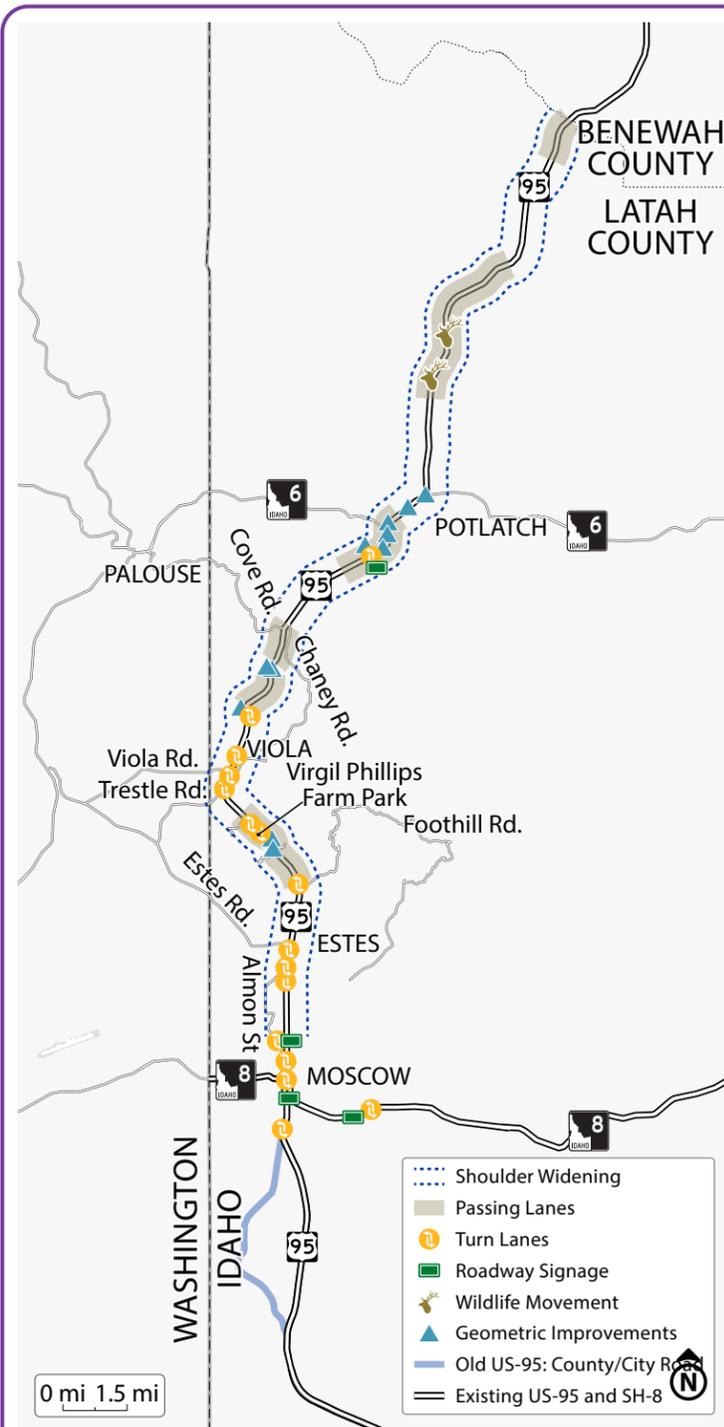
#### Key Components

Consistent four-lane cross section would be considered on the existing highway system where possible. This would be considered north of Moscow (starting at milepost 347) to the Latah/Benewah county line.

Four lanes may be divided (top image) or undivided (bottom image).



Graphics indicates generalized areas for potential improvements. Exact locations would be refined throughout the study.



Graphic indicates generalized areas for potential improvements. Exact locations would be refined throughout the study.

## Concept and Options: Rural Improvements

On-Alignment | Targeted roadway improvements outside Moscow city limits

**Level One Screening Result for Each Option: Carried Forward as an Element**

We considered stand alone improvements to the existing roadway.

Each of the following options were carried forward as elements:

- Shoulder Widening
- Passing Lanes
- Turn Lanes
- Roadway Signage
- Wildlife Movement
- Geometric Improvements

### Passing Lanes

Passing lanes may be considered in rural areas in a variety of configurations as dictated by geography and roadway engineering best practices.

### Turn Lanes

Turn lanes may be added to facilitate heavy traffic movements and improve intersection operations.

### Geometric Improvements

A geometric deficiency is a roadway element that doesn't meet current design standards. These deficiencies may not necessarily indicate higher levels of risk but are rather a way to note the difference in how the road was built in the past and how we would design it today. When we look at upgrading a roadway, we want to consider improving the road to current design standards where it makes sense.

These improvements may address:

- Curves in the road, both vertical and horizontal
- Sight distance

## Concept and Options: Urban Improvements

On-Alignment | Targeted roadway improvements in Moscow

**Option:** Lane Reallocations

**Level One Screening Result: Carried Forward**

Some considerations we may look at for lane reallocations include:

- **Parking adjustments**
  - Third Street between Washington Street and Jackson Street could add an additional westbound lane
- **Turn lanes or minor widening**
  - Washington state line to Line Street
  - Jackson Street from Gritman Medical Center through the Washington Street intersection to maximize capacity within the existing roadway



Graphic above is for example purposes only to depict possible lane usage for parking adjustments.



Graphic above indicates generalized areas for potential improvements. Exact locations would be refined throughout the study.

## Concept and Options: Urban Improvements

On-Alignment | Targeted roadway improvements in Moscow

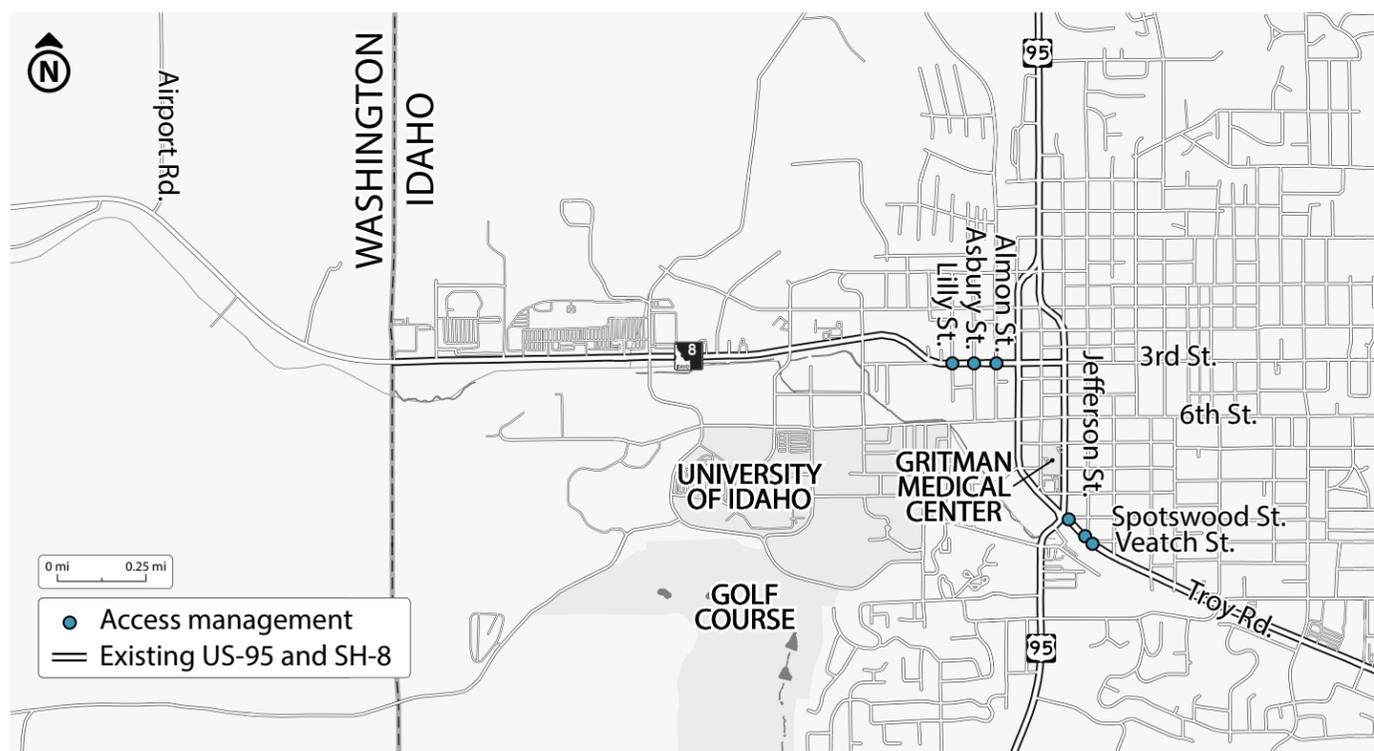
**Option:** Access Management

**Level One Screening Result:** Carried Forward as an Element

Concentrating left turn movements to specific streets can increase safety and capacity on narrow, busy roadways.

Left turn access management (potential removal of left turn movements) would be considered at the following streets:

- Spotswood Street
- Veatch Street
- Almon Street
- Jefferson Street
- Lilly Street
- Alsbury Street



Graphic indicates generalized areas for potential improvements. Exact locations would be refined throughout the study.

## Concept and Options: Urban Improvements

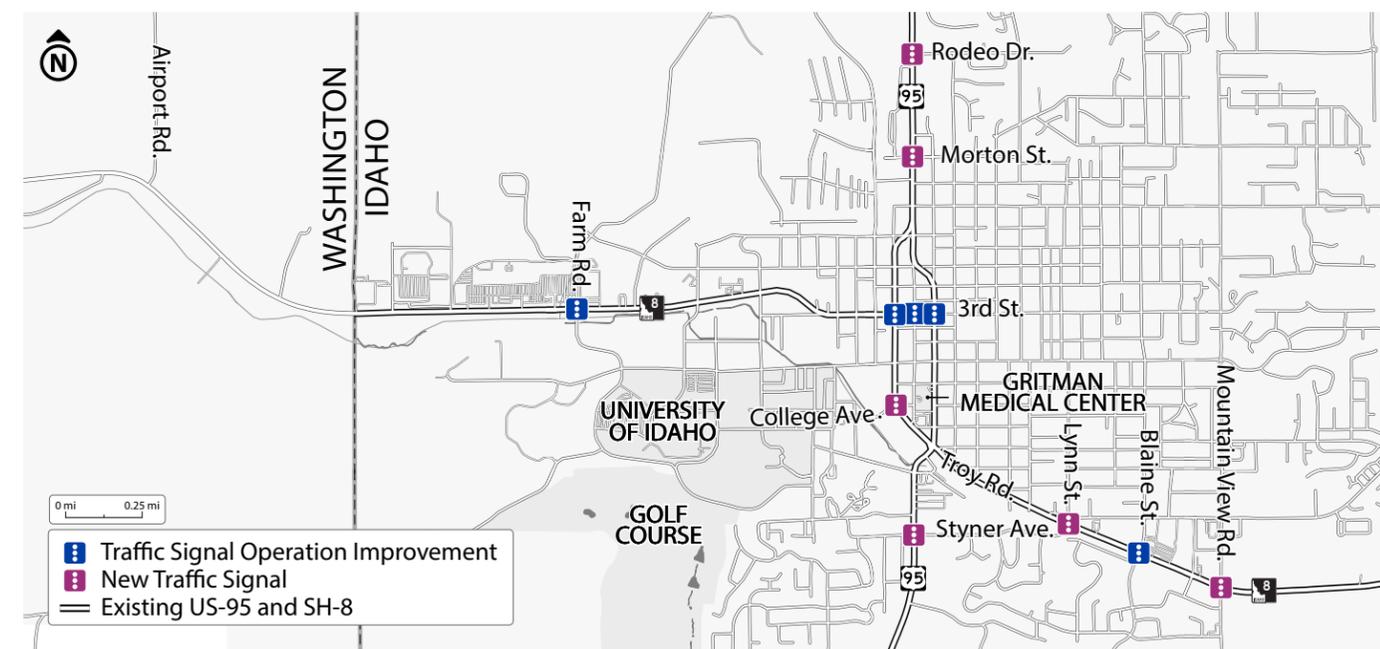
On-Alignment | Targeted roadway improvements in Moscow

**Option:** Signal Operation Improvements

**Level One Screening Result:** Carried Forward as an Element

Optimization of **signal timing**, including queue management and a review of flashing operation, will be analyzed.

Potential **new traffic signal** locations will be analyzed throughout the process. New traffic signals may be warranted dependent on future traffic growth and other planning efforts.



Graphic indicates generalized areas for potential improvements. Exact locations would be refined throughout the study.

## Concept and Options: Urban Walking & Bike Improvements

On-Alignment | Standalone improvements for walking and biking in Moscow

**Options may include:** Improved Connection to Latah Trail, Bike Lanes on Roadway, Enhanced Pedestrian Crossing, Mid-Block Crossing

**Level One Screening Result:** Carried Forward as an Element

Targeted improvements for walking and biking facilities would be considered for the current highway system. While the details of specific improvement elements would be identified and refined in Level Two, we anticipate considering **options** such as:

- Improved Connection to Latah Trail
- Bike Lanes on Roadway
- Enhanced Pedestrian Crossing
- Mid-Block Crossing



**Option:** Marked Crosswalk **Level One Screening Result:** Eliminated

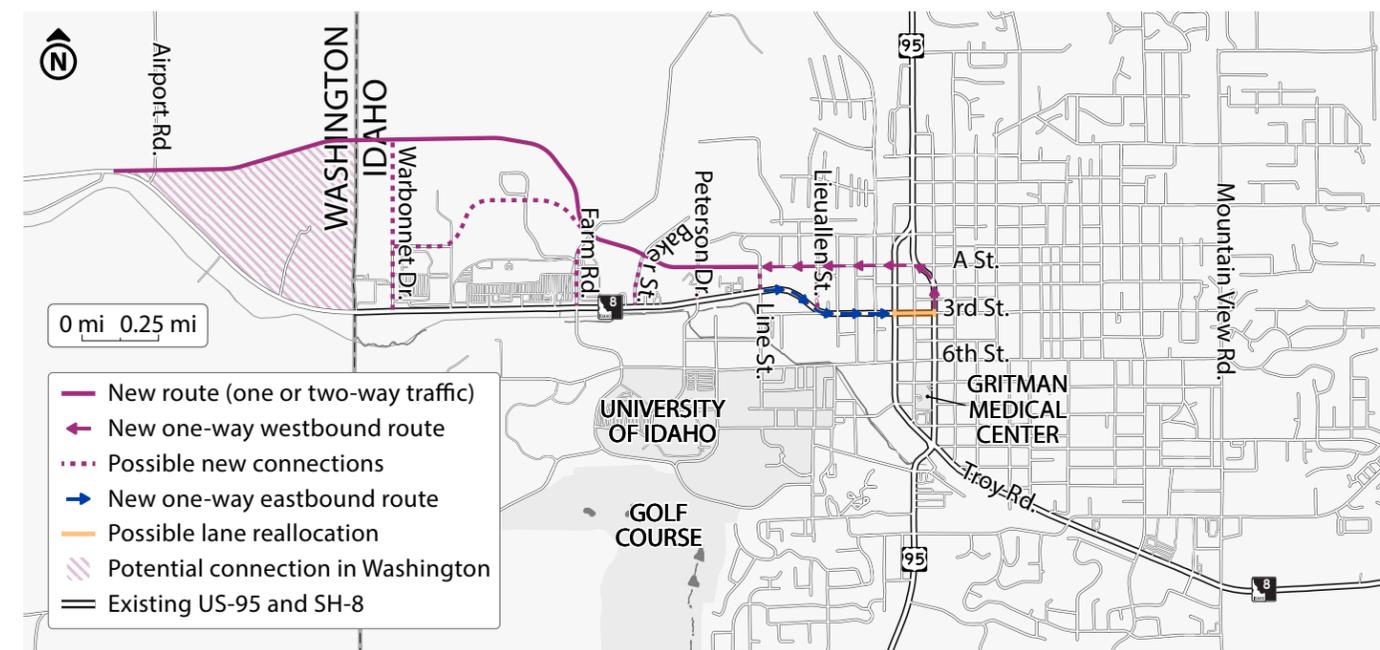
- Marked crosswalks were considered but eliminated. At the current highway speeds and volumes, marked crosswalks without supporting infrastructure are less safe for pedestrians.
- As shown above, other walking and biking improvement options will be carried forward as elements.

## NEW ALIGNMENT CONCEPTS

### Concept and Options: A Street

New Alignment | New Routes for Urban Mobility

**Level One Screening Result:** Carried Forward as an Element



Linework is intended to show movements and is not representative of lane widths or footprint. Certain concepts may require additional right of way.

### Key Components

- Westbound SH-8 traffic would route north on the current highway alignment and west on A Street
- Eastbound SH-8 would update to one-way between Line Street and US-95
- North-south connections would be considered at various streets

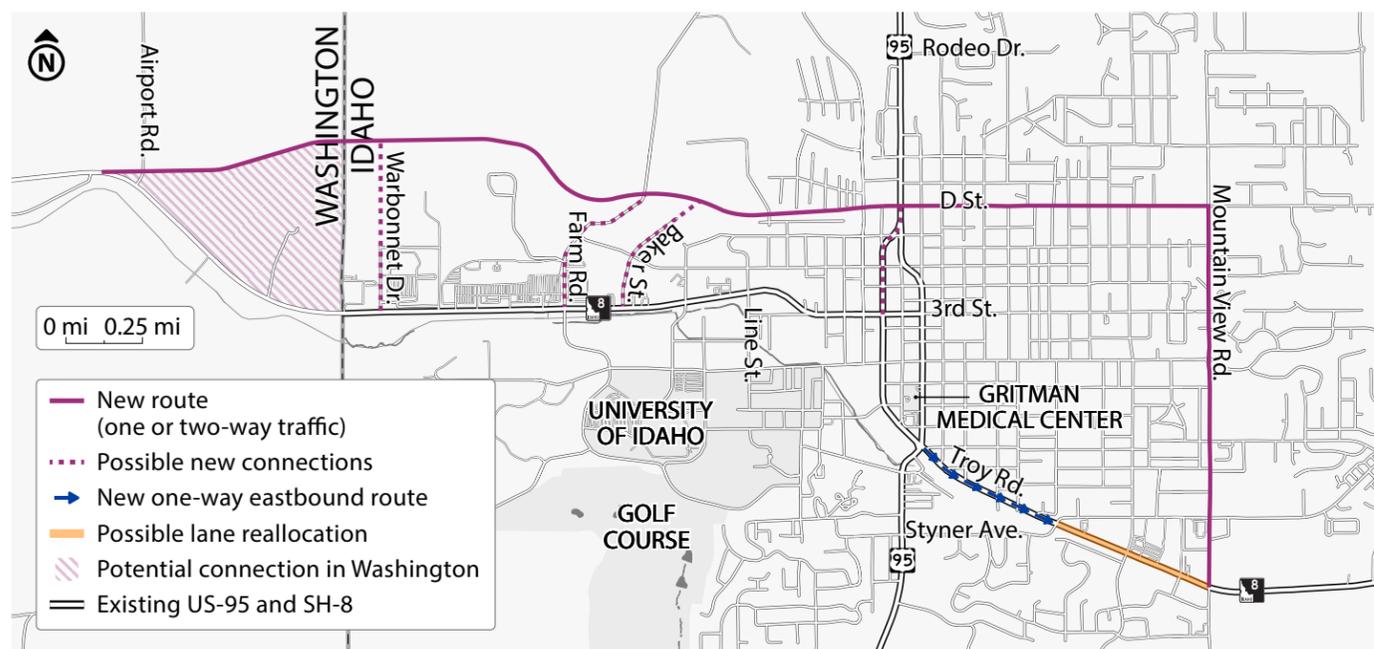
**Options include:**

- Lieuallen Street
- Farm Road
- Line Street
- Warbonnet Drive
- Peterson Drive
- Potential connection in Washington
- Baker Street

## Concept and Options: Mountain View Drive to D Street

New Alignment | New Routes for Urban Mobility

**Level One Screening Result: All Options Eliminated** due to significant right of way impacts, including a cemetery



*Linework is intended to show movements and is not representative of lane widths or footprint.*

### Key Components

- Westbound SH-8 traffic to route north on Mountain View Drive and west on D Street
- Eastbound SH-8 would update to one-way between US-95 and Mountain View Drive
- North-south connections would be considered at various streets

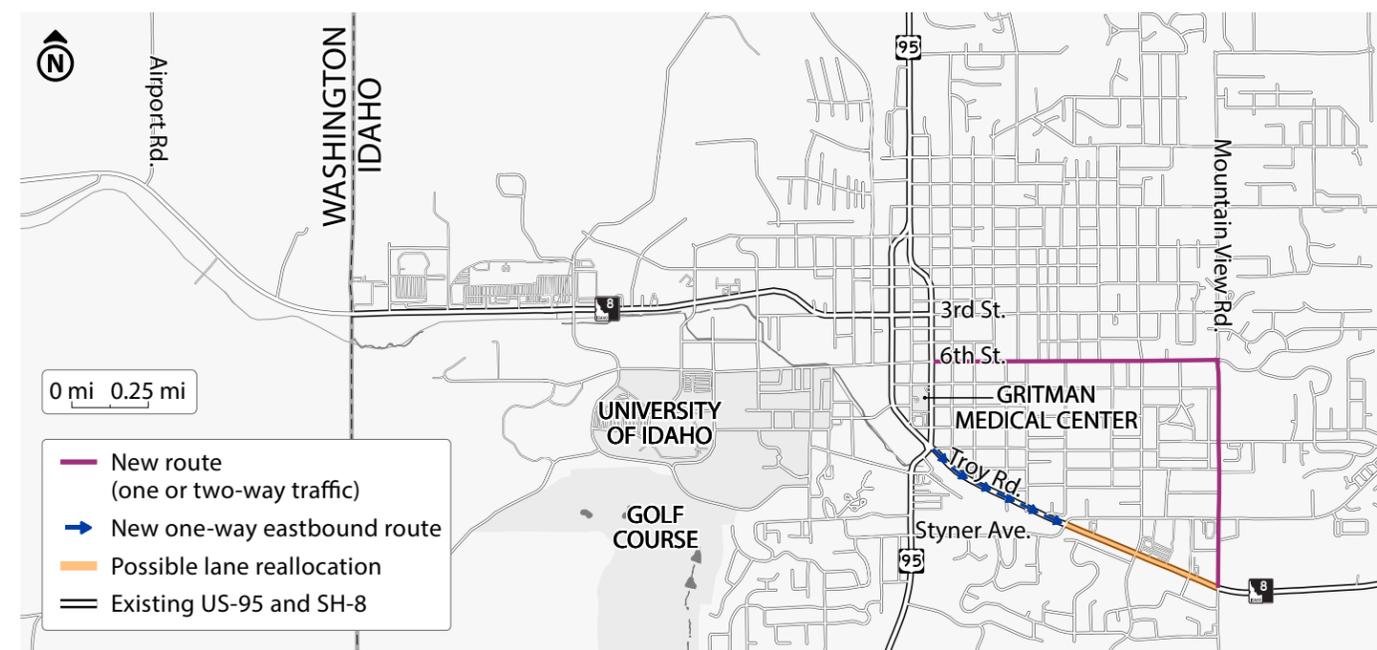
**Options include:**

- Jackson Street
- Warbonnet Drive
- Baker Street
- Potential connection in Washington
- Farm Road

## Concept: Mountain View Drive to 6th Street

New Alignment | New Routes for Urban Mobility

**Level One Screening Results: Eliminated** due to significant right of way impacts, including a cemetery



*Linework is intended to show movements and is not representative of lane widths or footprint.*

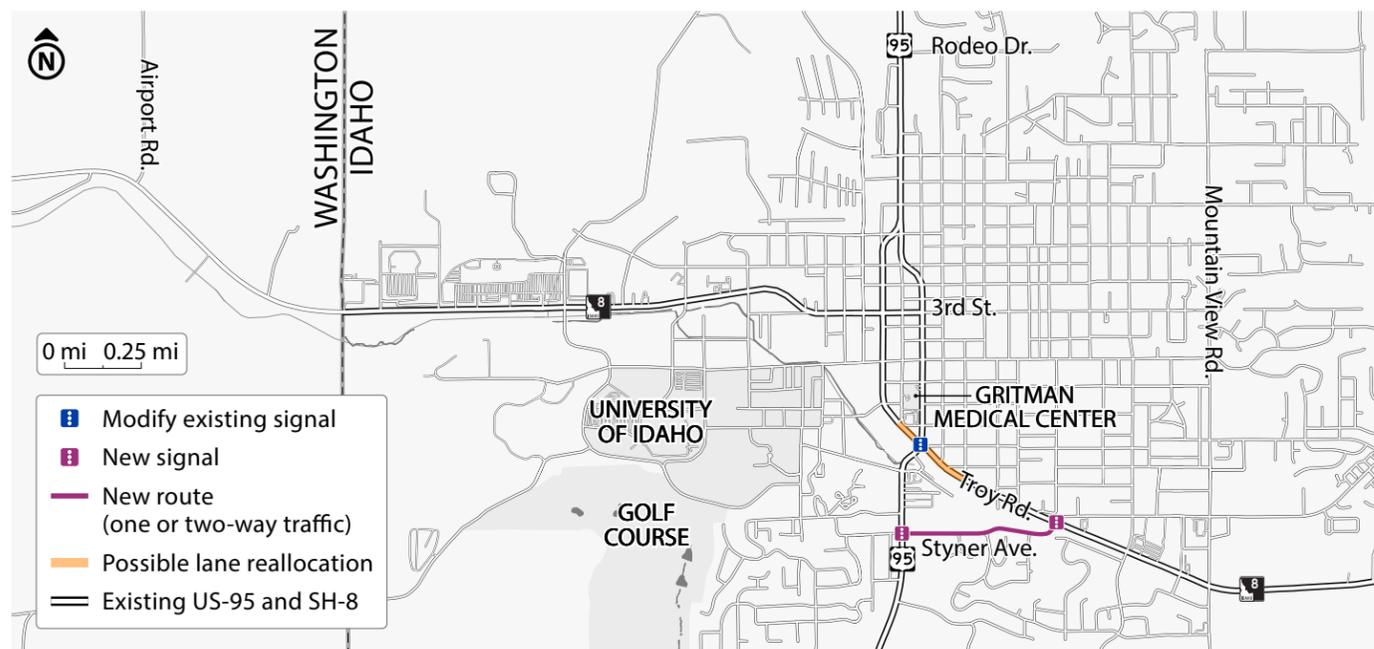
### Key Components

- Westbound SH-8 traffic to route north on Mountain View Drive and west on 6th Street
- Eastbound SH-8 could accommodate lane reallocation, including an additional eastbound lane

## Concept: Styner Avenue

New Alignment | New Routes for Urban Mobility

Level One Screening Results: **Carried Forward as an Element**



Linework is intended to show movements and is not representative of lane widths or footprint. Certain concepts may require additional right of way.

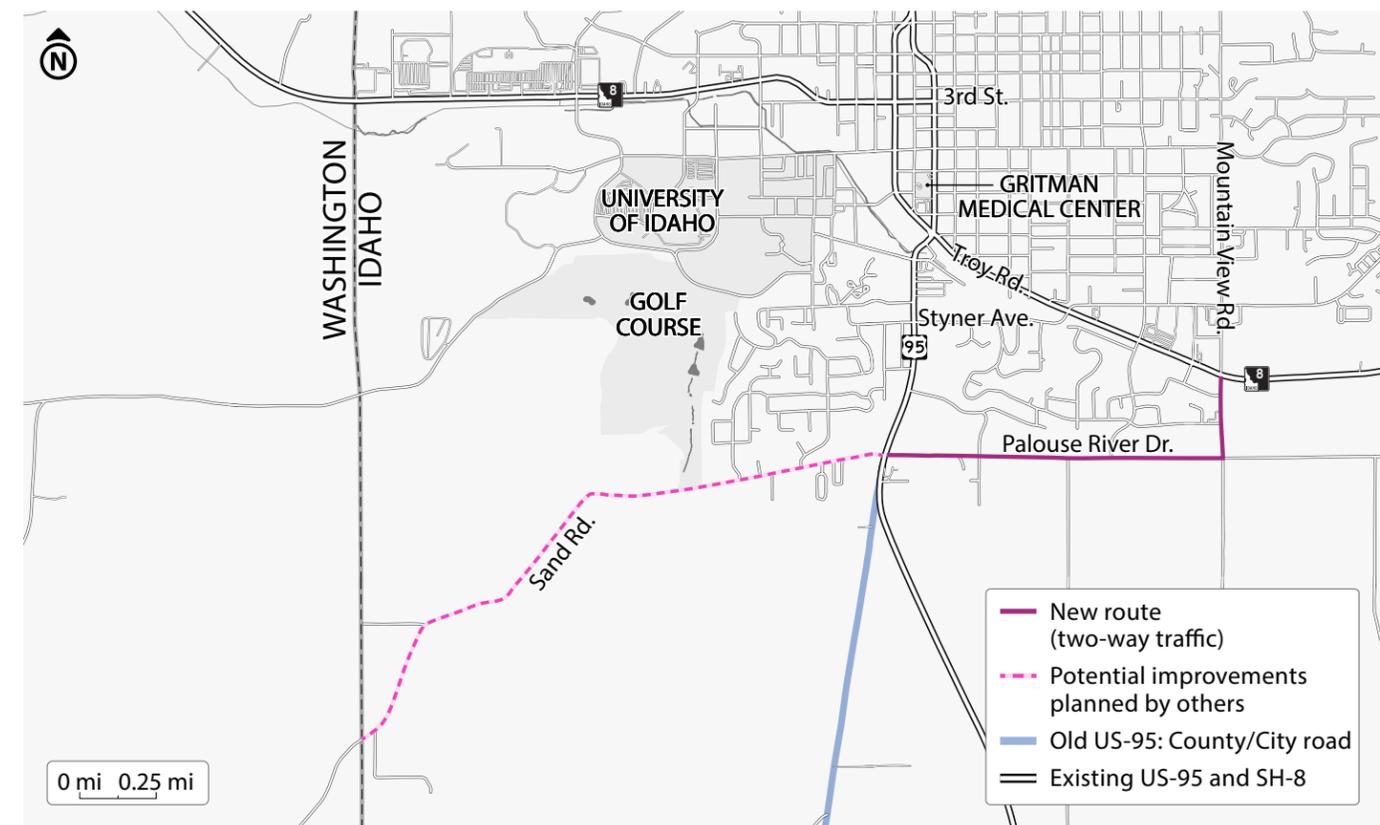
### Key Components

- Westbound SH-8 would use Styner Avenue to turn south on US-95.
- Currently, there are two westbound left-turn lanes from SH-8 to US-95. With at least one left-turn lane removed, an extra eastbound lane may be possible through the SH-8 intersection with Washington Street.

## Concept: Palouse River Drive

New Alignment | New Routes for Urban Mobility

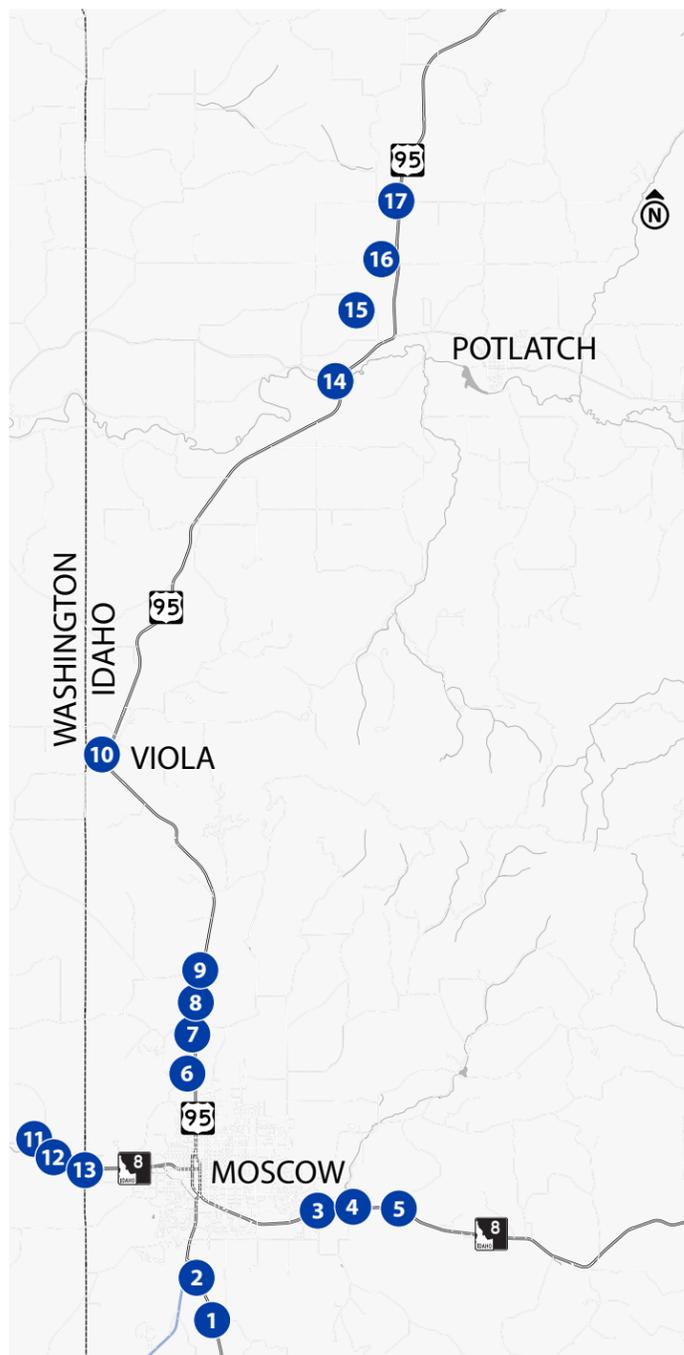
Level One Result: **Carried Forward**



Linework is intended to show movements and is not representative of lane widths or footprint. Certain concepts may require additional right of way.

### Key Components

- Westbound SH-8 would use Mountain View Drive south and Palouse River Drive west to connect with US-95
- Upcoming and current city and county studies are evaluating improvements and freight route alternatives along Sand Road in Idaho and Washington



## New Corridor Concepts

### Level One Concept Development Overview

When considering potential areas for new corridors, the study team used conceptual engineering and public input to determine reasonable paths.

From there, 17 key intersections were identified as helpful starting points for studying potential new corridors.

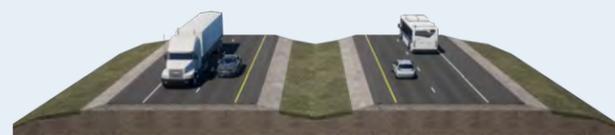
To organize data, concepts are presented based on the intersections leaving and joining with US-95 from south to north. Thus, concepts will note starting at Intersection 1 or 2 for the Moscow area and Intersection 14 for the Potlatch area.

### Graphic Examples of New Alignment Roadway Elements

Because we build new roads to the latest design standards, many roadway elements would be determined by engineering best practices and technical data at the time of final design and construction. Specific roadway elements for a new alignment will be refined as we progress through the process.



Four-Lane Highway with Center Turn Lane



Four-Lane Divided Highway

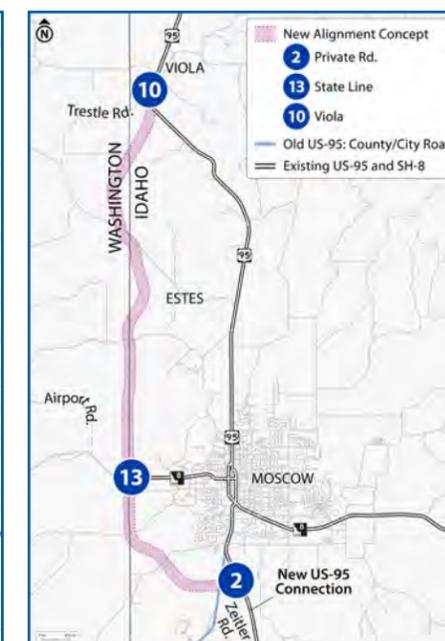
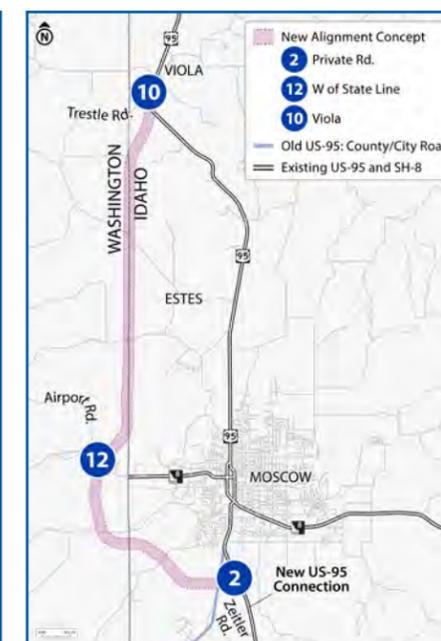
Routes are preliminary in Level One and are meant to be illustrative of potential paths between Intersections.

As an example, the Concept: Private Road (Intersection 2) to Viola (Intersection 10) illustrates three different north-south routes: one over Moscow Mountain, one up the state line, and one around Moscow Mountain.

As we study additional data for each proposed route in Level Two, one route may prove to be more feasible or have other advantages. If that is true, then that specific route may be **Carried Forward as an Element** that could apply across the entire concept.

Through these early corridor concept illustrations, we would like to gather feedback from agencies, the public, and invested and interested parties on:

- East vs. west alignments
- Intersection points
- Preliminary routes

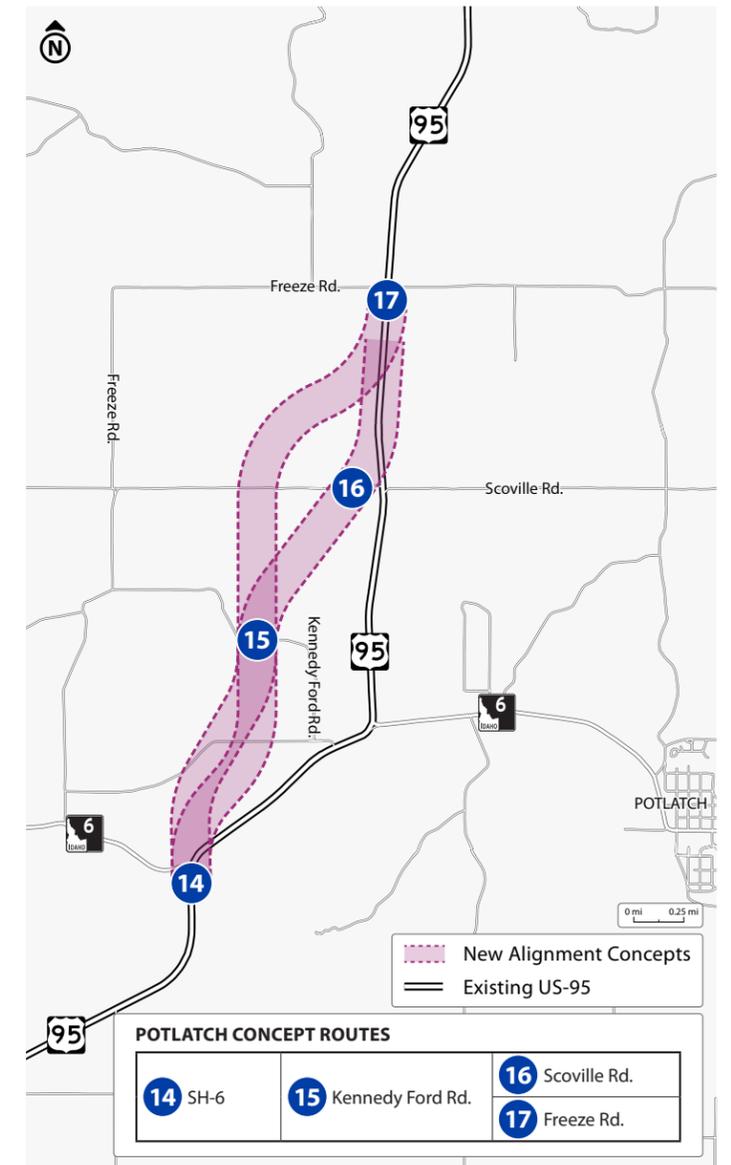
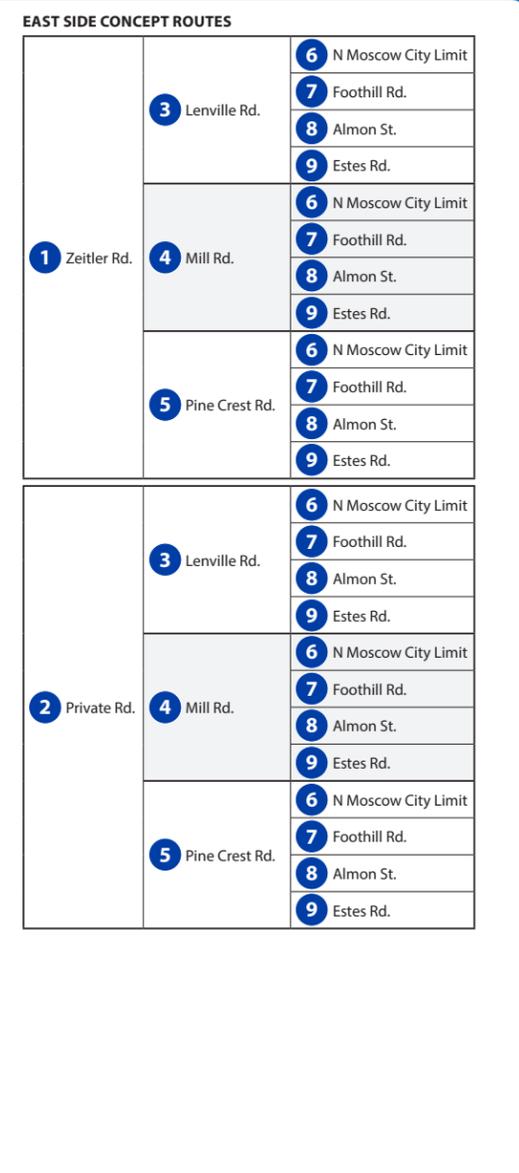
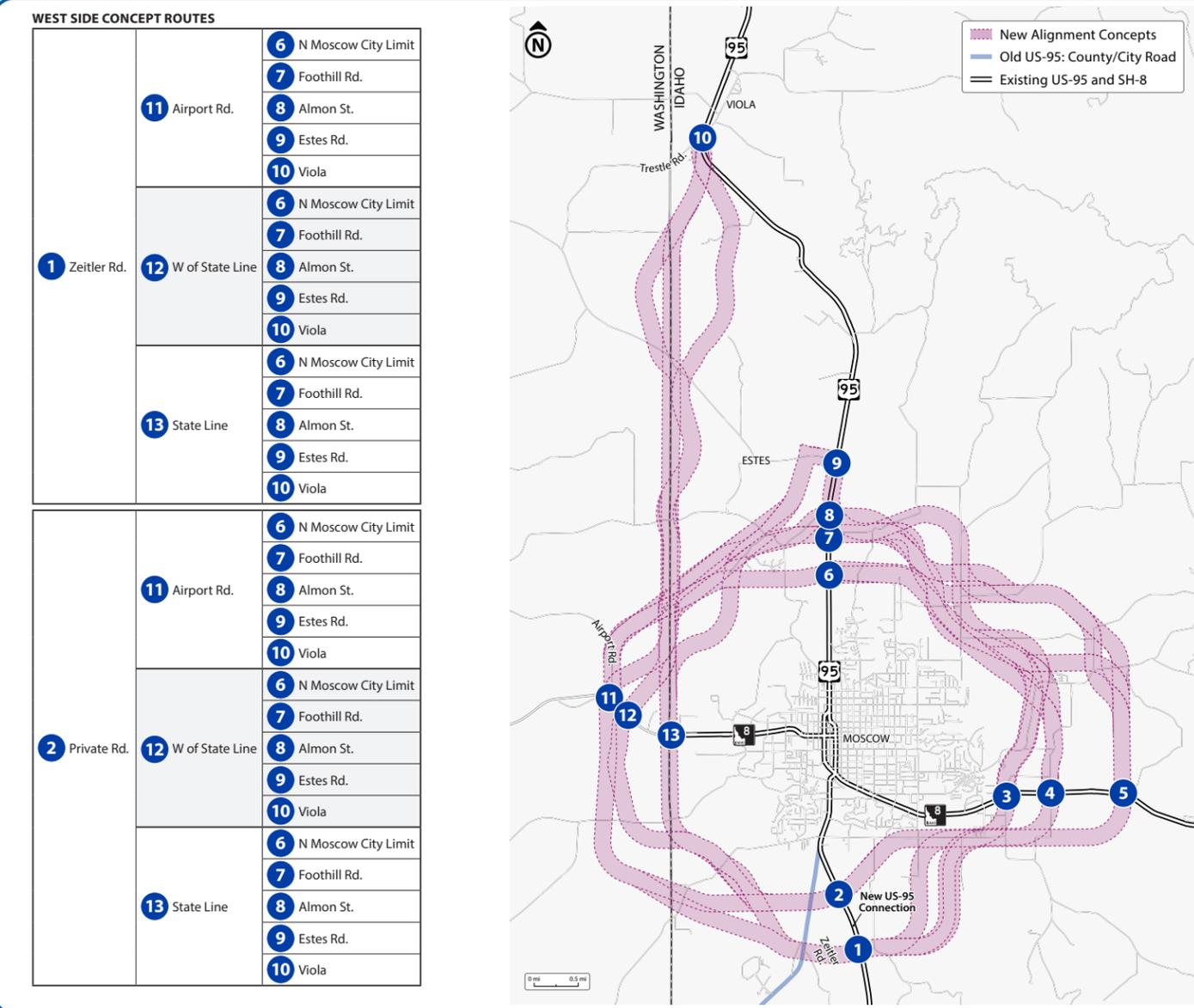


# New Corridor Concepts and Options

New Alignments

Level One Results for All Options: **Carried Forward**

Map linework is intentionally oversized and drawn at 1,000-foot wide for potential new corridors in rural areas. This allows our team to consider new alignments within a general area while we collect specific traffic, environmental, refined geometrics, safety and operational analyses, as well as public and stakeholder input.



## ON-ALIGNMENT CONCEPTS

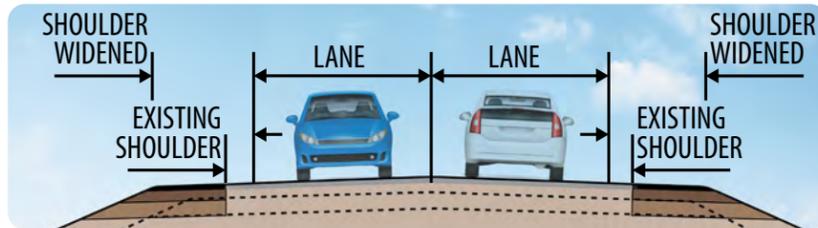
### Rural Improvement Concepts

On-Alignment | Targeted roadway improvements outside of Moscow and Troy

**Options may include:**

- Shoulder widening
- Clear zone improvements
- Passing lanes
- Geometric improvements
- Slow vehicle pull-out
- Intersection improvements
- Turn lanes
- Wildlife movement
- Improved connection to Latah Trail

**Level One Screening Result for All Options: Carried Forward as an Element**



**Improved Two-Lane Cross Section**

Graphic is for example purposes only to depict possible improvements.

### Urban Improvement Concepts

On-Alignment | Targeted roadway improvements within Moscow and Troy

**Options may include:**

- Two-way left-turn lane
- Five-lane cross section
- Lane reallocation
- Access management
- Geometric improvements
- Intersection improvements
- Turn lanes
- Improved connection to Latah Trail
- Enhanced pedestrian crossing
- Bike lanes on roadway

**Level One Screening Result for All Options: Carried Forward a Element**



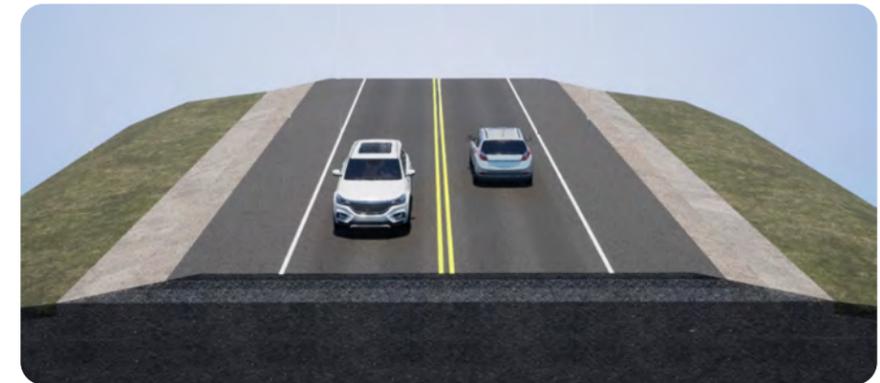
**Two-Way Left-Turn Lane**

Graphic is for example purposes only to depict possible improvements.

## NEW ALIGNMENT CONCEPTS

### New Corridor Concepts

Construction of new SH-8 highway alignment in rural area between Moscow and Troy with a consistent two-lane or four-lane cross section with shoulders and clear zone to current design standards. Other concepts, such as passing lanes, vehicle pullout areas, and turn lanes, would be installed with the new highway alignment to optimize traffic operations and safety.



**Two-Lane Highway (Rural)**



**Four-Lane Divided Highway (Rural)**

Graphics are for example purposes only to depict possible improvements.

# SH-8 New Corridor Concepts

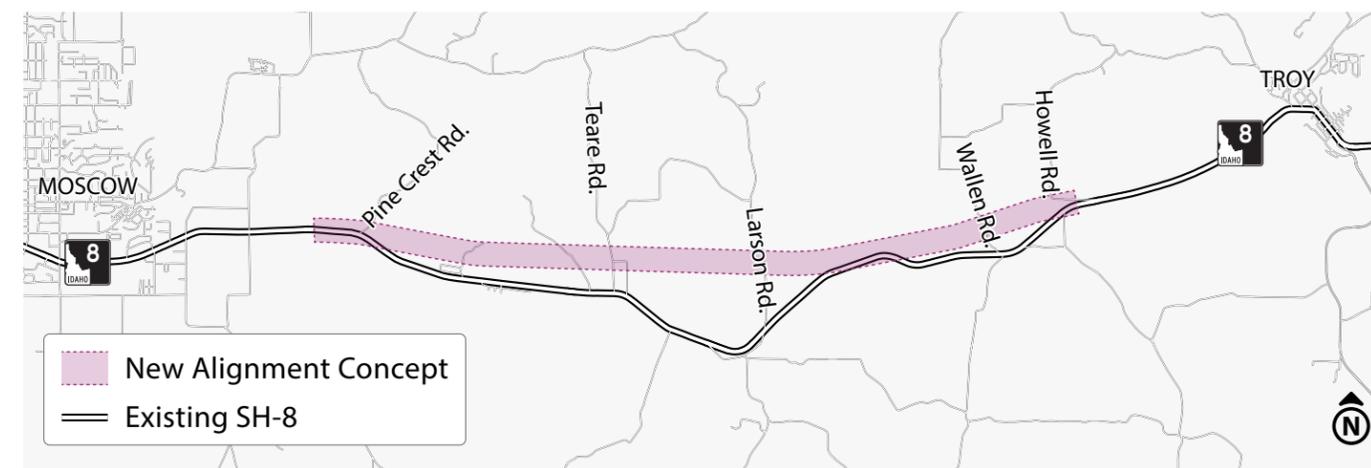
New Alignments

Level One Screening Results: **Carried Forward**

Map linework is intentionally oversized and drawn wide for potential new corridors in rural areas. This allows our team to consider new alignments within a general area while we continue to gather data and community input.



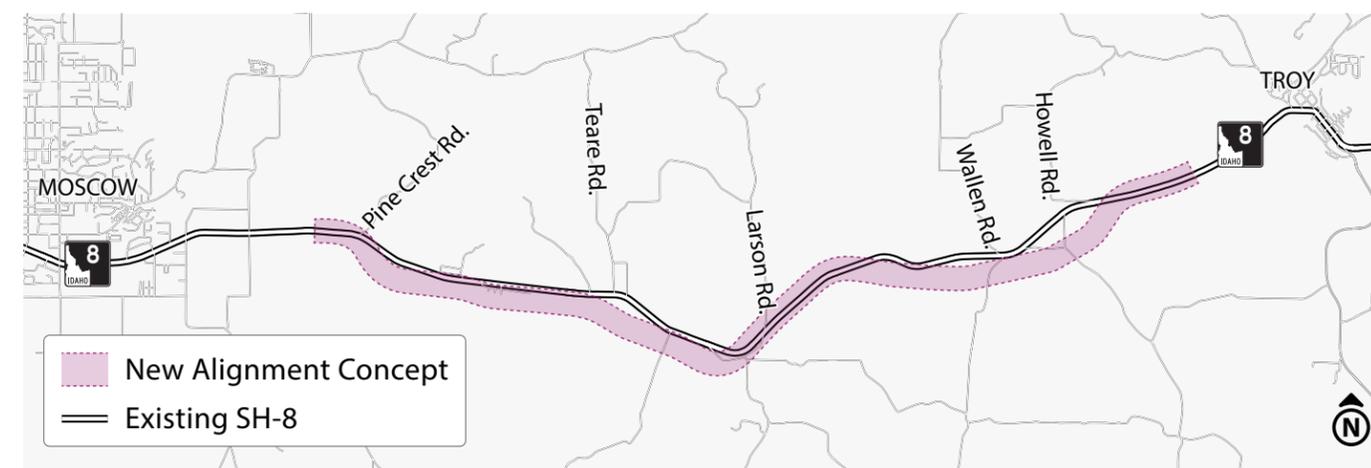
SH-8 Re-Alignment to North - Concept 1



SH-8 Re-Alignment in Central Corridor - Concept 2



SH-8 Re-Alignment to South - Concept 3

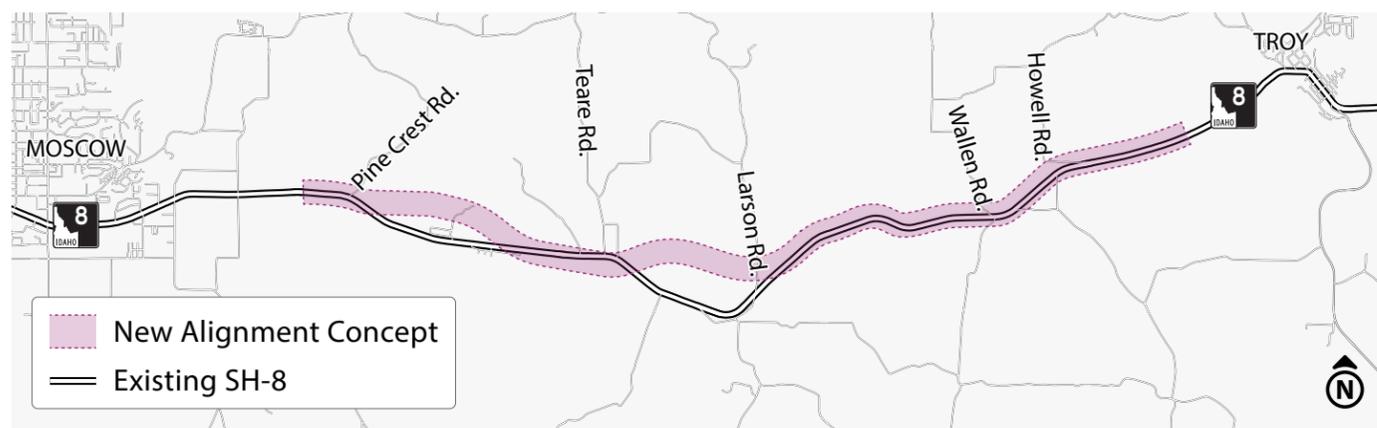


SH-8 Re-Alignment South of Railway Corridor - Concept 5

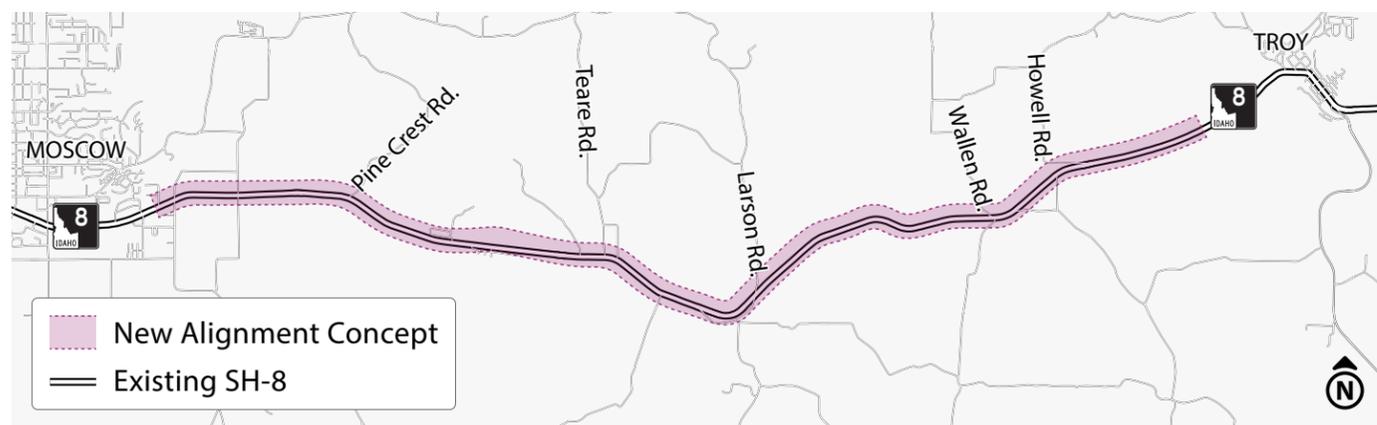
# SH-8 New Corridor Concepts

New Alignments

Level One Screening Results: **Carried Forward (continued)**

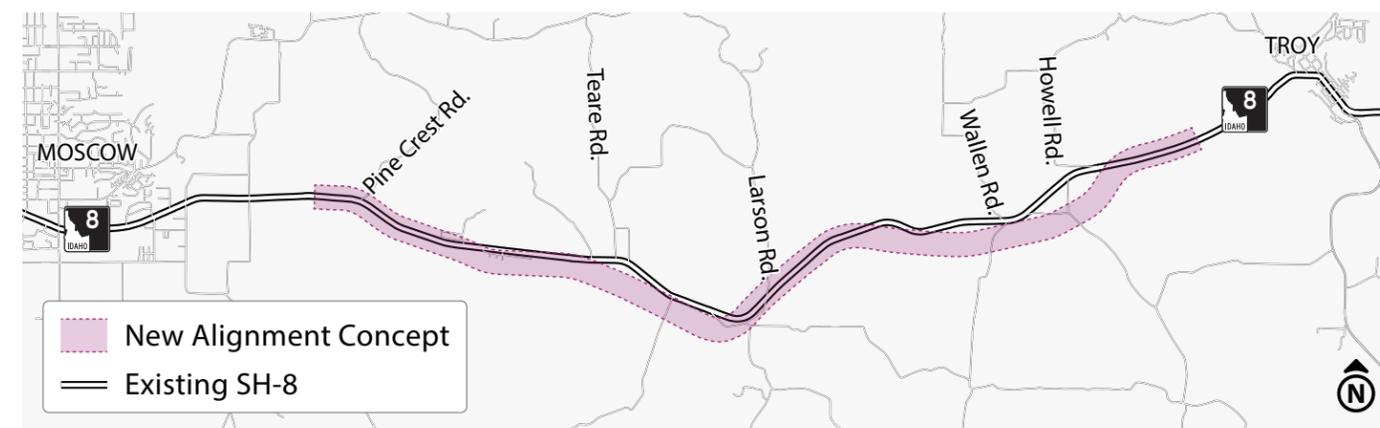


SH-8 Re-Alignment to North - Concept 6



SH-8 Re-Design on Existing Alignment - Concept 7

Level One Screening Results (Concept 4 only): **Eliminated**



SH-8 Re-Alignment in Central Corridor - Concept 4

Map linework is intentionally oversized and drawn wide for potential new corridors in rural areas. This allows our team to consider new alignments within a general area while we continue to gather data and community input.

# US-95 Study Level Two Screening - Draft Evaluation Criteria

These criteria were developed to address the study Purpose & Need and will guide the study team through the next level of concept screening.

## Reduce congestion through improved travel time reliability

- Traffic Operations
  - Traffic volume (2050) to roadway capacity (volume-to-capacity ratio)
- Optimized future (2050) vehicular travel time along the existing or new corridors and routes
  - Reduced intersection delay during future (2050) peak hours

## Enhance regional north-south connection between Lewiston and Coeur d'Alene

- Travel times as documented by combined delay through multiple intersections along the corridor
- Refine travel time reliability criteria as it relates to freight, safety, and potential impacts for concepts

## Accommodate walking and biking where appropriate on the U.S. highway system

- Multimodal Mobility
  - Accommodation of enhanced walking and biking US-95 crossings where appropriate
- Accommodation of expanded walking and biking opportunities where appropriate

## Promote safety by addressing geometric and operational deficiencies

- Safety Measurements
  - Potential crash reduction (for identified predominant crash pattern)
- Reduced potential conflict points (vehicular, pedestrian/bicyclists, and animals)
- Community
  - Property access modifications



For more details and an online feedback survey, please visit **us95sh8.com**. Comments submitted by July 8 will be considered by the study teams. →



# US-95 & SH-8 Palouse Region Studies



Participate in the  
online public meeting:  
[us95sh8.com](http://us95sh8.com)





**Your Safety • Your Mobility  
Your Economic Opportunity**

**Website:** [itdprojects.idaho.gov/pages/sh8-us95-pel](http://itdprojects.idaho.gov/pages/sh8-us95-pel)

**Email:** [info@us95sh8.com](mailto:info@us95sh8.com)

**Phone:** 208-799-4218



# COMMENT FORM

**Thank you for your interest in the US-95 and SH-8 Palouse Region Studies.**

We appreciate you taking the time to provide your feedback. Your input is an important part of the process and shaping these studies.

This survey includes a few general questions about what you like and dislike about the preliminary concepts and evaluation criteria for future phases of screening. You may provide answers to any or all questions and are not required to respond to each.

Comments received by July 8 will be considered by the study teams.

This survey is meant to be taken during or after the in-person public meeting or you have reviewed the meeting displays online: [us95sh8.com](http://us95sh8.com). Identical information is available both in person and online.



## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

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Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

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## SH-8 Palouse Region Study

Tell us what you like or dislike about the **SH-8 Study Level One Screening results** and concepts being considered.

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## General

Is there anything else the study teams should know or consider?

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## Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:

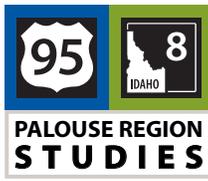
- Materials—including maps, informational displays, and handouts
- Public meeting venue
- Online public meeting
- Marketing efforts to promote the event
- Your discussions with the study teams
- Any other elements that contributed to your experience at the public meeting

- |   |  |
|---|--|
| <input type="checkbox"/> I have no understanding of the studies         | <input type="checkbox"/> I have a good understanding of the studies                    |
| <input type="checkbox"/> I have a limited understanding of the studies  | <input type="checkbox"/> I have a clear and comprehensive understanding of the studies |
| <input type="checkbox"/> I have a moderate understanding of the studies |  |

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**How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?**

- Postcard
- Public notice: Social media
- Public notice: Moscow-Pullman Daily News
- Public notice: Lewiston Tribune
- Other (please specify): \_\_\_\_\_
- Media coverage - TV, newspaper, radio
- ITD website
- Email from study teams
- Word of mouth

## Contact Information

Name: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

Address 2: \_\_\_\_\_

State: \_\_\_\_\_ ZIP: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

**The questions below are optional and voluntary.**

**What is your gender?**

- Male
- Female

**Are you a person with a disability?**

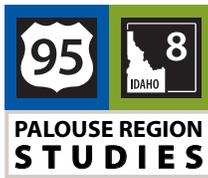
- Yes
- No

**What race do you most identify as?**

- American Indian (Tribal Native)/Alaskan Native
- Black
- White
- Other: \_\_\_\_\_
- Native Hawaiian and other Pacific Islander
- Asian
- Hispanic

*This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)). It will become part of the public record for these studies, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the studies, though you may unsubscribe from updates at any time.*





You can return your comments at the public meeting to a member of the team or in the comment box at the sign-in table. To return comments by email or mail, please send them by July 8, 2025, to:

**Email:** [info@us95sh8.com](mailto:info@us95sh8.com)

**Mail:** Idaho Transportation Department, District 2  
Attn: Mark Pfeiffer  
P.O. Box 837  
Lewiston, ID 83501

*Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto: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**.*

# *Thank you!*

For up-to-date details and study information, visit [itdprojects.idaho.gov/pages/sh8-us95-pel](https://itdprojects.idaho.gov/pages/sh8-us95-pel).





## Welcome to the Online Public Meeting for the US-95 and SH-8 Palouse Region Studies

### The purpose of this meeting is to:

- Provide an overview of each study
- Share concepts and findings as we begin the evaluation process
- Ask for your input on the criteria that will be used in the next phase of evaluation



**Thank you for  
participating in the  
online public meeting!**

Next

Questions? Contact us at [208-799-4218](tel:208-799-4218)  
or [info@us95sh8.com](mailto:info@us95sh8.com).



### Questions? Contact Us

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Email: [info@us95sh8.com](mailto:info@us95sh8.com)

Web: [itdprojects.idaho.gov/pages/sh8-us95-pel](http://itdprojects.idaho.gov/pages/sh8-us95-pel)

Address:  
Idaho Transportation Department, District 1  
2600 Frontage Rd. Lewiston, ID 83501



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## How to Participate

1 **Familiarize yourself with the studies**  
Scroll through the entire online public meeting using the "Next" button at the bottom of each page or navigate directly to the topic you are interested in by opening the menu (three horizontal lines on the top right corner of the screen).



2 **Provide input by July 8, 2025** → [Take the Survey](#)

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## Overview

The US-95 and SH-8 Palouse Region Studies are following the Planning and Environmental Linkages (PEL) process. Each study is unique.

The intent of the studies is to help ITD determine investments in the transportation network that will improve safety, mobility, and economic opportunity in the region.



### An Integrated Approach to Planning

ITD utilizes a collaborative approach to decision-making that links environmental and planning information together with identified transportation needs within the study area. Community feedback is integrated throughout the process.



#### Early consideration for public input and planning information

The study team gathers community input early to help determine transportation needs, including:

- Community Values & Perceptions
- Traffic & Crash Data
- Environmental Resource Data
- Existing Community & Regional Plans



#### Early environmental planning

The work developed during the US-95 and SH-8 Studies can be incorporated into future environmental reviews, such as the National Environmental Policy Act (NEPA) review.



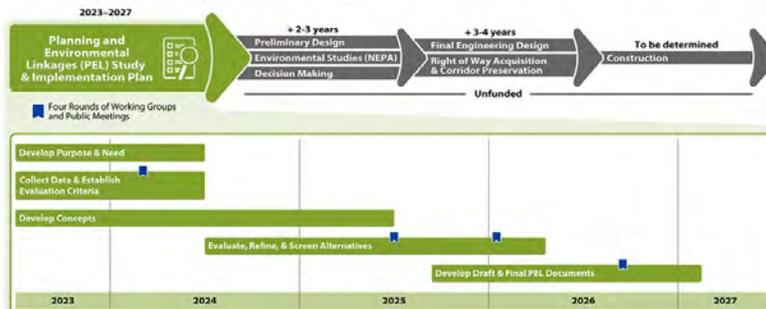
#### Multiple alternatives can advance

PEL studies may result in several short- and long-term proposed improvements. Multiple reasonable concepts may advance and will be called alternatives in later phases, which may be funded separately through future projects.

### Schedule

The PEL process is just the first step of many phases. Only the PEL phase is currently funded, and timelines may change.

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Back

Next

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## Agency & Community Outreach

### Early and Ongoing Outreach

Input was gathered early in the process and will continue to be gathered throughout the studies:

- Key stakeholder and property owner meetings
- 46 in-depth interviews
- A workshop focused on walking and biking
- Community Working Group (CWG) workshops
- Technical Advisory Committee (TAC) meetings
- Public meetings

In a collaborative role to ITD, the CWG and TAC provide input on study findings. The same findings are presented to the public.

**Feedback from the CWG, the TAC, and the public helps identify community values and a vision for transportation in the area.**

### Community Identification

The regional and local stakeholders and community members include:

- Agencies
- City government
- County and state government
- Education organizations
- Emergency services/healthcare
- Environmental groups
- Faith-based organizations
- Freight representatives
- Housing/residential/neighborhood associations
- Support health organizations
- Tourism/recreation groups
- Traditional underserved populations, including low-income and minority
- Tribal nations (sovereign entities)

### What We've Heard

#### Community Feedback

Community values and ideas for potential solutions are an important part of the process. Feedback provided the basis for each study's Purpose & Need statement and evaluation criteria and allowed the study teams to understand the community's values and concerns. The most frequently mentioned themes by the public were:

#### Roadway and Traffic

- Visibility and sight distance
- Sharp curves and turns
- Intersection types
- Lane and shoulder widths
- Turn lanes
- Passing lanes
- Traffic congestion and signage

#### Alternative Routes

- Preferences, suggestions, and dislikes

#### Active Transportation

- Walking and biking
- State highway crossings

#### Integrating Input

Public comments provided the basis for initial concept development. These ideas were later overlaid with engineering best practices and environmental, traffic, safety, and planning data to create concepts.

Back

Next



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## Environmental Considerations

At each step of the concept development and screening process, we study the potential environmental impacts of the concepts. This initial screening aims to identify significant environmental issues that may arise and determine whether further detailed analysis is necessary. These concerns may require avoidance, minimization, or mitigation, as determined through further environmental review.

### Environmental Resource Categories

- Transportation resources, including trails and railroads
- Hazardous materials
- Fish and wildlife, including wildlife crashes and corridors
- Palouse prairie remnants and locally important habitats
- Threatened and endangered species, including Spalding's catchfly and essential fish habitat for Chinook Salmon
- Historic properties
- Tribal and public lands, including national forests, trails, University of Idaho campus and agricultural lands
- Wetlands and waters of the U.S.
- Floodplains
- Additional categories
  - May include cemeteries and substations

Back

Next



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## Traffic Operations



### US-95 Traffic Operations: No Build 2050

Most intersections on US-95 in Moscow currently operate at an acceptable level of service (LOS). LOS is graded from A to F. Worsening LOS represents increased delays and wait times. We anticipate some specific intersections and single-lane movements will progress to an unacceptable LOS by 2050, our study design year.

#### Non-Signalized Intersections

US-95 traffic flow would remain stable, but movements from side streets onto or across US-95 would experience significant delays at:

- Rodeo Drive
- Morton Street
- C Street
- 1st Street
- Styner Avenue
- Southview Avenue

#### Traffic Queuing

The most frequent vehicle movements on US-95 are near capacity and will continue to worsen without improvements:

- Northbound US-95 to westbound Third Street.
- Westbound from Jackson Street (US-95) onto SH-8. Queuing on Jackson Street will cause delays on College Street.



### SH-8 Traffic Operations

Most intersections on the SH-8 corridor between the Washington/Idaho border and Troy operate at an acceptable LOS. By 2050, about a third of the study intersections will deteriorate to an unacceptable LOS.

#### Capacity at Signalized Intersections

SH-8 traffic demand is anticipated to exceed intersection capacity, leading to significant delays for various turning movements at:

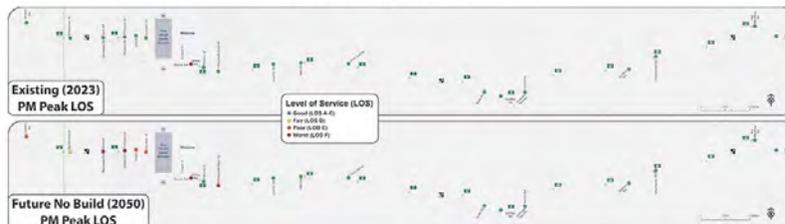
- WA-270 & Airport Road
- SH-8 & Perimeter Drive/Farm Road
- SH-8 & Stadium Drive/Peterson Drive
- SH-8 & Line Street

#### Delay at Non-Signalized Intersections

Side street traffic at the following non-signalized SH-8 intersections is anticipated to experience significant delay:

- SH-8 & 3rd Street/Lieullen Street
- SH-8 & Styner Avenue/White Avenue
- SH-8 & Mountain View Road

*Click map to view enlarged PDF in a new window*





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## Vision and Draft Purpose & Need

The Vision and Draft Purpose and Need Statements were reviewed by the CWG, the TAC, and the public in spring 2024, and feedback was incorporated.



### US-95 Vision and Draft Purpose & Need

#### Vision

To determine purposeful investments in the transportation network to improve safety and mobility and serve the communities and regional economic needs.

#### Purpose

The purpose of the transportation improvements on US-95 between Snow Road and the Latah/Benewah county line is to enhance quality of life through transportation by:

- **Reducing congestion** through improved travel time reliability
- Continuing to **enhance a regional north-south connection** between Lewiston and Coeur d'Alene as an important element of local and regional commerce
- **Accommodating walking and biking** where appropriate on the U.S. highway system
- **Promoting safety** by addressing geometric and operational deficiencies

#### Need

The need for transportation improvements on US-95 between Snow Road and the Latah/Benewah county line is:

- Current and future (2050) **congestion**
- **Inefficient movement of freight and through traffic** on the one-way couplet due to the 25-mph design speed, on-street parking, and sharp turning radii at the intersections of SH-8 and US-95
- Inadequate or **lack of accommodation for travelers walking and biking** to school, work, and shops
- **Geometric and operational deficiencies** on the US-95 corridor, including deficiencies associated with horizontal and vertical curves, substandard grades, narrow shoulders, and passing opportunities



### SH-8 Vision and Draft Purpose & Need

#### Vision

The vision of the SH-8 Washington State Line to Troy Study is to evaluate potential transportation solutions for meeting current and future mobility needs along SH-8 in the City of Moscow and Latah County and identify corridor project priorities that improve safety, mobility, and roadway configuration through a collaborative and inclusive process.

#### Purpose

The purpose of the project is to improve safety, reduce traffic congestion and enhance multimodal mobility, where appropriate, on SH-8 between the state line and Troy for 2050.

#### Need

Transportation improvements are needed along SH-8 as identified by data and analysis results from the Existing and 2050 No Build Conditions Report (January 2024), Moscow Multi-Modal Transportation Plan (July 2014), Idaho Strategic Highway Safety Plan 2021-2025, 2021 Idaho Highway Safety Improvement Program, and input from the public and local stakeholders. Primary transportation needs are summarized below:

- **Unacceptable traffic congestion and delay** along the SH-8 study corridor based on future travel demand
- **Safety issues** for vehicular, bicycle, and pedestrian travel along the SH-8 study corridor
- **Enhanced bicycle and pedestrian mobility** along and across the SH-8 study corridor

Back

Next



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## Concept Development

### Defining Concepts

#### Ideas

Through interviews, workshops, and public meetings, we heard many ideas for potential solutions. Certain suggestions we've received extend beyond the jurisdiction and authority of ITD. Those ideas are still recorded as part of the study, and we will share those ideas with other parties, which may include local cities, counties, and agencies.

#### Concepts

Ideas generated that would solve some of the transportation challenges that fall within ITD's purview were tested with engineering best practices and technical data to create concepts. Simply put, concepts are proposed improvements to a transportation system. For these studies, concepts range from broad to targeted, rural to urban. As we move through each step of the process, concept details will be refined. Multiple reasonable concepts may advance and will be called alternatives if they are recommended at the conclusion of the study.

#### Options

Some concepts include multiple options. Think of options like ingredients in a recipe. We mix and match specific options to build a concept. Some options will be included in Level One Screening, but other options may develop as part of Level Two. Options may include:

- Intersections
- Routes
- Roadway elements, such as turn lane or traffic signal

### Concept Development Process



#### Stakeholder and Public Ideas and Feedback

The community was invited to provide feedback on potential improvements, including their ideas on possible routes for realignment. These were provided through paper and online maps and comment forms.



#### Planning Documents

Planning documents compiled during the initial data gathering were utilized for reference. This includes the ITD Original Corridor Plan, City of Moscow Plans, University of Idaho Long Range Plan, Latah County, Whitman County, and Washington State Department of Transportation planning documents.



#### GIS Route Finding

A geographic information system (GIS) route-finding tool calculated efficient paths for potential corridor concepts, taking into consideration many data sets and geospatial information.



#### Applied Engineering Practices

Data was synthesized from the stakeholder and public feedback, planning documents, and GIS route finding, and engineering practices were applied to develop as many viable routes as possible. This included traffic operations analysis, review of crash history and roadway safety, and assessment of existing roadway and intersection geometry. The foundation of this approach identified key locations to begin, end, and/or intersect US-95 and SH-8.

Back

Next



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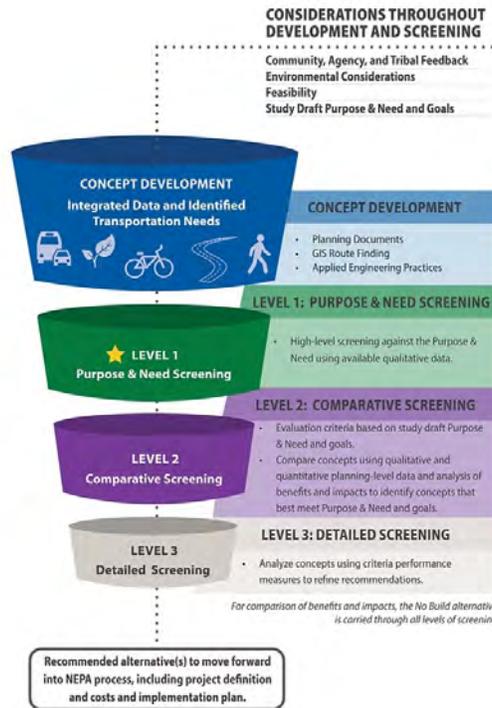
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## Evaluation and Screening Process

### Concept Evaluation

Evaluation includes several levels of screening that consider the transportation problems, operational context, and surrounding environment. Through screening, the study team will identify reasonable alternative(s) that may progress into the NEPA process.



### Environmental Considerations

To best allocate effort and funding, the study teams will conduct environmental data scans during Level Two Screening. Because of this, many concepts will not have extensive data available in Level One. Feasibility will be assessed on available environmental data.

### Feasibility Considerations

Continuous assessment of feasibility will occur throughout each screening level. This includes consideration for how buildable a concept is, including:

- Constructability and engineering data
- Corridor width and cross-section requirements
- Right of way impacts

## Screening Process

### ★ Level One

**Screen concepts for reasonability and Purpose & Need using available qualitative data.**

We use generalized land use and planning, geotechnical, roadway engineering, traffic and safety, and environmental data at Level One so we can spend our time and funding wisely. Concepts that do not meet Purpose & Need or with a fatal flaw (an impact or combination of impacts that prohibit a concept from being built) will be eliminated.

#### Screening Results

Level One will consider reasonability, draft Purpose & Need, and goals, resulting in concepts that are:

- Carried Forward**
- Eliminated**
- Carried Forward as an Element:** These concepts do not fully meet Purpose & Need but will be evaluated as a packaged element of a larger-scale concept.

[Download Screening Pamphlet >](#)

### Level Two

**Compare concepts using qualitative and quantitative planning-level data.**

Gather and analyze refined data sets for each concept and option. Establish a means for estimating and comparing how well concepts perform in meeting the study Purpose & Need and goals.

- Constructability and engineering data
- Corridor width and cross-section requirements
- Right of way impacts

### Level Three

**Analyze concepts using criteria performance measures to refine recommendations.**

Preferred concepts may proceed into further design and environmental review to identify final recommendations. More than one concept may pass through Level Three screening. Concepts will be called alternatives if they are recommended at the conclusion of this phase.

[Back](#)

[Next](#)



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## US-95 Level One Concepts and Results

### On-Alignment Concepts

Improvements would be considered for the current highway system. While the details of specific improvement elements would be refined throughout the process, we want to forecast what is possible for updates on the current roadway system.

#### Rural Improvements

- Widening
- Targeted roadway improvements outside Moscow city limits

#### Urban Improvements

- Targeted roadway improvements in Moscow
- Standalone improvements for walking and biking

### New Alignment Concepts

New connections and roadways would be considered off the current highway system. Because we build new roads to the latest design standards, many roadway elements would be determined by engineering best practices and technical data at the time of final design and construction.

#### New Corridors

- New roadway corridors could be created to address the problems on US-95 and SH-8

#### New Routes for Urban Mobility

- These concepts would help roadway users move around and through the Moscow area

### No Build Concept

#### Carried Forward in All Screening Levels

A No Build Alternative is required in NEPA environmental reviews and maintains the existing roadway network, without the proposed project. It serves as the baseline to which other alternatives are compared.

Back

Next



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## On-Alignment Rural Concepts

### Concept: Rural Widening

On-Alignment | Widening US-95 outside Moscow on the current highway alignment

Level One Screening Result: **Carried Forward**



#### Key Components

Consistent four-lane cross section would be considered on the existing highway system where possible. This would be considered north of Moscow (starting at milepost 347) to the Latah/Benewah county line.

Four lanes may be divided (top image) or undivided (bottom image).



Map graphic indicates generalized areas for potential improvements. Exact locations would be refined throughout the study.

Click map to view enlarged PDF in a new window



Click map to view enlarged PDF in a new window



### Concept & Options: Rural Improvements

On-Alignment | Targeted roadway improvements outside Moscow city limits

Level One Screening Result for Each Option: **Carried Forward as Elements**

We considered stand-alone improvements to the existing roadway.

Each of the following **options** were carried forward as elements:

- Shoulder Widening
- Passing Lanes
- Turn Lanes
- Roadway Signage
- Wildlife Movement
- Geometric Improvements

Map graphic indicates generalized areas for potential improvements. Exact locations would be refined throughout the study.

### Details for Concept Options: Rural Improvements

#### Passing Lanes

Passing lanes may be considered in rural areas in a variety of configurations as dictated by geography and roadway engineering best practices.

Graphics are for example purposes only; ITD

#### Turn Lanes

Turn lanes may be added to facilitate heavy traffic movements and improve intersection operations.

Graphic is for example purposes only; a combination of through lanes and left- and right-

requires 1.5-2 miles for many passing lanes, and much longer lengths will be considered, dependent on terrain.



turn lanes would be considered.



### Geometric Improvements

A geometric deficiency is a roadway element that doesn't meet current design standards. These deficiencies may not necessarily indicate higher levels of risk but are rather a way to note the difference in how the road was built in the past and how we would design it today. When we look at upgrading a roadway, we want to consider improving the road to current design standards where it makes sense.

These improvements may address:

- Curves in the road, both vertical and horizontal
- Sight distance

## On-Alignment Urban Concepts

### Concept & Options: Urban Improvements

On-Alignment | Targeted roadway improvements in Moscow

**Option:** Lane Reallocations

**Level One Screening Result:** Carried Forward



Graphic for example purposes only to depict possible lane usage for parking adjustments

[Click map to view enlarged PDF in a new window](#)



Graphic above indicates generalized areas for potential improvements. Exact locations would be refined throughout the study.

Some considerations we may look at for lane reallocations include:

#### Parking adjustments

- Third Street between Washington Street and Jackson Street could add an additional westbound lane

#### Turn lanes or minor widening

- Washington state line to Line Street
- Jackson Street from Gritman Medical Center through the Washington Street intersection to maximize capacity within the existing roadway

On-Alignment | Targeted roadway improvements in Moscow

**Option:** Access Management

**Level One Screening Result:** Carried Forward as an Element

[Click map to view enlarged PDF in a new window](#)



Concentrating left turn movements to specific streets can increase safety and capacity on narrow, busy roadways.

Left turn access management (potential removal of left turn movements) would be considered at the following streets:

- Spotswood Street
- Jefferson Street
- Veatch Street
- Lilly Street
- Almon Street
- Alsbury Street



Graphic indicates generalized areas for potential improvements. Exact locations would be refined throughout the study.

On-Alignment | Targeted roadway improvements in Moscow

**Option:** Signal Operation Improvements  
**Level One Screening Result:** Carried Forward as an Element

Optimization of **signal timing**, including queue management and a review of flashing operation, will be analyzed.

Potential **new traffic signal** locations will be analyzed throughout the process. New traffic signals may be warranted dependent on future traffic growth and other planning efforts.

[Click map to view enlarged PDF in a new window](#)



Graphic indicates generalized areas for potential improvements. Exact locations would be refined throughout the study.

### Concept & Options: Urban Walking & Bike Improvements

On-Alignment | Standalone improvements for walking and biking in Moscow

**Options may include:** Improved Connection to Latah Trail, Bike Lanes on Roadway, Enhanced Pedestrian Crossing, Mid-Block Crossing

**Level One Screening Result:** Carried Forward as an Element

Targeted improvements for walking and biking facilities would be considered for the current highway system. While the details of specific improvement elements would be identified and refined in Level Two, we anticipate considering **options** such as:

- Improved Connection to Latah Trail
- Bike Lanes on Roadway
- Enhanced Pedestrian Crossing
- Mid-Block Crossing



**Option:** Marked Crosswalk  
**Level One Screening Result:** Eliminated

- Marked Crosswalks were considered but Eliminated. At the current highway speeds and volumes, marked crosswalks without supporting infrastructure are less safe for pedestrians.
- As shown above, other walking and biking improvement options will be carried forward as elements.

[Back](#)

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## New Alignment Concepts

### New Routes for Urban Mobility

#### Concept and Options: A Street

New Alignment | New Routes for Urban Mobility

**Level One Screening Results: Carried Forward as an Element**

[Click map to view enlarged PDF in a new window](#)



Linework is intended to show movements and is not representative of lane widths or footprint. Certain concepts may require additional right of way.

#### Key Components

- Westbound SH-8 traffic would route north on the current highway alignment and west on A Street
- Eastbound SH-8 would update to one-way between Line Street and US-95
- North-south connections would be considered at various streets

#### Options include:

- Lieuallen Street
- Line Street
- Peterson Drive
- Baker Street
- Farm Road
- Warbonnet Drive
- Potential connection in Washington

#### Concept and Options: Mountain View Drive to D Street

New Alignment | New Routes for Urban Mobility

**Level One Screening Result: All Options Eliminated** due to significant right of way impacts, including a cemetery

[Click map to view enlarged PDF in a new window](#)



Linework is intended to show movements and is not representative of lane widths or footprint.

#### Key Components

- Westbound SH-8 traffic to route north on Mountain View Drive and west on D Street
- Eastbound SH-8 would update to one-way between US-95 and Mountain View Drive
- North-south connections would be considered at various streets.

#### Options include:

- Jackson Street
- Baker Street
- Farm Road
- Warbonnet Drive
- Potential connection in Washington

#### Concept and Options: Mountain View Drive to 6th Street

New Alignment | New Routes for Urban Mobility

**Level One Screening Results: Eliminated** due to significant right of way impacts, including a cemetery

[Click map to view enlarged PDF in a new window](#)



#### Key Components

- Westbound SH-8 traffic to route north on Mountain View Drive and west on 6th Street
- Eastbound SH-8 could



Linework is intended to show movements and is not representative of lane widths or footprint.

accommodate lane reallocation, including an additional eastbound lane

### Concept: Styner Avenue

New Alignment | New Routes for Urban Mobility

Level One Screening Results: Carried Forward as an Element

Click map to view enlarged PDF in a new window



#### Key Components

- Westbound SH-8 would use Styner Avenue to turn south on US-95
- Currently, there are two westbound left-turn lanes from SH-8 to US-95. With at least one left-turn lane removed, an extra eastbound lane may be possible through the SH-8 intersection with Washington Street.

Linework is intended to show movements and is not representative of lane widths or footprint. Certain concepts may require additional right of way.

### Concept: Palouse River Drive

New Alignment | New Routes for Urban Mobility

Level One Results: Carried Forward

Click map to view enlarged PDF in a new window



#### Key Components

- Westbound SH-8 would use Mountain View Drive south and Palouse River Drive west to connect with US-95
- Upcoming and current city and county studies are evaluating improvements and freight route alternatives along Sand Road in Idaho and Washington

Linework is intended to show movements and is not representative of lane widths or footprint. Certain concepts may require additional right of way.

## New Corridor Concepts

### Level One Concept Development Overview

When considering potential areas for new corridors, the study team used conceptual engineering and public input to determine reasonable paths.

From there, 17 key intersections were identified as helpful starting points for studying potential new corridors.

To organize data, concepts are presented based on the intersections leaving and joining with US-95 from south to north. Thus, concepts will note starting at Intersection 1 or 2 for the Moscow area and Intersection 14 for the Potlatch area.

### Graphic Examples of New Alignment Elements

Because we build new roads to the latest design standards, many roadway elements would be determined by engineering best practices and technical data at the time of final design and construction. Specific roadway elements for a new alignment will be refined as we progress through the PEL Process.



Four-Lane Highway with Center Turn Lane

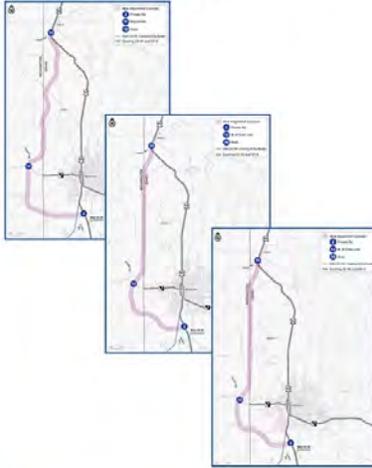


Click map to view enlarged PDF in a new window



## Four-Lane Divided Highway

[Click map to view enlarged PDF in a new window](#)



Routes are preliminary in Level One and meant to be illustrative of potential paths between intersections.

As an example, the Concept: Private Road (Intersection 2) to Viola (Intersection 10) illustrates three different north-south routes: one over Moscow Mountain, one up the state line, and one around Moscow Mountain.

As we study additional data for each proposed route in Level Two, one route may prove to be more Feasible or have other advantages. If that is true, then that specific route may be "Carried Forward as an Element" that could apply across the entire concept.

Through these early corridor concept illustrations, we would like to gather feedback from agencies, the public, and invested and interested parties on:

- East vs. west alignments
- Intersection points
- Preliminary routes

## New Corridor Concepts and Options

New Alignments

Level One Results for All Options:  
Carried Forward

The study teams carried forward all 17 intersection options through the Level One Screening. As the study progresses, there may be full or partial combinations of routes between the intersections that vary from east to west and north to south (full circle, three-quarter circles, half circles, quarter circle, etc.).

Map linework is intentionally oversized and drawn at 1,000-foot wide for potential new corridors in rural areas. This allows our team to consider new alignments within a general area while we collect specific traffic, environmental, refined geometrics, safety and operational analyses, as well as public and stakeholder input.

[Click map to view enlarged PDF in a new window](#)



[Click map to view enlarged PDF in a new window](#)

### WEST SIDE CONCEPT ROUTES

1 Airport Rd.	4 N Moscow City Limit
	7 Foothill Rd.
	8 Almon St.
	9 Egan Rd.
10 Viola	4 N Moscow City Limit
	7 Foothill Rd.
	8 Almon St.
	9 Egan Rd.
11 State Line	4 N Moscow City Limit
	7 Foothill Rd.
	8 Almon St.
	9 Egan Rd.
2 Private Rd.	4 N Moscow City Limit
	7 Foothill Rd.
	8 Almon St.
	9 Egan Rd.
12 W of State Line	4 N Moscow City Limit
	7 Foothill Rd.
	8 Almon St.
	9 Egan Rd.
13 State Line	4 N Moscow City Limit
	7 Foothill Rd.
	8 Almon St.
	9 Egan Rd.



### EAST SIDE CONCEPT ROUTES

3 Lemley Rd.	4 N Moscow City Limit
	7 Foothill Rd.
	8 Almon St.
	9 Egan Rd.
4 Mill Rd.	4 N Moscow City Limit
	7 Foothill Rd.
	8 Almon St.
	9 Egan Rd.
5 Pine Creek Rd.	4 N Moscow City Limit
	7 Foothill Rd.
	8 Almon St.
	9 Egan Rd.
6 Private Rd.	4 N Moscow City Limit
	7 Foothill Rd.
	8 Almon St.
	9 Egan Rd.
7 Private Rd.	4 N Moscow City Limit
	7 Foothill Rd.
	8 Almon St.
	9 Egan Rd.
8 Private Rd.	4 N Moscow City Limit
	7 Foothill Rd.
	8 Almon St.
	9 Egan Rd.
9 Private Rd.	4 N Moscow City Limit
	7 Foothill Rd.
	8 Almon St.
	9 Egan Rd.

[Back](#)

[Next](#)



Questions? Contact Us

If you need special accommodations, please contact the team.

Phone: 208-799-4218

Email: [info@us95sh8.com](mailto:info@us95sh8.com)

Web: [itdprojects.idaho.gov/pages/sh8-us95-el](http://itdprojects.idaho.gov/pages/sh8-us95-el)

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## SH-8 Level One Concepts and Results

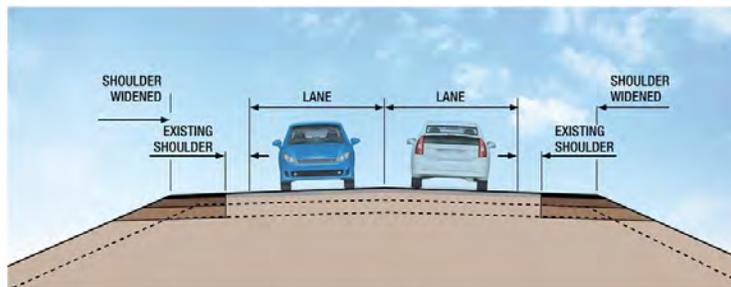
### Rural Improvement Concept & Options

On-Alignment | Targeted roadway improvements outside of Moscow and Troy

Level One Result for Each Option: Carried Forward as an Element

Options may include:

- Shoulder widening
- Clear zone improvements
- Passing lanes
- Geometric improvements
- Slow vehicle pull-out
- Intersection improvements
- Turn lanes
- Wildlife movement
- Improved connection to Latah Trail



Graphic is for example purposes only to depict possible improvements.

### Urban Improvement Concept & Options

On-Alignment | Targeted roadway improvements within Moscow and Troy

Level One Screening Results for Each Option: Carried Forward as an Element

Options may include:

- Two-way left-turn lane
- Five-lane cross section
- Lane reallocation
- Access management
- Geometric improvements
- Intersection improvements
- Turn lanes
- Improved connection to Latah Trail
- Enhanced pedestrian crossing
- Bike lanes on roadway



Graphic is for example purposes only to depict possible improvements.

### New Corridor Concepts

Construction of new SH-8 highway alignment in rural area between Moscow and Troy with a consistent two-lane or four-lane cross section with shoulders and clear zone to current design standards. Other concepts, such as passing lanes, vehicle pullout areas, and turn lanes, would be installed with the new highway alignment to optimize traffic operations and safety.

Graphics are for example purposes only to depict possible improvements.

#### Two-Lane Highway (Rural)



#### Four-Lane Divided Highway (Rural)



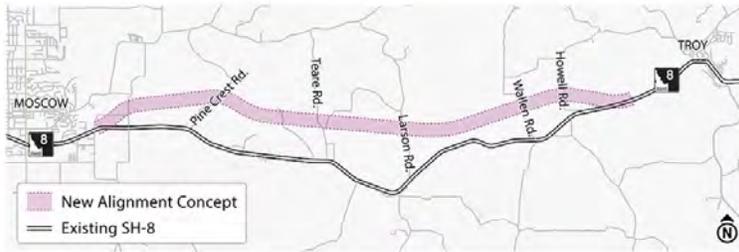
### SH-8 New Corridor Concepts

Map linework is intentionally oversized and drawn wide for potential new corridors. This

New Alignments

Level One Screening Results: **Carried Forward**

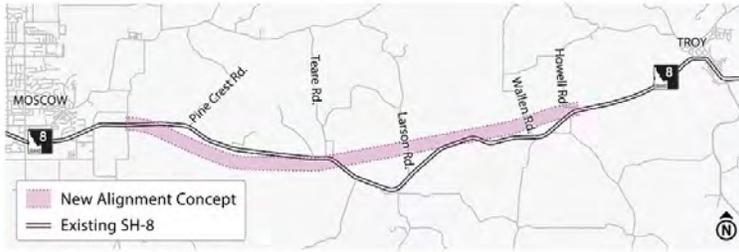
allows our team to consider new alignments within a general area while we continue to gather data and community input.



SH-8 Re-Alignment to North - Concept 1



SH-8 Re-Alignment in Central Corridor - Concept 2



SH-8 Re-Alignment to South - Concept 3



SH-8 Re-Alignment South of Railway Corridor - Concept 5



SH-8 Re-Alignment to North - Concept 6



SH-8 Re-Design on Existing Alignment - Concept 7

**SH-8 Re-Alignment to South Railway Corridor - Concept 4**  
Level One Result: **Eliminated**

Map linework is intentionally oversized and drawn wide for potential new corridors.



SH-8 Re-Alignment to South Railway Corridor - Concept 4

Back

Next



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Web: [itdprojects.idaho.gov/pages/sh8-us95-pel](http://itdprojects.idaho.gov/pages/sh8-us95-pel)

Address:  
Idaho Transportation Department, District 1  
2600 Frontage Rd. Lewiston, ID 83501



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## Level Two Screening - Draft Evaluation Criteria

These criteria were developed to address the study Purpose & Need and will guide the study team through the next level of concept screening.



### US-95 Level Two Screening Criteria

#### Reduce congestion through improved travel time reliability

- Traffic Operations
  - Traffic volume (2050) to roadway capacity (volume-to-capacity ratio)
- Optimized future (2050) vehicular travel time along the existing or new corridors and routes
  - Reduced intersection delay during future (2050) peak hours

#### Enhance regional north-south connection between Lewiston and Coeur d'Alene

- Travel times as documented by combined delay through multiple intersections along the corridor
- Refine travel time reliability criteria as it relates to freight, safety, and potential impacts for concepts

#### Accommodate walking and biking where appropriate on the U.S. highway system

- Multimodal Mobility
  - Accommodation of enhanced walking and biking US-95 crossings where appropriate
- Accommodation of expanded walking and biking opportunities where appropriate

#### Promote safety by addressing geometric and operational deficiencies

- Safety Measurements
  - Potential crash reduction (for identified predominant crash pattern)
  - Reduced potential conflict points (vehicular, pedestrian/bicyclists, and animals)
- Community
  - Property access modifications

Back

Next



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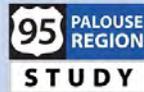


## Thank You for Participating

### Tell us what you think.

ITD will use your input to help refine Level Two Screening evaluation criteria and concepts.

Please share your thoughts on:



- Level One Concept Results and concepts being considered
- Level Two Screening Evaluation Criteria



Level One Concept Results and concepts being considered

Is there anything else the study teams should know or consider?

Please submit your comments by July 8:

Online

Take the Survey

By mail

Attn: Mark Pfeifer  
P.O. Box 837  
Lewiston, ID 83501

Back

Home



### Questions? Contact Us

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#### Address:

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# US-95 and SH-8 PEL Survey



## Public Comments Survey

Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered.

Tell us what you like or dislike about the US-95 Study Level Two Screening criteria.

Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered.

Is there anything else the study teams should know or consider?

### Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:

- **Materials - including maps, informational displays, and handouts**
- **Public meeting venue**
- **Online public meeting**
- **Marketing efforts to promote the event**
- **Your discussions with the project team**
- **Any other elements that contributed to your experience at the public meeting**

I have no understanding of the studies

I have a limited understanding of the studies

I have a good understanding of the studies

I have a good understanding of the studies

I have a clear and comprehensive understanding of the studies

**How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?**

Postcard

Public notice - social media

Public notice - Moscow Daily News

Public notice - Lewiston Tribune

Media coverage - TV, newspaper, radio

ITD website

Email from project team

Word of mouth

Other

**Contact Information (optional)** ▼

Would you like to provide your contact information? All fields are optional.

**First Name**

**Last Name**

**Phone:**

**Email:**

If you provide your email address, we will send you study updates

**Demographics (optional)** ▼

The questions below are optional and voluntary.

**What is your gender**

Male

Female

**Are you a person with a disability?**

Yes

No

**What race do you most identify as?**

American Indian (Tribal Native)/Alaskan Native

Native Hawaiian and other Pacific Islander

Black

Asian

White

Hispanic

Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)). It will become part of the public record for this project, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the project, though you may unsubscribe from updates at any time.

**Your comment will become part of the formal study record, with personal information kept private and redacted in public records.**

**For more information:  
PHONE 208-799-4218  
EMAIL [info@us95sh8.com](mailto:info@us95sh8.com)**

Submit

Powered by ArcGIS Survey123

## Appendix C. Attendance

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



# Idaho Transportation Department Sign-In Sheet

US-95 and SH-8 Palouse Region Studies | Best Western Plus University Inn (1516 Pullman Rd, Moscow, ID 83843) | June 24, 2025 (4 to 7 p.m. PT)

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Rachel Gilbertson				
Martha Lovett				
Jim Bull Holly Wichman				
Jeanne Elliott				
Bruce Gosny				
Sam Young				
Matt Kitterman				
Chris Storkade				
Larry Meyer Halette King-Meyer				
Name (please print)				

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Steven LaDuke				
Jay Ensz				
IAN VON LINDERN				
Michelle Connelly				
Terry Carlson				
James Petersen				
			Phone	<input type="checkbox"/> Male <input type="checkbox"/> Person with a disability <input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> _____
			Email	
			Phone	<input type="checkbox"/> Male <input type="checkbox"/> Person with a disability <input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> _____
			Email	
			Phone	<input type="checkbox"/> Male <input type="checkbox"/> Person with a disability <input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> _____
			Email	
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes		
Pete Rubich						
WILL MOORE						
Keith Gauthier						
			Phone	<input type="checkbox"/> Male	<input type="checkbox"/> Person with a disability	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White
			Email	<input type="checkbox"/> Female		
			Phone	<input type="checkbox"/> Male	<input type="checkbox"/> Person with a disability	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White
			Email	<input type="checkbox"/> Female		
			Phone	<input type="checkbox"/> Male	<input type="checkbox"/> Person with a disability	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White
			Email	<input type="checkbox"/> Female		
			Phone	<input type="checkbox"/> Male	<input type="checkbox"/> Person with a disability	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White
			Email	<input type="checkbox"/> Female		
			Phone	<input type="checkbox"/> Male	<input type="checkbox"/> Person with a disability	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White
			Email	<input type="checkbox"/> Female		

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Edurne Salisbury				
Jim & Mary Ellen Martin				
DAVID HALL				
John and Sandi Rudd				
			Phone	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with a disability
			Email	
			Phone	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Email	
			Phone	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Email	
			Phone	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Email	
			Phone	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Email	
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Norm Metzker				
Michael Kulus				
Tim THOUSON				
Robert Menonna				
<del>PAT + DAN</del> <del>RATHMANN</del>				
David Smith				
Karen + Pat Owsby				
Ed Coulter				
John Reef				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
FAT & DAN RATHMANA				
Art Bettge				
Tom Lamar				
Dan Davenport				
Jeff Perley				
Lois Pritchett				
Christopher Nielsen				
MARSHALL Comstock				
Milton & Kari Johnson				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Charles M. Zillinger ☺				
KENT SALISBURY				
Jeff & Denise Chaffins				
Jeff & Cindy				
Cyndi Faircloth				
VALDA Steele				
Myrah Smyer				
Steve & Ruby Pence				
Michael Daniel				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Jeff LORY				
Connor Whines				
Anthony Kuipers				
<del>John Lawrence</del>				
hogise Regelin				
Gail Cochran				
Ben Calabrette				
Dan Schmidt				
Alex Martonick				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Gregory Soderberg				
John & Shirley Ringo				
Frank & Gayle Marek				
SEAN WELLS				
Cornelia Turturica Anna				
Roy Derrick				
CHAD + CAROL OWENBY				
Wayne L. Chan				
Joy Living				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Debbie Lawrence	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Jim Bolk				
Ruby Spencer				
Terry Metzker				
Carla Olson				
CINDY ZIMMERMAN				
Susan Rounds				
Katie Pelch				
Marlene Wilson				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
EDITA SIMONS				
SAM O'REILLY				
Dick Berns				
Jan Wallace				
Ivar Nelson				
Joe Williams				
Kurt Nichols				
STEVE BRANDT				
Jim + Linda Lion				
Name (please print)				

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# Idaho Transportation Department Sign-In Sheet

US-95 and SH-8 Palouse Region Studies | 1912 Center (412 E 3rd St, Moscow, ID 83843) | June 25, 2025 (9 a.m. to 2 p.m. PT)

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Martha Lovett				
RICHARD BERNS				
Lee Anne Eareckson				
Matt Kitterman				
Kathy Dawes				
			Phone	<input type="checkbox"/> Male
			Email	<input type="checkbox"/> Female
				<input type="checkbox"/> Person with a disability
				<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native
				<input type="checkbox"/> Black
				<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Native Hawaiian and other Pacific Islander
				<input type="checkbox"/> Asian
				<input type="checkbox"/> White
				<input type="checkbox"/> _____
			Phone	<input type="checkbox"/> Male
			Email	<input type="checkbox"/> Female
				<input type="checkbox"/> Person with a disability
				<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native
				<input type="checkbox"/> Black
				<input type="checkbox"/> Hispanic
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				<input type="checkbox"/> White
				<input type="checkbox"/> _____
			Phone	<input type="checkbox"/> Male
			Email	<input type="checkbox"/> Female
				<input type="checkbox"/> Person with a disability
				<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native
				<input type="checkbox"/> Black
				<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Native Hawaiian and other Pacific Islander
				<input type="checkbox"/> Asian
				<input type="checkbox"/> White
				<input type="checkbox"/> _____
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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# Online Meeting Metrics: June 17 – July 8, 2025

## Traffic Overview

Track your site's traffic trends and get to know your visitors. [Learn more](#)



Subscribe

Ask Analytics AI

Jun 17 - Jul 8, 2025



compared to previous period (May 26 - Jun 16, 2025)

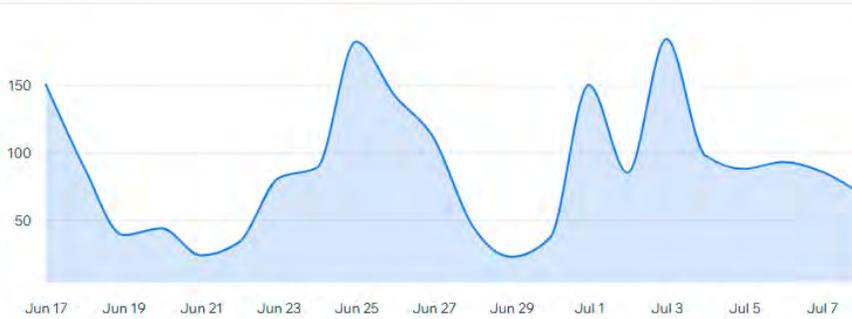
Site sessions

1,941 ↑ 1,559%

Unique visitors

1,331 ↑ 2,858%

### Sessions over time



[View Report](#)

### Sessions by source and category



Direct	↑ 2,219%   1,925
Facebook (Organic)	382
itdprojects.idaho.gov (Referral)	143
Google (Organic)	31
itd.idaho.gov (Referral)	27

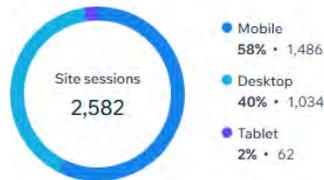
[View Report](#)

### New vs returning visitors



[View Report](#)

### Sessions by device



[View Report](#)

### Avg. sessions by day



[View Report](#)

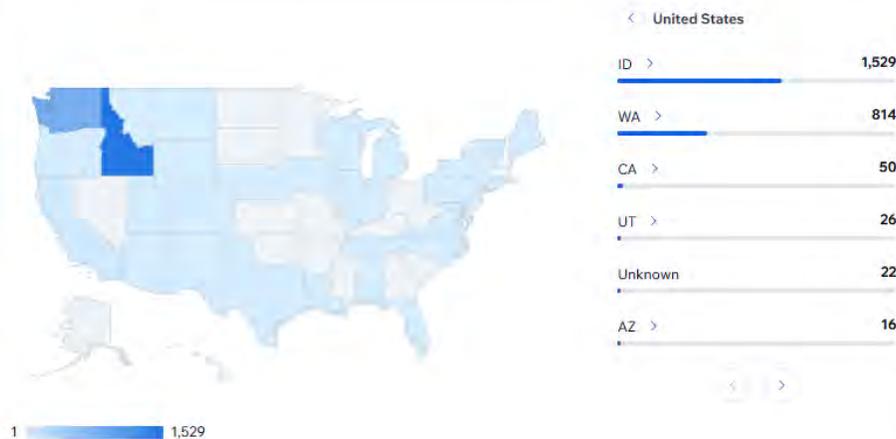
### Traffic insights

After landing on your site, the most popular page people navigate to is [/how-to-participate](#).

[See All Insights](#)



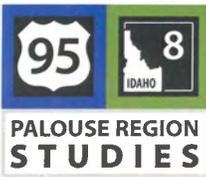
### Sessions by state



[View Report](#)

## Appendix D. Public Comments

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



# COMMENT FORM

**Thank you for your interest in the US-95 and SH-8 Palouse Region Studies.**

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## US-95 Palouse Region Study

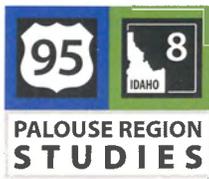
Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

*It seems backward to consider design ahead of traffic studies. traffic from tray seems to go to Pullman or Lewiston not to Canada.*

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





## SH-8 Palouse Region Study

Tell us what you like or dislike about the SH-8 Study Level One Screening results and concepts being considered.

I believe concept #6 would be ~~less~~<sup>less</sup> wasteful of farm land and other properties, concept #3 corrects few problems, concept #5 corrects almost none of the minor curves, concept #2 does not correct the curves and costs much money and property. If you are looking

### General

Is there anything else the study teams should know or consider?  
for a high hill to go over like the decisor road this would be the one. ~~to~~ this first one has the same hill to go over as #1

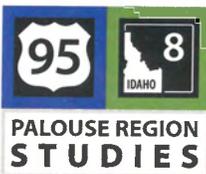
## Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:

- Materials—including maps, informational displays, and handouts
- Public meeting venue
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- Your discussions with the study teams
- Any other elements that contributed to your experience at the public meeting

- |   |  |
|---|--|
| <input type="checkbox"/> I have no understanding of the studies         | <input type="checkbox"/> I have a good understanding of the studies                    |
| <input type="checkbox"/> I have a limited understanding of the studies  | <input type="checkbox"/> I have a clear and comprehensive understanding of the studies |
| <input type="checkbox"/> I have a moderate understanding of the studies |  |

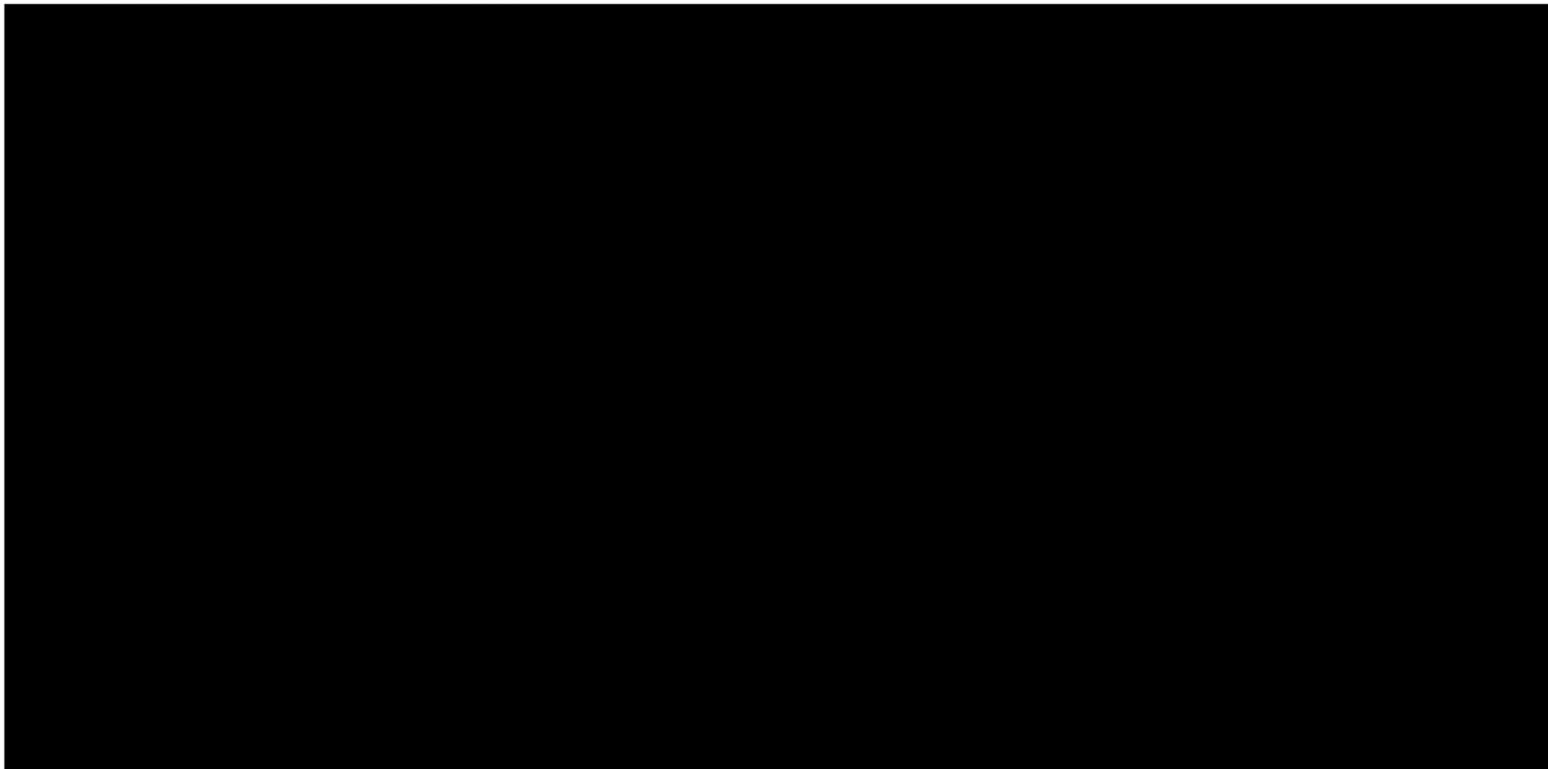




How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?

- Postcard
- Public notice: Social media
- Public notice: Moscow-Pullman Daily News
- Public notice: Lewiston Tribune
- Other (please specify): \_\_\_\_\_
- Media coverage - TV, newspaper, radio
- ITD website
- Email from study teams
- Word of mouth

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Attn: Mark Pfeiffer  
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# ***Thank you!***

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pages/sh8-us95-pel](https://itdprojects.idaho.gov/pages/sh8-us95-pel)** →



# COMMENT FORM

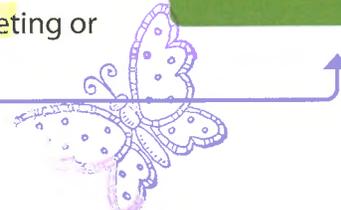
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## US-95 Palouse Region Study

Tell us what you like or dislike about the US-95 Study Level One Screening results and concepts being considered.

Liked Lots of Options + Some New Thinking  
Prefer Undivided highways But Understand  
Need to Comply with what's been done on  
95 between Moscow + Lewiston - Consistency.  
Undivided uses less land and should ease  
Maintenance + Snow Removal.

Tell us what you like or dislike about the US-95 Study Level Two Screening criteria.

Criteria are sound - Not sure of Impact on  
future populations + road users. Reduced  
Delays is good criteria - but believe Safety  
is Major Issue to be considered. Volume  
of traffic will NOT decrease - so Safety should  
become Primary Concern/Goal.

## SH-8 Palouse Region Study

Tell us what you like or dislike about the SH-8 Study Level One Screening results and concepts being considered.

Do Not like Concept 1 complete realignment -  
 Not sure why Concept 4 eliminated? Cart? Or?  
 Concept 2 appears to be best choice - But will  
 require lots of adjust mts & increase Right  
 of Way purchases + easements.

### General

Is there anything else the study teams should know or consider?

Has TD Considered Cut off from Hwy 8 to Hwy  
 South of Troy to Juliaetta/Kendrick? Also -  
 Consideration of lots of Truck Traffic from  
 East of Troy?

## Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:

- Materials—including maps, informational displays, and handouts - Easy to use
- Public meeting venue Very Good
- Online public meeting
- Marketing efforts to promote the event - Excellent
- Your discussions with the study teams - Very good
- Any other elements that contributed to your experience at the public meeting: Open, Friendly, No Pressure

- I have no understanding of the studies
- I have a good understanding of the studies
- I have a limited understanding of the studies
- I have a clear and comprehensive understanding of the studies
- I have a moderate understanding of the studies

Do Not Believe Options Crossing into  
 Washington will be supported.  
 Extension of D Street will cause disruptions  
 But may be good options





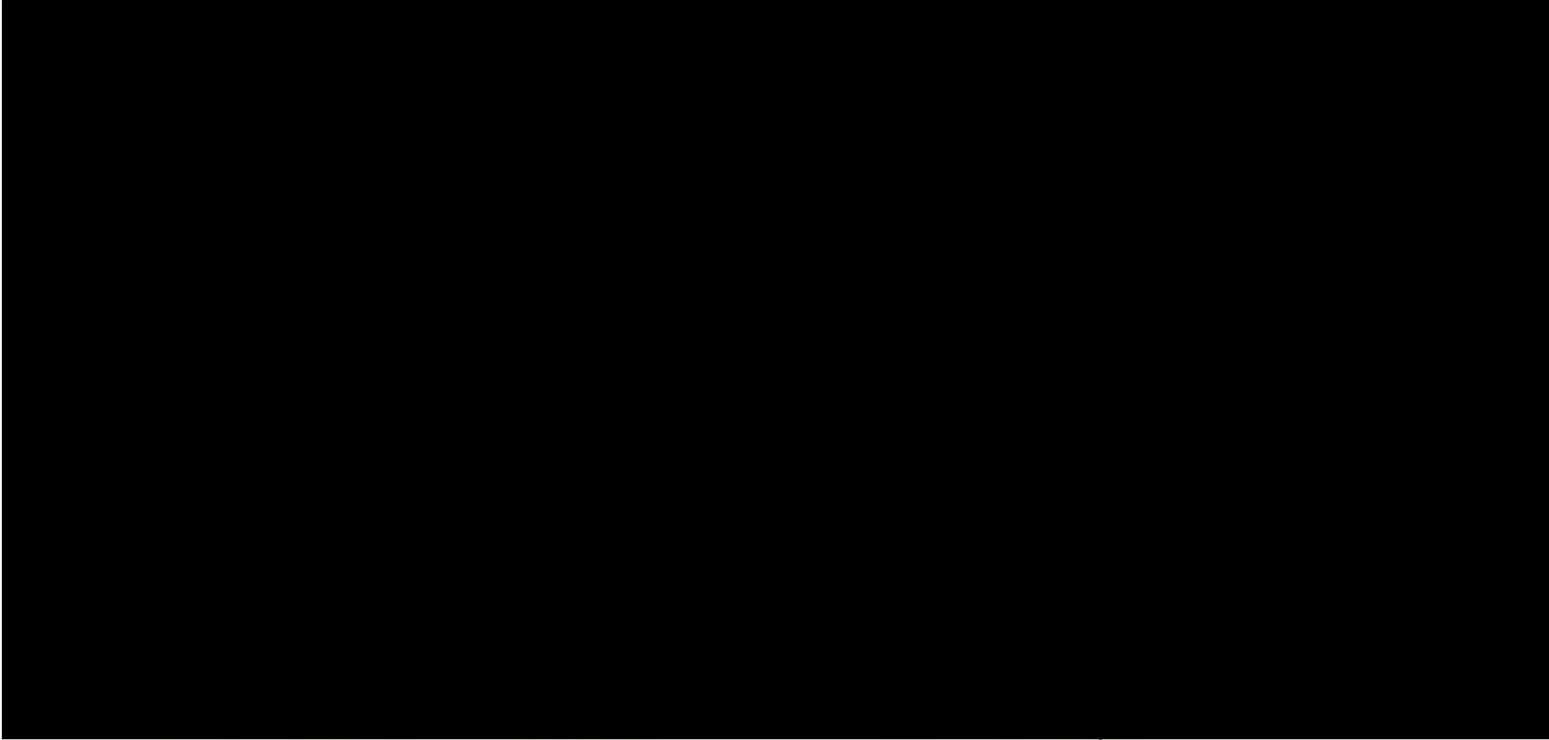
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- Public notice: Moscow-Pullman Daily News
- Public notice: Lewiston Tribune
- Media coverage - TV, newspaper, radio
- ITD website
- Email from study teams
- Word of mouth
- Other (please specify):

Note: The White Choc. Chip Cookies were very good - ate 2!!



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TTY/TDD users Dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact **208-334-8496**.

*Needed More Space for Comments  
Criticisms & Suggestions  
Keep up the Good Work.*



# Thank you!

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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

*I like the format and there were plenty of staff available to answer questions. ITP is doing a great job in this area. I would like to see attention to Benewah County and bypassing CDA.*

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

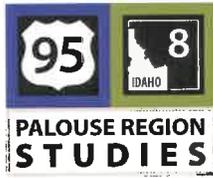
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## SH-8 Palouse Region Study

Tell us what you like or dislike about the **SH-8 Study Level One Screening results** and concepts being considered.

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## General

Is there anything else the study teams should know or consider?

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## Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:

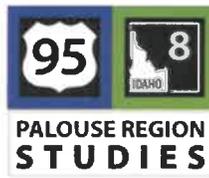
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- Any other elements that contributed to your experience at the public meeting

- |   |  |
|---|--|
| <input type="checkbox"/> I have no understanding of the studies         | <input type="checkbox"/> I have a good understanding of the studies                    |
| <input type="checkbox"/> I have a limited understanding of the studies  | <input type="checkbox"/> I have a clear and comprehensive understanding of the studies |
| <input type="checkbox"/> I have a moderate understanding of the studies |  |



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- Public notice: Social media
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- Public notice: Lewiston Tribune
- Other (please specify): \_\_\_\_\_
- Media coverage - TV, newspaper, radio
- ITD website
- Email from study teams
- Word of mouth

## Contact Information

Name: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

Address 2: \_\_\_\_\_

State: \_\_\_\_\_ ZIP: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

**The questions below are optional and voluntary.**

**What is your gender?**

- Male
- Female

**Are you a person with a disability?**

- Yes
- No

**What race do you most identify as?**

- American Indian (Tribal Native)/Alaskan Native
- Black
- White
- Other: \_\_\_\_\_
- Native Hawaiian and other Pacific Islander
- Asian
- Hispanic

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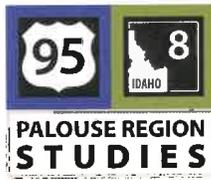
## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

I like the addition of a traffic signal at the intersection of Jackson Street & College Avenue, which will eliminate near-miss pedestrian incidents that take place on a routine basis. I would like to see a similar pedestrian crossing on Washington, near Britman.

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

I like the potential lane realignment on 95 South, where it intersects w/ SH 8.  
I also like the idea of road widening and the potential of a ring road that takes large trucks out of downtown.



# SH-8 Palouse Region Study

Tell us what you like or dislike about the SH-8 Study Level One Screening results and concepts being considered.

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## General

Is there anything else the study teams should know or consider?

*Adding a trail may be the best way to balance the needs of pedestrians in downtown Madras with the commerce needs of trucking companies and others. I would be interested in how it is funded.*

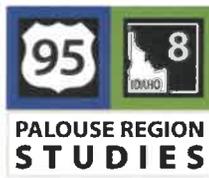
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- Marketing efforts to promote the event
- Your discussions with the study teams
- Any other elements that contributed to your experience at the public meeting

- |   |   |
|---|---|
| <input type="checkbox"/> I have no understanding of the studies         | <input type="checkbox"/> I have a good understanding of the studies                               |
| <input type="checkbox"/> I have a limited understanding of the studies  | <input checked="" type="checkbox"/> I have a clear and comprehensive understanding of the studies |
| <input type="checkbox"/> I have a moderate understanding of the studies |   |

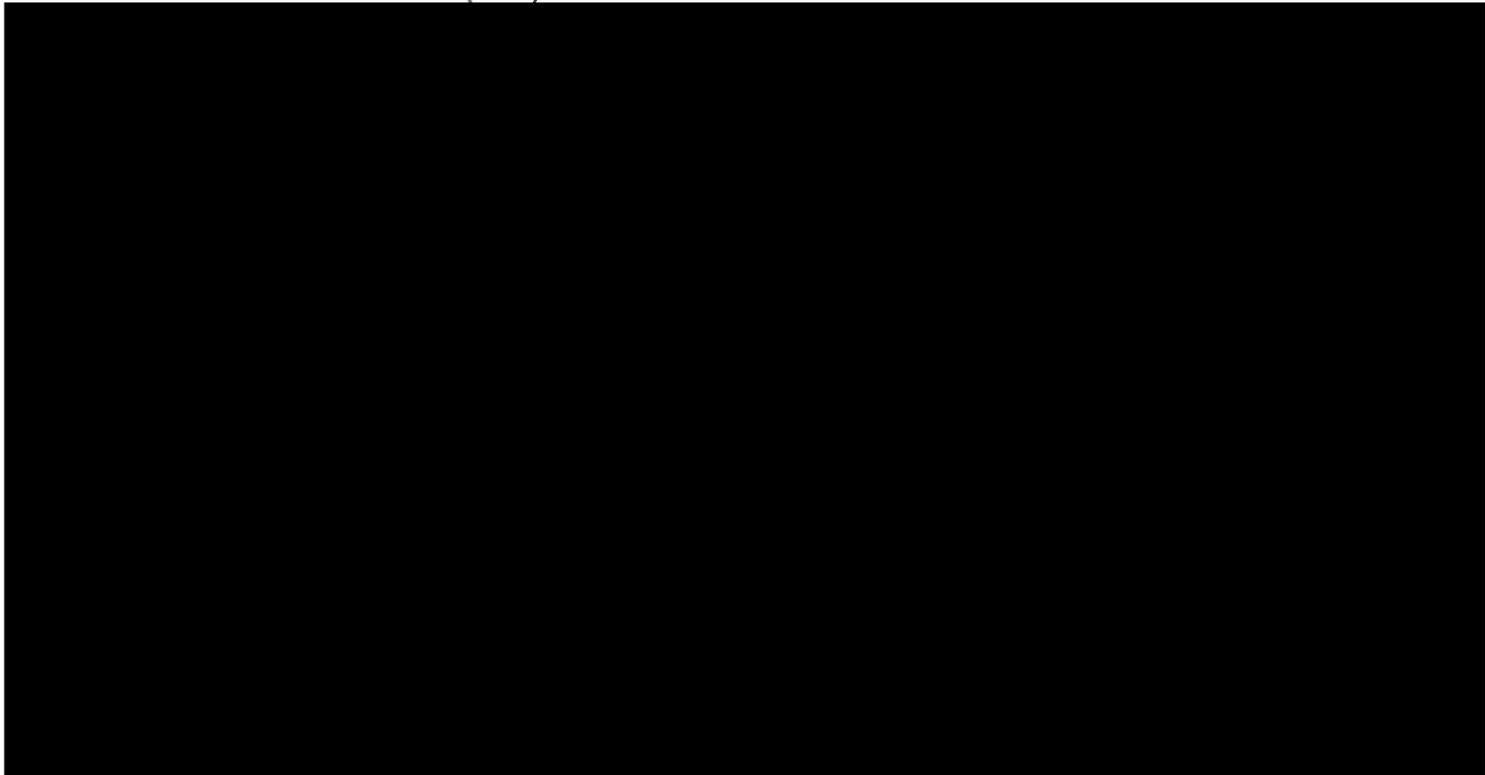




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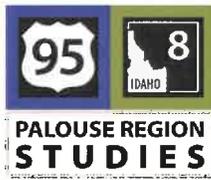
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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

Best Hwy 95 Route

#1 ① Zetler (actually Cameron) to Route #4 to Connection #2

#2 ② Private Road to Route #5 to Connection #8

Best SH-8 is Concept #6

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

No to Hwy 95 Route # 11, 12, or #13

Route 11, 12 and 13 are no longer possible due to SEL facility, Edington Subdivision and UIdaho facilities

- overall you need to update develop maps



## SH-8 Palouse Region Study

Tell us what you like or dislike about the **SH-8 Study Level One Screening results** and concepts being considered.

Great consideration of various routes. Concept #6 is best.

## General

Is there anything else the study teams should know or consider?

Avoid Washington 1) WSDOT poorly maintains winter roads  
2) WSDOT wants a weigh station 3) WSP will place in remote speed traps, WSP will ticket left lane drivers

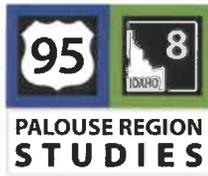
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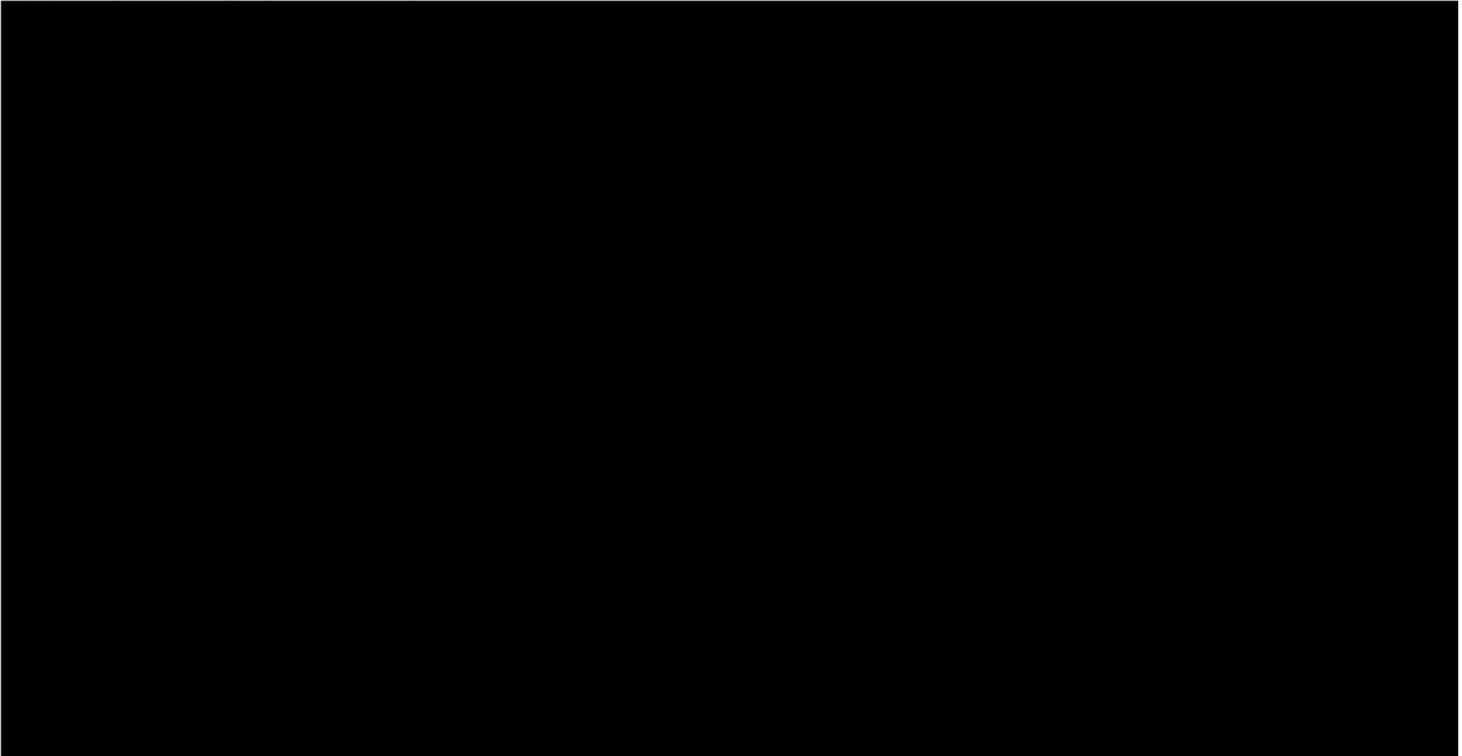
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- I have a clear and comprehensive understanding of the studies



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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

*I believe that US 95 needs to be realigned <sup>straightened & leveled</sup> & widened with at the least a turn lane in the center. Realigning the ~~section~~ around Moscow on the state line or via Mill Rd or Lemville Rd would be lesser impact on existing structures/subdivisions. Adding signals at high traffic <sup>immediately</sup> ~~would~~ improve traffic safety. I don't support bike lanes on US 95 at all!*

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

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## SH-8 Palouse Region Study

Tell us what you like or dislike about the **SH-8 Study Level One Screening results** and concepts being considered.

Hwy 8 needs at least a center turn lane & adequate shoulders from Moscow to Troy. There are over 100 entrances to Hwy 8 between Mountain View Rd to Troy each posing multiple traffic <sup>& safety</sup> hazards each day as commuters enter/exit the highway and as farmers exit/enter their fields. I don't support bike lanes since the Ratah Trail mostly parallels the highway Hwy 8 also need to be leveled as there are dips that hide small cars creating treacherous conditions when drivers are trying to pass other vehicles.

**General** Is there anything else the study teams should know or consider?

In addition, all culverts under Hwy 8 need to be kept cleaned out and be of a size to adequately drain water from the upstream drainage. Specifically, the culvert between Reams Rd & Lenville needs to be enlarged. For the past 25 years, every Spring water backs up flooding the 4 acre pasture directly N of the Hwy & backs up on our pasture. Twice water has gone over the hwy at that culvert.

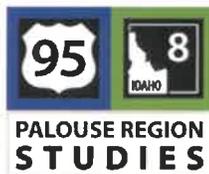
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- I have a limited understanding of the studies
- I have a moderate understanding of the studies

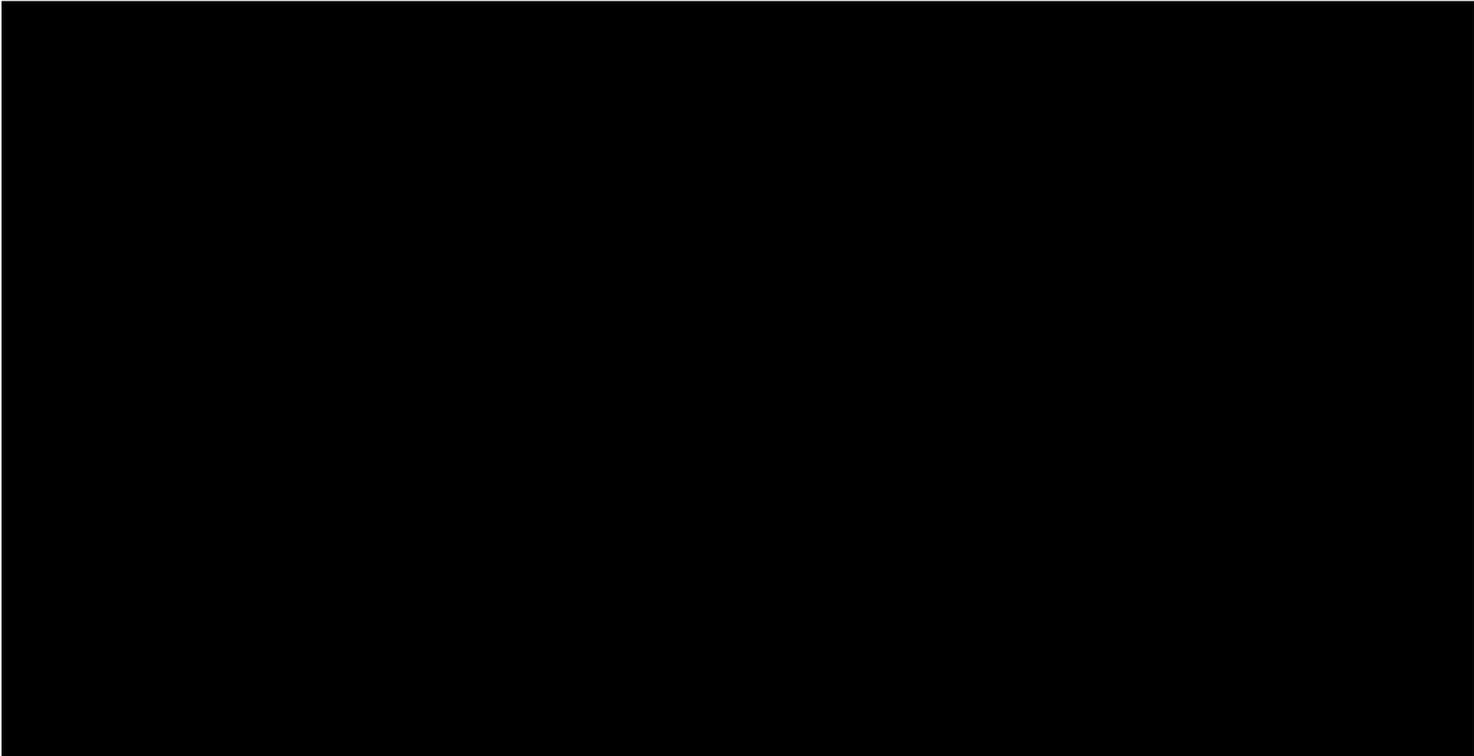
- I have a good understanding of the studies
- I have a clear and comprehensive understanding of the studies
- there was insufficient detailed information presented to have a clear & comprehensive understanding



How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?

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- Public notice: Social media
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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

The idea of two-lane, one-way roads at A and Third makes sense. Change is hard, but some of that work is already done on A.

A new road around Moscow to the west makes most sense to me - because most commercial businesses are on that side of town, and would lessen trucks needing to go through downtown

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

not sure



## SH-8 Palouse Region Study

Tell us what you like or dislike about the SH-8 Study Level One Screening results and concepts being considered.

Bike lanes + access to trail are important in Urban Concepts  
I'd like to see re-alignment options stay as close to existing highway as possible - so we don't lose more farmland and since development will likely follow. (concepts 3 + 5 + 7)

**General**

Is there anything else the study teams should know or consider?

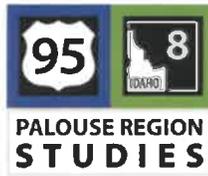
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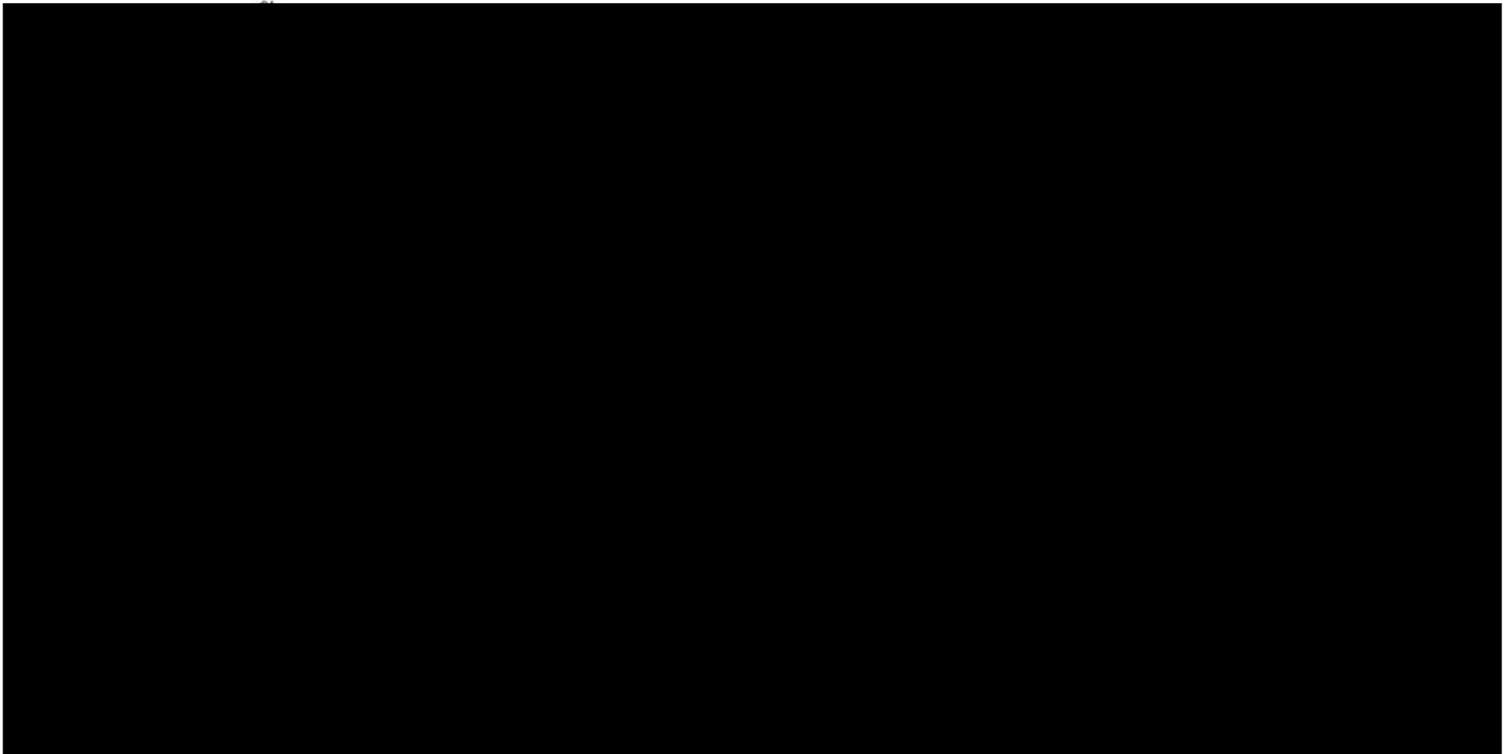




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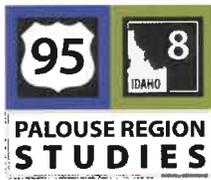
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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

I like the potential turn lane at Phillips farm on highway 95 north of Moscow ends  
The passing lane at the top of the hill where you see it when you are there. Dangerous place to end it

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

But, more important is that there is no turn lane to the park. Cars are coming fast up the hill from the north and coming fast over the hill from the south.

## SH-8 Palouse Region Study

Tell us what you like or dislike about the **SH-8 Study Level One Screening results** and concepts being considered.

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### General

Is there anything else the study teams should know or consider?

*The turn into Phillips Farm is at a difficult angle*

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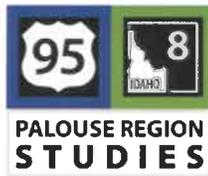
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*only at the point at 95*

*Where Phillip's Farm is located*

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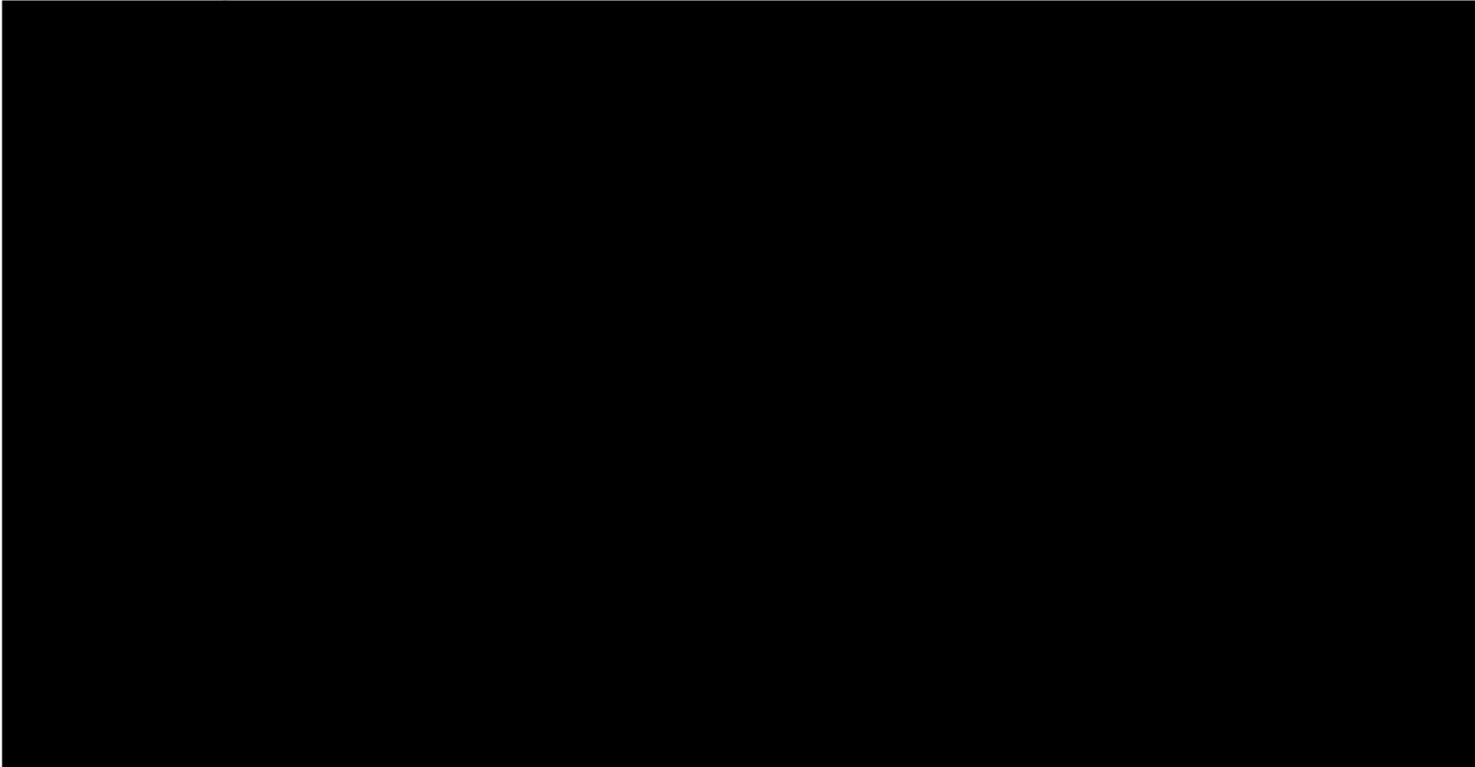




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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

*I appreciate the efforts to consider public input. The completion of the new Hwy 95 alignment is long overdue and was too long delayed due to failure of ITD to take citizens concerns seriously in the first ten years of planning 1990s-2000s. Hopefully, long term visions will be developed more collaboratively for the various bypass options.*

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

*It seems the Level One Concepts should be more cognizant of the followup New Corridor concepts and City/County Planning and Development considerations. On the southside the Palouse River Drive Sand Road "urban mobility" alignment should anticipate the eventual new corridor. It makes most sense to develop this route in anticipation of the*



*eventual bypass. Bypassing corridor should be later built on the Sand Road route, <sup>new</sup> north, skirting the golf (cont)*



# SH-8 Palouse Region Study

Tell us what you like or dislike about the SH-8 Study Level One Screening results and concepts being considered.

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## General

Is there anything else the study teams should know or consider?

*use to connect to War Bonnett drive. Get together with the City to limit development in the corridor. The current "new corridor" routes misname the roads, ignore massive development currently ongoing. Choosing a Sweetzer and would require new connections off both the new and old Hwy 95 routes, when Palouse River Drive*

## Public Meeting Feedback

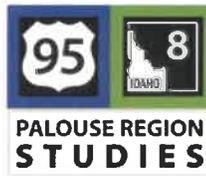
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*Send Road "urban mobility" route lies 1/2 mile to the north and could be prepared to avoid these complications.*

- |   |  |
|---|--|
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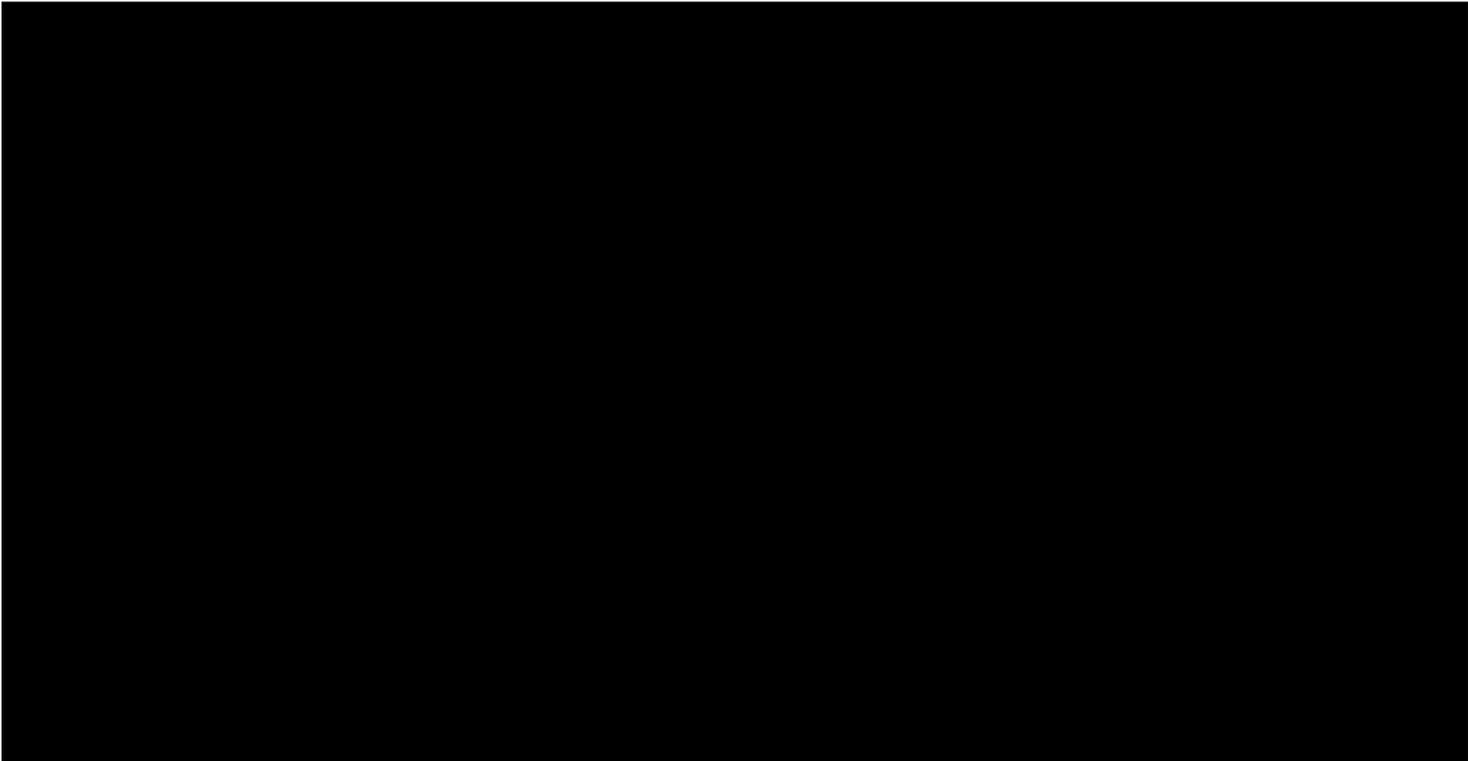




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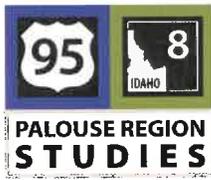
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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

*No comment at this time.*

*However, I would think that the divided highway concept would be less prone to accidents, since this looks like a freeway condition*

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Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

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## SH-8 Palouse Region Study

Tell us what you like or dislike about the **SH-8 Study Level One Screening results** and concepts being considered. (Preliminary thoughts with only today to consider)

I like concept 6 best. There are no real sharp corners that straightening would help. Travel time for cutoff areas is negligible. There are some blind or semi blind side roads which need a turn lane (or brush cleared). I'll drive the route & consider.

### General

Is there anything else the study teams should know or consider?

Make sure culverts are large enough to handle at least a 50 year rain event.

A lot of information to consider in a short time.

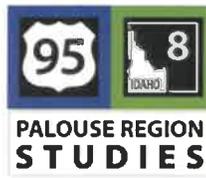
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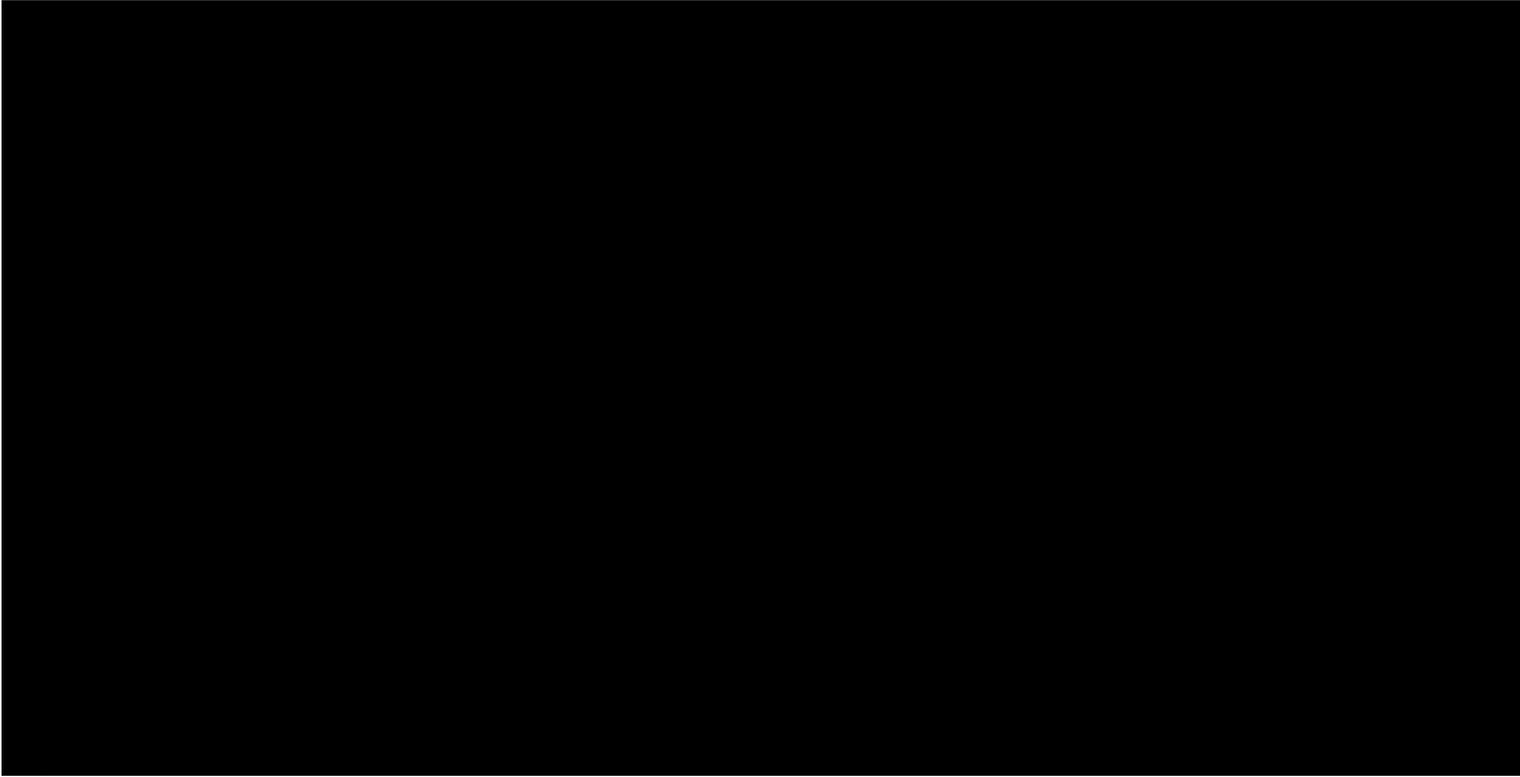
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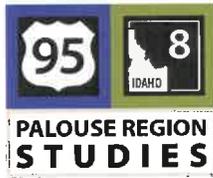
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JUNE 24, 2025.  
4PM.

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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

VERY THOROUGH AND WELL-  
INCLUDED.

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

THE OPPORTUNITY FOR INPUT  
IS IMPORTANT AND READY  
FOR FURTHER PROFESSIONAL  
INPUT BY THE FARMERS  
AND COMMUNITY MEMBER.



## SH-8 Palouse Region Study

Tell us what you like or dislike about the SH-8 Study Level One Screening results and concepts being considered.

1. CLEAN-UP WAS EASY [GOAL]  
 2. EXISTING HIGHWAY IS HISTORIC AND WELL PRESERVED. PEOPLE LOVE THE ORIGINAL STATE HIGHWAY ROUTE. THE STATE HIGHWAY ROUTE IS A LONGTIME FAVORITE.

### General

Is there anything else the study teams should know or consider? EVEN SO; IF IT 3. THAT NO MORE IS NEEDED // IT BUSY.

THE GENERAL STUDY IS GOOD; AND LARGER/ SLOW TRAFFIC PATTERNS ARE OVERALL SENSIBLE. 4. WORK WITHIN LIMITS

### Public Meeting Feedback

AND MUNICIPAL BOUNDARIES AT PRESERVED IN LOCAL LAW.

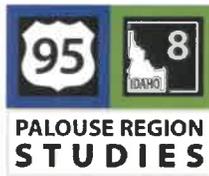
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- IN TOWNS. S. PUT A FURTHER STOPLIGHT AND "MAKE THEM WAIT." AT CITY PROJECTS/ LOCATIONS.

- I have no understanding of the studies
- I have a limited understanding of the studies
- I have a moderate understanding of the studies
- I have a good understanding of the studies
- I have a clear and comprehensive understanding of the studies

6- AVOID NEW TRUCK TRAFFIC ROUTE TO SPOKANE; AND RECONSIDER SLOWING AND IMPROVING LOCAL TRAFFIC PATTERNS; LARGELY.

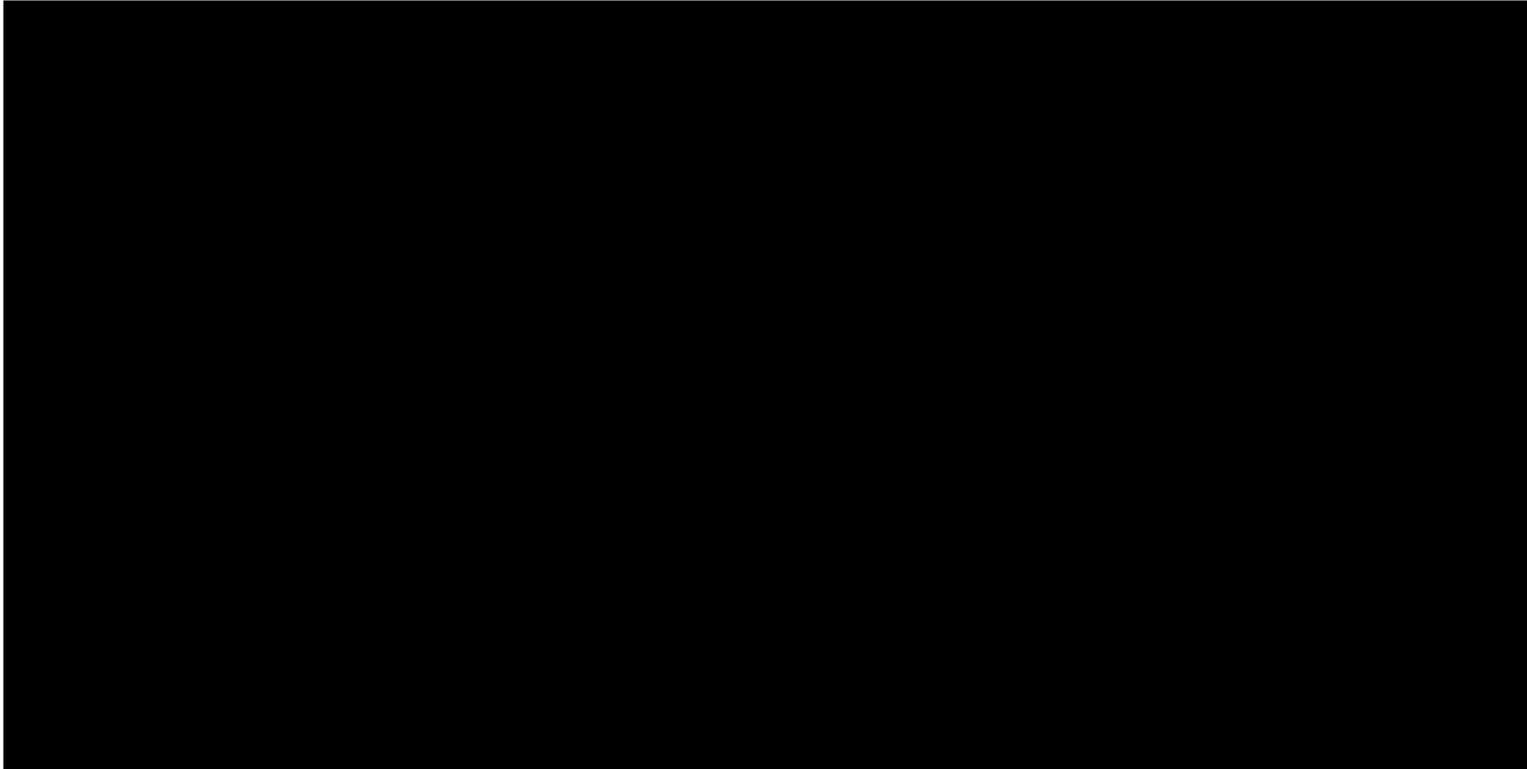




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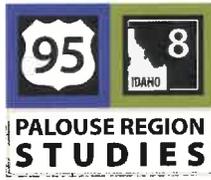


## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

*Its great to see some planned forthought into these projects considering how slow it is to actual construction*

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.



## SH-8 Palouse Region Study

Tell us what you like or dislike about the **SH-8 Study Level One Screening results** and concepts being considered.

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### General

Is there anything else the study teams should know or consider?

The ruts in SH8 between Mtn View and ~~the~~ Inland North Waste need attention soon. Very dangerous when wet or icy.

### Public Meeting Feedback

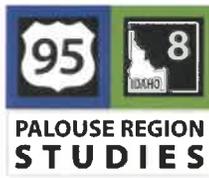
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- I have no understanding of the studies
- I have a limited understanding of the studies
- I have a moderate understanding of the studies

- I have a good understanding of the studies
- I have a clear and comprehensive understanding of the studies





**How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?**

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- Public notice: Social media
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- Other (please specify): \_\_\_\_\_
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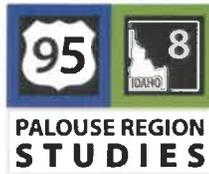
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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

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Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

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## SH-8 Palouse Region Study

Tell us what you like or dislike about the SH-8 Study Level One Screening results and concepts being considered.

THE CONDUIT IS INSTALLED; FUNDING FROM THE CITY OF MOSCOW, AND RESIDENTIAL DEVELOPERS HAVE \$ IN THE BUDGET NOW. PLEASE DO A CURRENT TRAFFIC STUDY AND PROCEED AS SOON AS POSSIBLE.

### General

Is there anything else the study teams should know or consider?

PLEASE MOVE FORWARD WITH THE MOUNTAIN VIEW ST. HWY 8 SUBALIZATION. THE INTERSECTION IS BECOMING MORE DANGEROUS DAILY. MORE COMMERCIAL TRAFFIC MORE DEVELOPMENT MORE RURAL GROWTH.

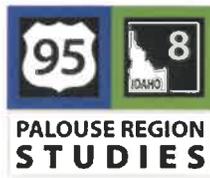
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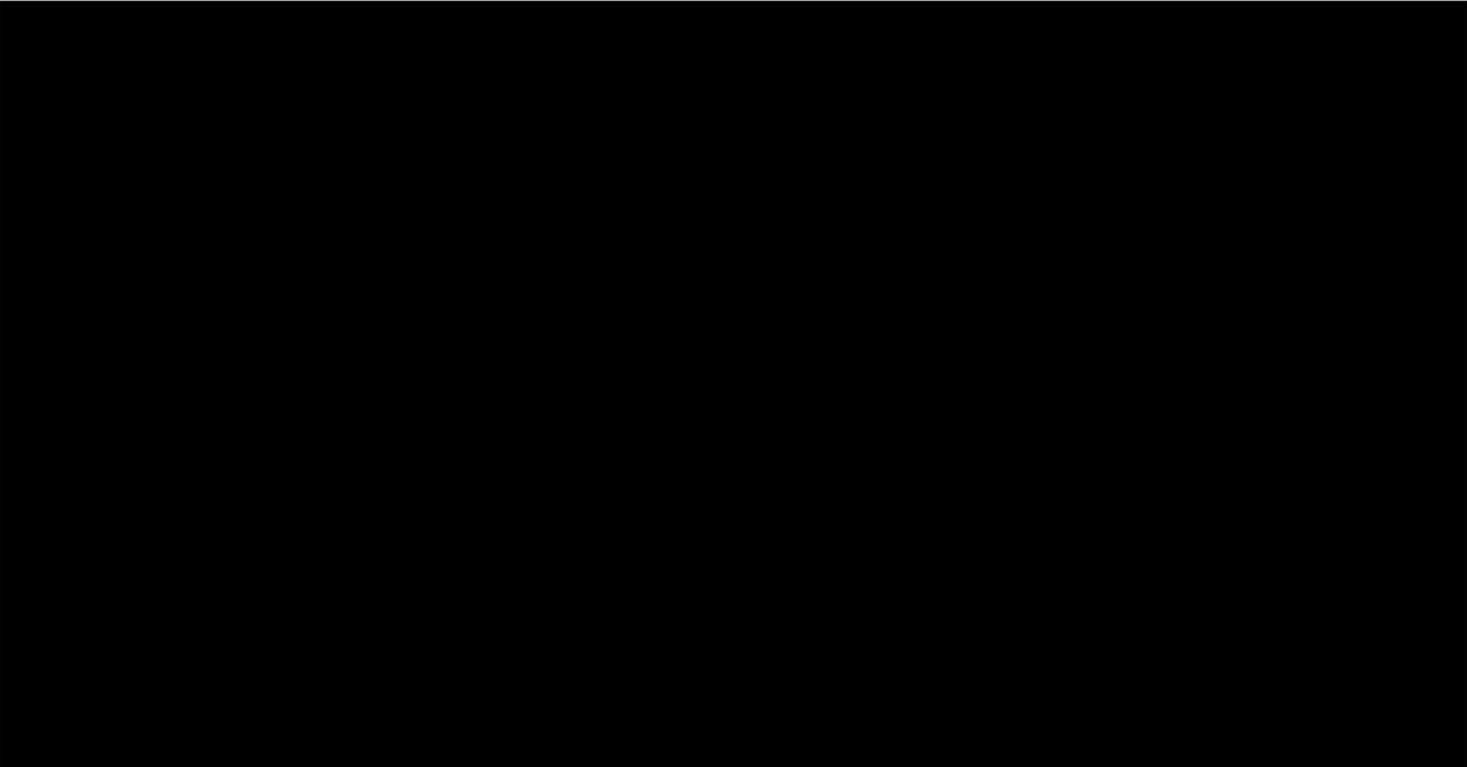
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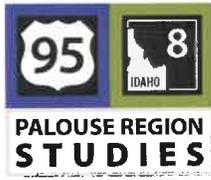
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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

Bike Lanes, I like that there are proposals to add bike lanes in Moscow. I think this is great! But people feel more comfortable, especially on a busy road like 95, when there is a barrier between them and cars. I encourage to your design to include green space or a barrier on bike lanes.

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

Ideally make separate bike path running north/south from Moscow up to Potlach and beyond.

## SH-8 Palouse Region Study

Tell us what you like or dislike about the SH-8 Study Level One Screening results and concepts being considered.

\* Especially for road (Hwy 95) north of Tensed get temp. sensors and have better ice/snow treatments come up w/ reliable system to get operators out of the garage + treating Hwy 95 early in morning. Too many deaths!

### General

Is there anything else the study teams should know or consider?

For Idaho in general - get sensors from "Meter" Group in Pullman to know temperature of pavement so you can treat it. Too many traffic

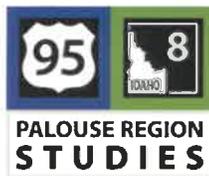
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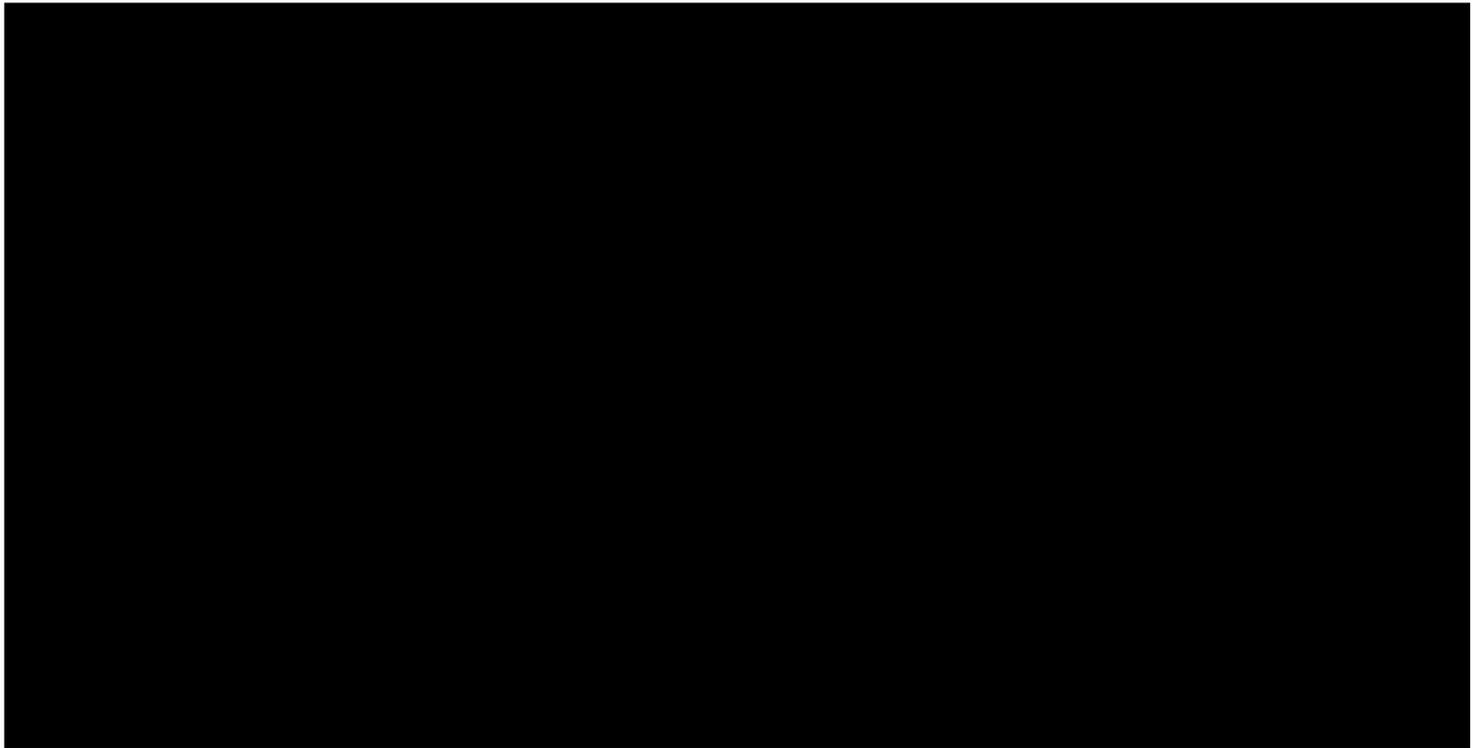
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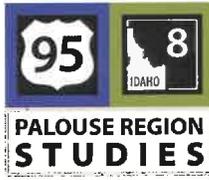
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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

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Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

- Love the idea of using A street to route traffic to airport road
  - Love the enhanced pedestrian crossings
  - Love the additional traffic lights, especially by Stynes and Rades drive
  - Love having multiple lanes. Hoping for better turn lanes
- Went to



## SH-8 Palouse Region Study

Tell us what you like or dislike about the SH-8 Study Level One Screening results and concepts being considered.

I liked SH-8<sup>North</sup> Realignment Concept 1 and 2 which straightened out the highway between Moscow and Troy.

## General

Is there anything else the study teams should know or consider?

How impactful is the highway changes to the local farmers?

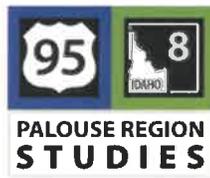
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- |   |  |
|---|--|
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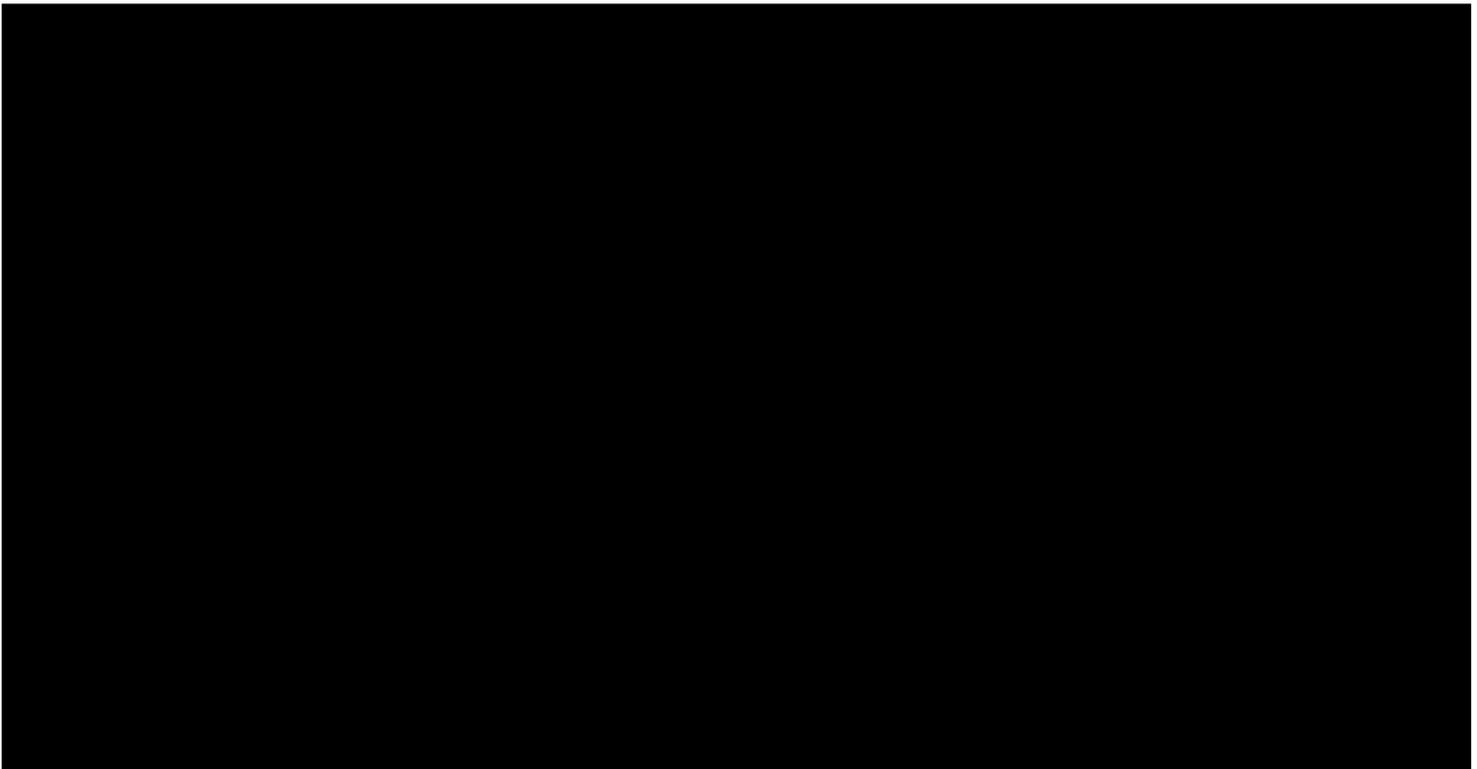




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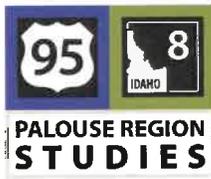
## US-95 Palouse Region Study

~~Tell us what you like or dislike about the US-95 Study Level One Screening results and concepts being considered~~

NEED A SIX:  
 Driving North down Moscow Mountain about 300yd. before Tressel Rd, there is a bushing tree on east side of highway that blocks view of traffic turning left onto Tressel Rd. STATE SHOULD REMOVE.

~~Tell us what you like or dislike about the US-95 Study Level Two Screening criteria~~

IN REE.  
 Also, a turn lane would be helpful at Tressel Rd. And Ester Rd.



## SH-8 Palouse Region Study

Tell us what you like or dislike about the **SH-8 Study Level One Screening results** and concepts being considered.

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### General

Is there anything else the study teams should know or consider?

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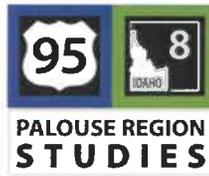
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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

TURN LANES AND WIDENING ON 95 would become  
mute testimony if a west side Bypass was  
done in a timely fashion.

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.



# SH-8 Palouse Region Study

Tell us what you like or dislike about the SH-8 Study Level One Screening results and concepts being considered.

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## General

Is there anything else the study teams should know or consider?

EXPLOITE N-S BY PASS on West side of Moscow. A West side By Pass will give the best reduction in Traffic in Moscow. Commuters to UofI and WSU is the reason AM-PM TRAFFIC IS SO BAD

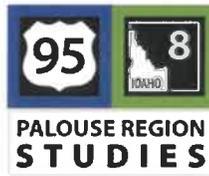
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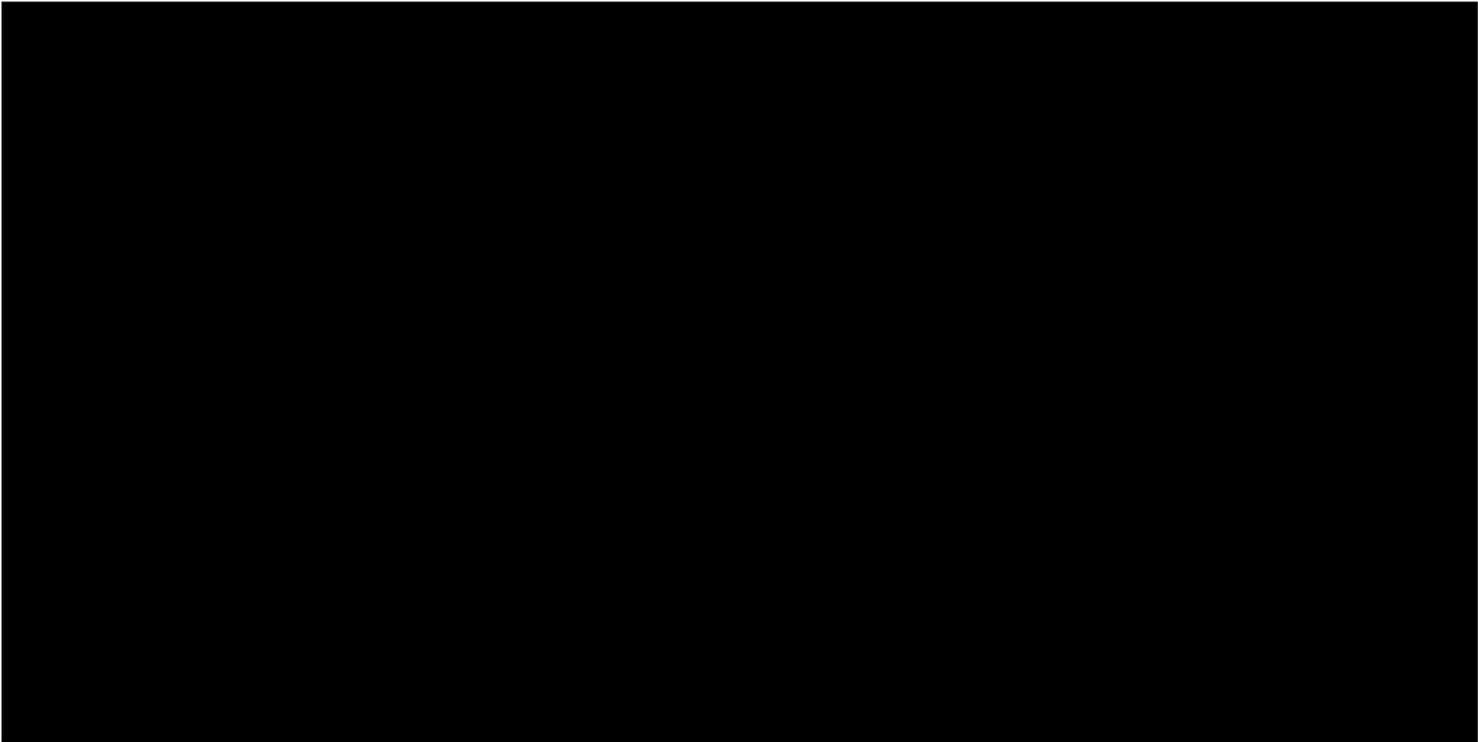




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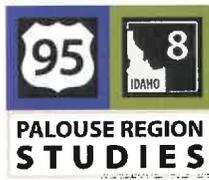
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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

I am very happy that Pedestrian Safety at the Styner/Highway 95 Intersection is being considered because our son jumped backwards to avoid being struck by a car speeding past cars stopped for him in the <sup>for</sup> right, and center lanes of a south bound couplet. After attending this, I now understand the difficulty of

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

The concept of realigning more of US95 makes me nervous because of the rerouting of US 95 Thorn Creek to Moscow disregarding concerns of citizens regarding potential effects on Palouse Prairie Remnants. I am a member of the

Stand the difficulty of putting a light on the hill top @ Styner.



Idaho Native Plant Society and spend a lot of time putting weeds & working to preserve native plant population.



## SH-8 Palouse Region Study

Tell us what you like or dislike about the **SH-8 Study Level One Screening results** and concepts being considered.

I am glad this is being studied. I understand the worry about effects on the land owners along that route. Keeping the current route with upgrades such as wider lanes, turn lanes, etc seems the best option.

Is there anything else the study teams should know or consider?

I live on Taylor Ave, and increasing traffic on highway 95 and on Taylor, being used as a shortcut from WSA to Troy & Genesee is making the intersection at Taylor & Hwy 95 more dangerous.

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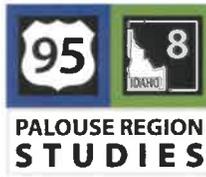
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- Materials—including maps, informational displays, and handouts
- Public meeting venue
- Online public meeting
- Marketing efforts to promote the event
- Your discussions with the study teams
- Any other elements that contributed to your experience at the public meeting

Thank you for this meeting!

- |   |  |
|---|--|
| <input type="checkbox"/> I have no understanding of the studies         | <input checked="" type="checkbox"/> I have a good understanding of the studies         |
| <input type="checkbox"/> I have a limited understanding of the studies  | <input type="checkbox"/> I have a clear and comprehensive understanding of the studies |
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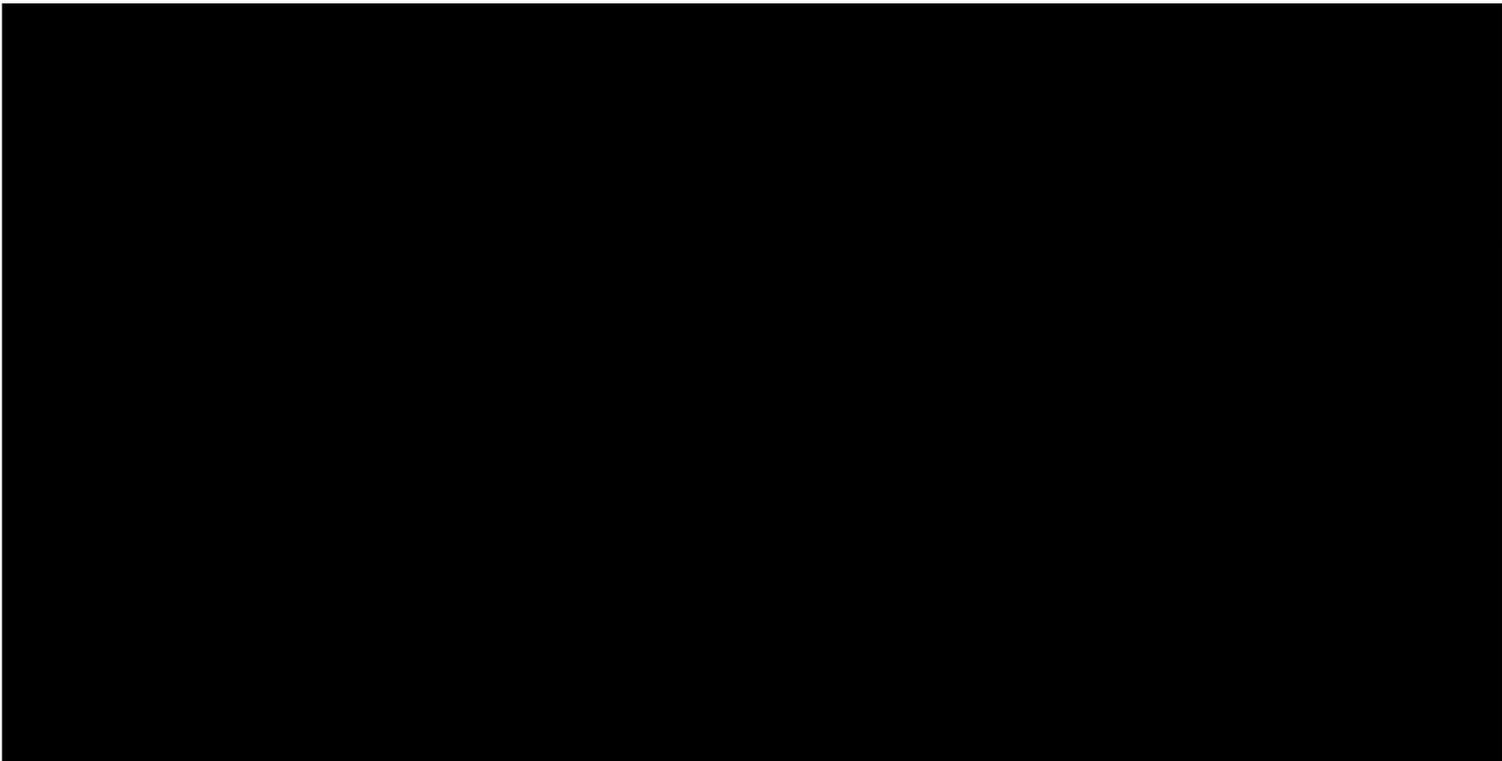




### How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?

- Postcard
- Public notice: Social media
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- Public notice: Lewiston Tribune
- Other (please specify): \_\_\_\_\_
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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

I like the concept of moving SR-8 to the south to roughly line up with Palouse River Drive.

I like the concept of moving US-95 to the west to intersect at Airport Rd in Washington and continue onto Viola - this would also pick up the benefit of avoiding Steadhouse Hill (and also gives logical exits for Pullman and Moscow).

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

Running any heavy traffic to the east of Moscow (95)



## SH-8 Palouse Region Study

Tell us what you like or dislike about the **SH-8 Study Level One Screening results** and concepts being considered.

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### General

Is there anything else the study teams should know or consider?

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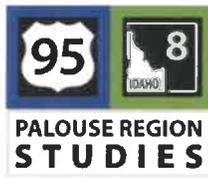
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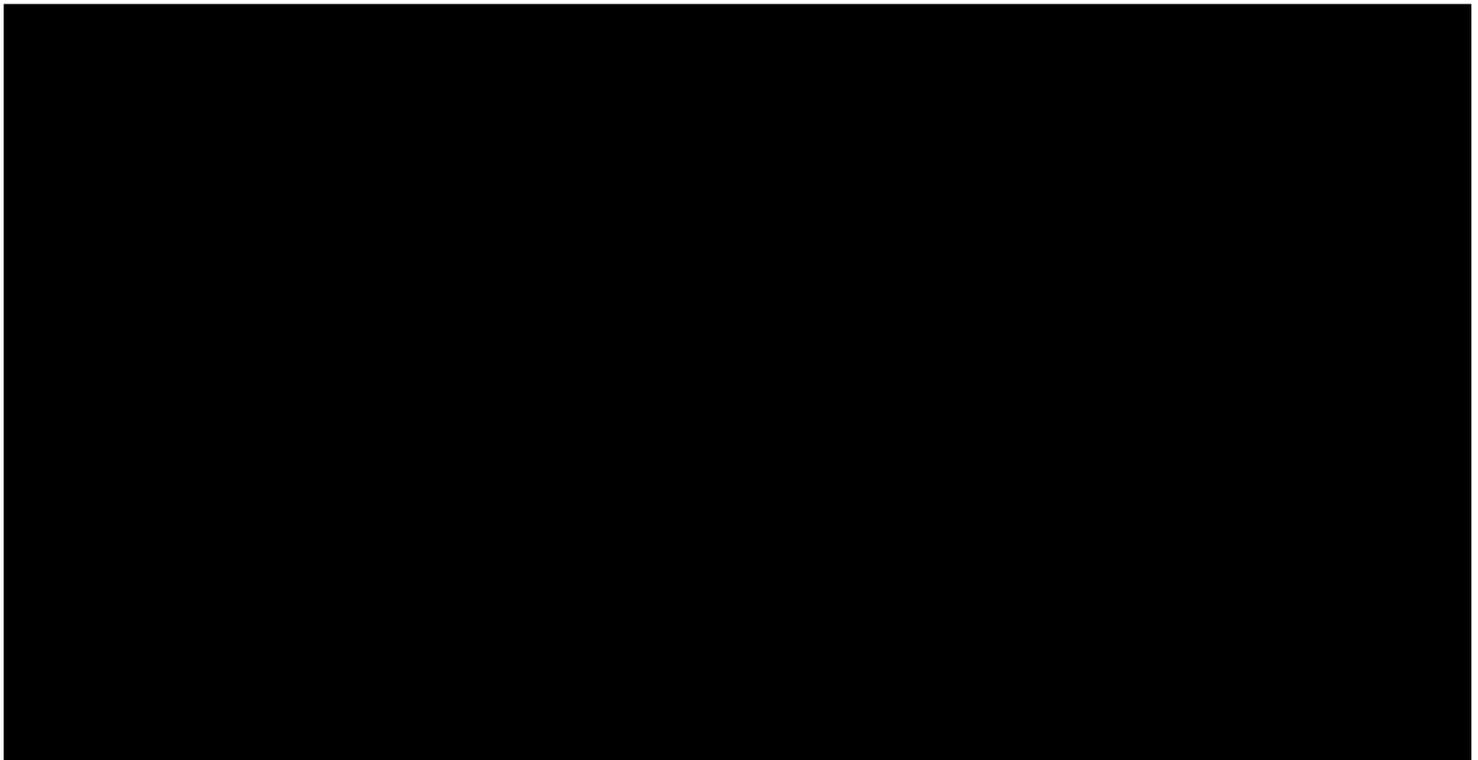




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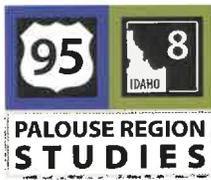
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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

*The meeting was very good  
to visit with folks related  
to the projects.*

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

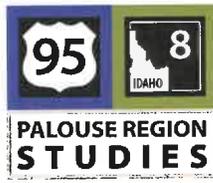
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## SH-8 Palouse Region Study

Tell us what you like or dislike about the **SH-8 Study Level One Screening results** and concepts being considered.

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### General

Is there anything else the study teams should know or consider?

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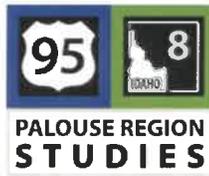
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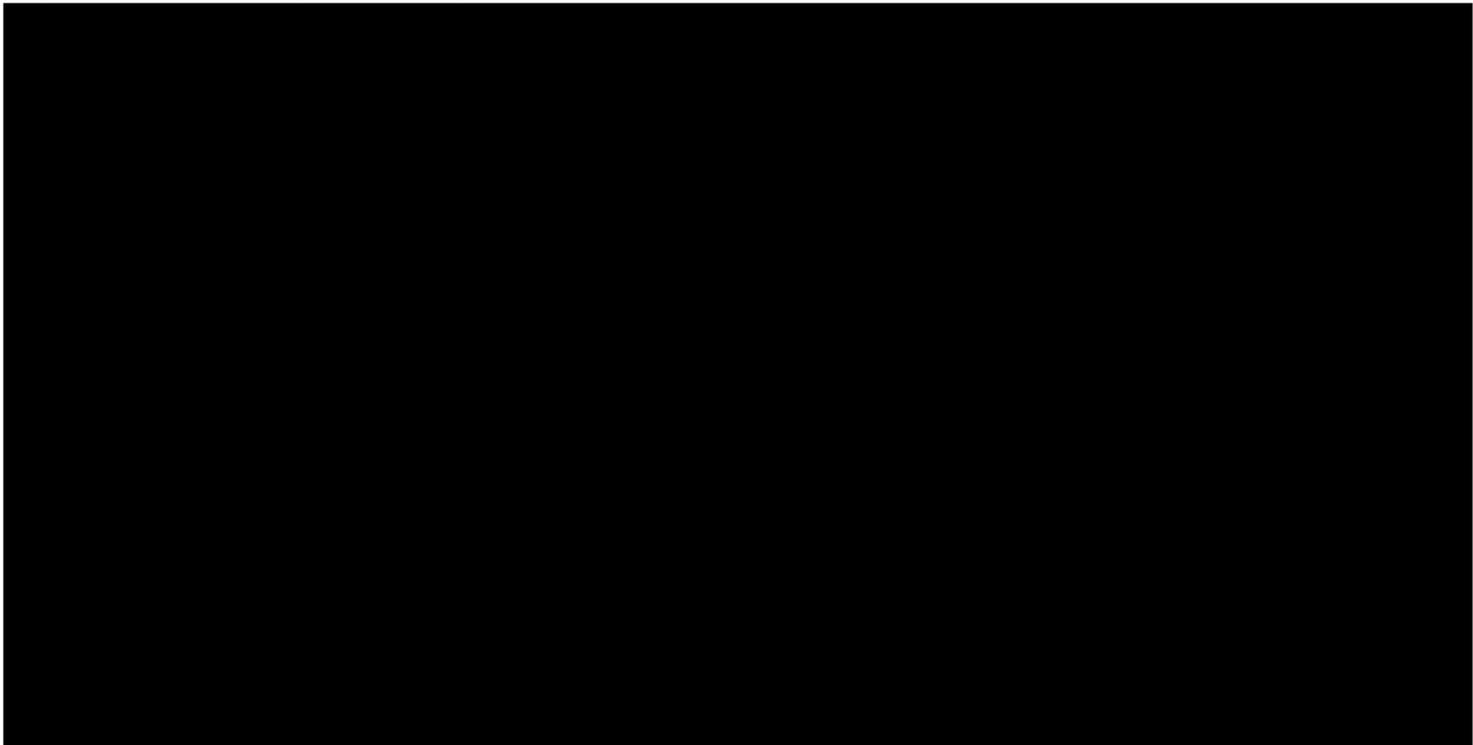




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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

→ MAXIMUM REUSE OF EXISTING INFRASTRUCTURE important  
 I focussed on outside city limits. North & south of  
 there is a lot of palouse prairie ~~between~~ Moscow and Troy.  
 small patches but it's out there and should be protected.  
 one map available on Latah County website. Lots of property under the wire.

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

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## SH-8 Palouse Region Study

Tell us what you like or dislike about the SH-8 Study Level One Screening results and concepts being considered.

There is a lot of Palouse prairie between Moscow and Troy, it should be protected (see refs above)  
Lots of peoples' property could be affected.  
Again, make maximum use of infrastructure & priority!

### General

Is there anything else the study teams should know or consider?

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### Public Meeting Feedback

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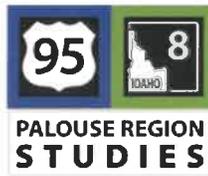
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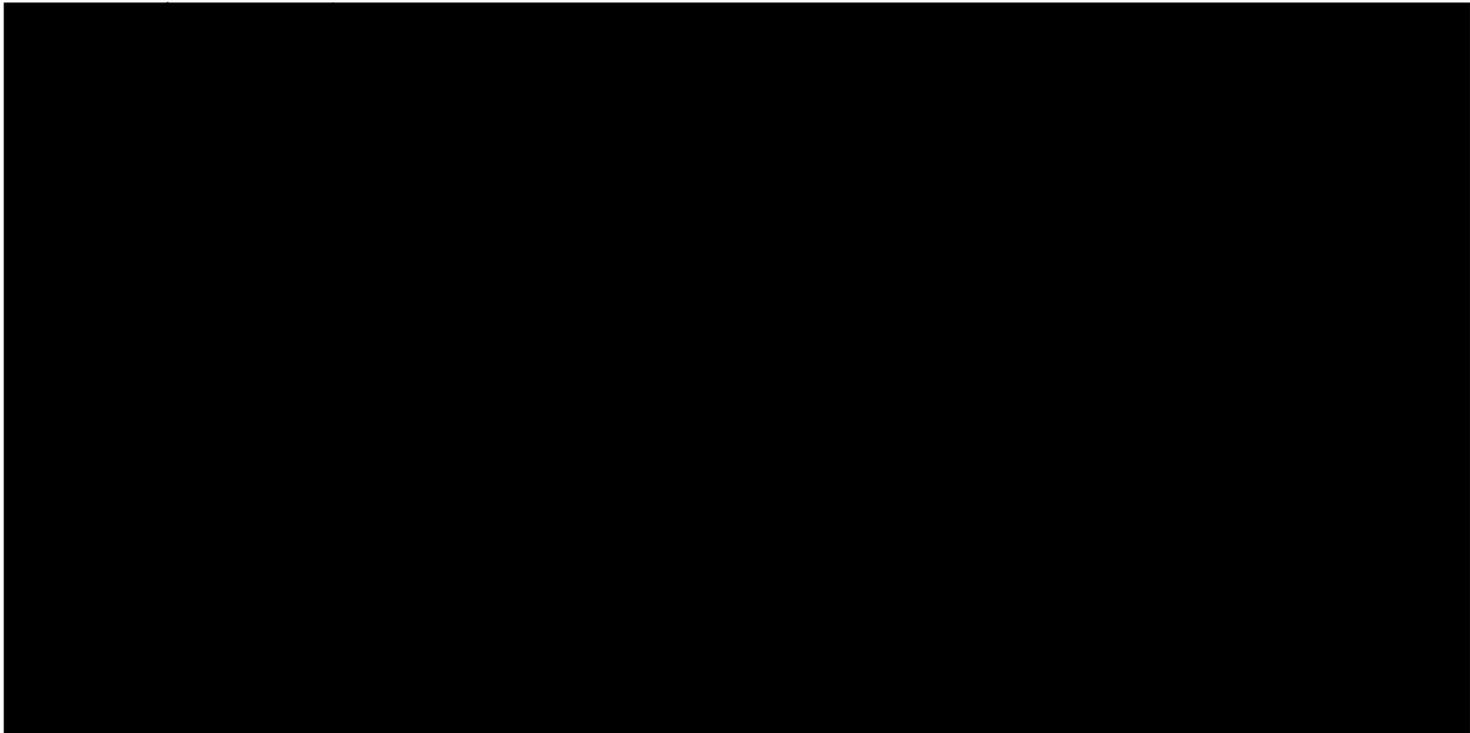
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- Other (please specify): \_\_\_\_\_
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- ITD website *—(learned more)*
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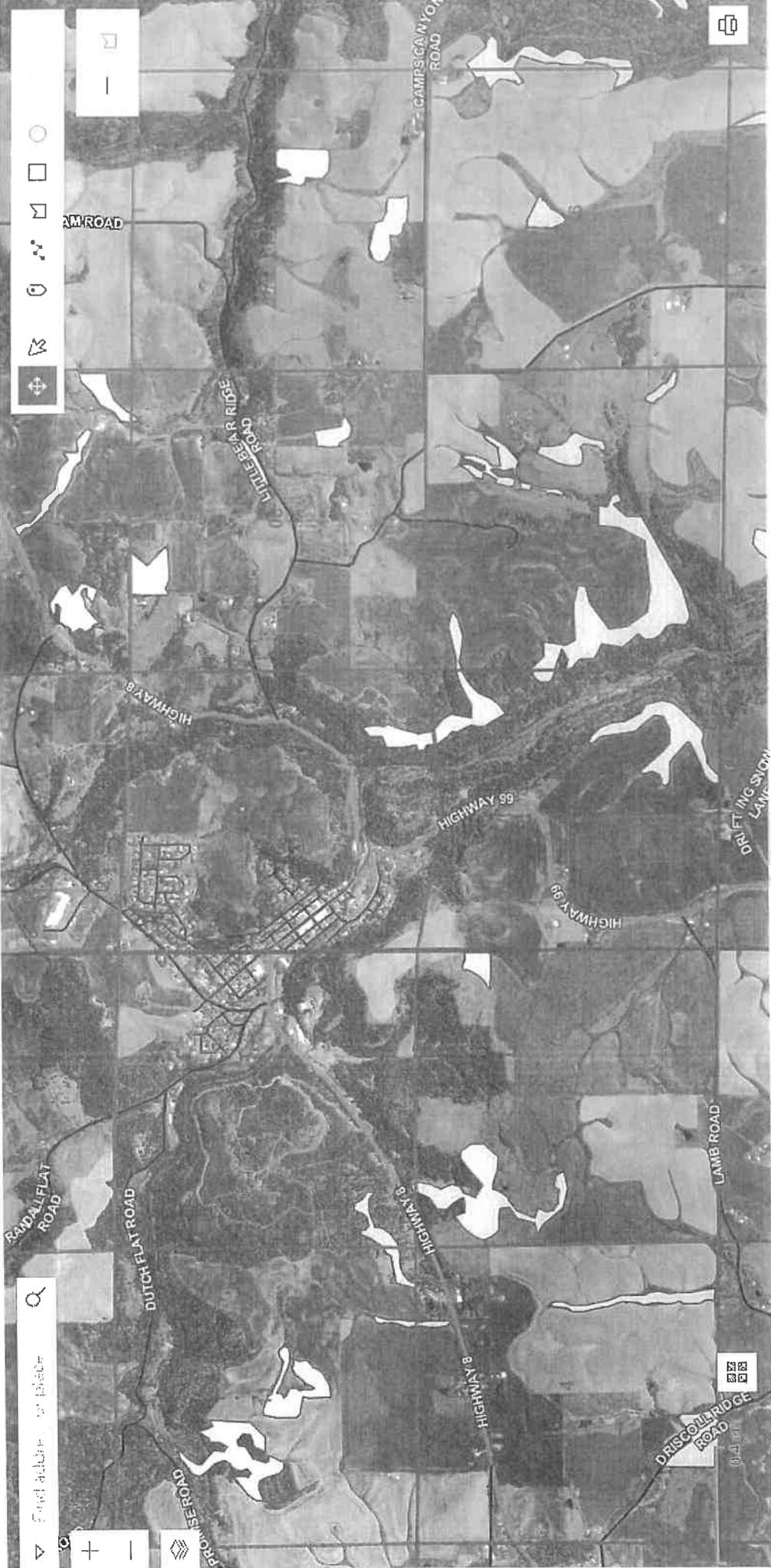


Find address or place



0.4 mi





Find address or place







Find address or place

0 1 2 km

Navigation icons: square, minus, circle, square, north arrow, street view pegman, location pin, compass, plus

LARSON ROAD

LARSON ROAD

LARSON ROAD

WALLEN ROAD

KASPER ROAD

TEARE ROAD

REAMS ROAD

WALLEN ROAD

PINE CREST ROAD

ROBINSON ROAD

HIGHWAY 8

HIGHWAY 8

HIGHWAY 8

Inset map

Scale bar

Map controls

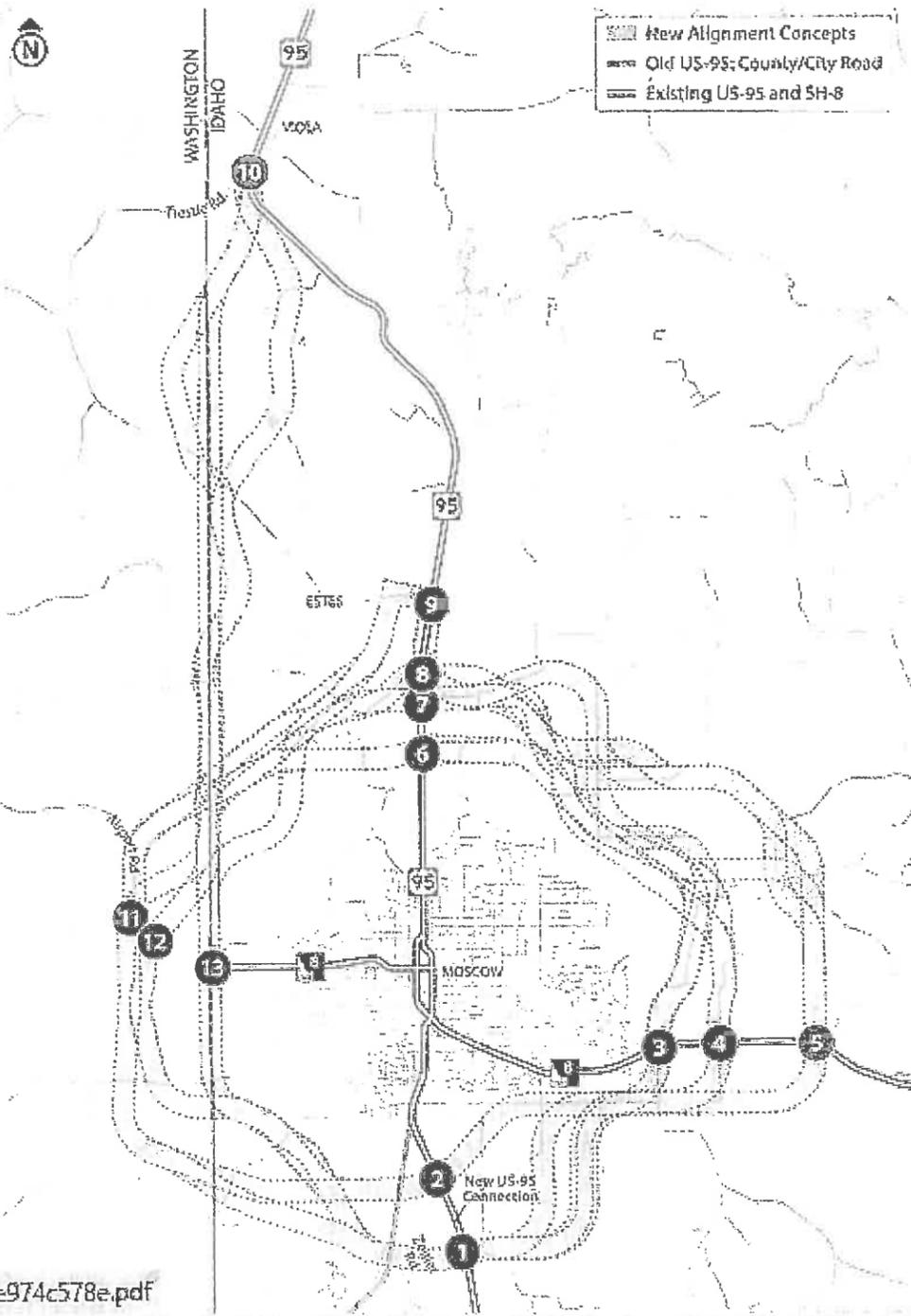
*Created by* [REDACTED]

# MATRIX

-  Agriculture
-  Background
-  Conifer
-  Exotic Annual Grass
-  Exotic Forb
-  Exotic Perennial Grass
-  Native Palouse Prairie
-  Urban

WEST SIDE CONCEPT ROUTES

1 Zeltler Rd.	11 Airport Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
		10 Viola
2 Private Rd.	12 W of State Line	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
		10 Viola
	13 State Line	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
		10 Viola



EAST SIDE CONCEPT ROUTES

1 Zeltler Rd.	3 Lenville Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
2 Private Rd.	4 Mill Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.
2 Private Rd.	5 Pine Crest Rd.	6 N Moscow City Limit
		7 Foothill Rd.
		8 Almon St.
		9 Estes Rd.

am/\_files/ugd/ffdde1\_697ca5f1ec8743d98759872e974c578e.pdf

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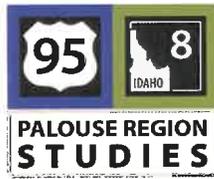
## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

Need more left turn lanes coming from north. Some areas the shoulder is non-existent. No place for animals to cross. Lanes not wide enough for farm equipment.

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

Needs to be done. This is the only north/south rd in the this area.



## SH-8 Palouse Region Study

Tell us what you like or dislike about the **SH-8 Study Level One Screening results** and concepts being considered.

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### General

Is there anything else the study teams should know or consider?

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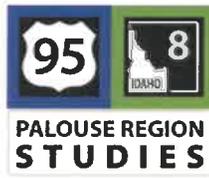
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## Contact Information

Name: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

Address 2: \_\_\_\_\_

State: \_\_\_\_\_ ZIP: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

**The questions below are optional and voluntary.**

**What is your gender?**

- Male
- Female

**Are you a person with a disability?**

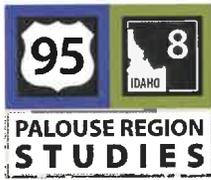
- Yes
- No

**What race do you most identify as?**

- American Indian (Tribal Native)/Alaskan Native
- Black
- White
- Other: \_\_\_\_\_
- Native Hawaiian and other Pacific Islander
- Asian
- Hispanic

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## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

We need to consider 4 lane from Lewiston to Canada - definately Moscow & CDA are handling) too much traffic the "Y" at Potlatch could have a round-a-bent installed. I don't love  
 would you like to see one-way opts

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

wildlife crossings like MT would be helpful. I think I prefer round about to signals at Moxton/Rodeo, etc. Pedestrian cross over the road bridges would be optimal, rather than street crossings.



\* especially where moose cross!  
or elk herds

## SH-8 Palouse Region Study

Tell us what you like or dislike about the SH-8 Study Level One Screening results and concepts being considered.

move south near 95 and sweet Palouse river drive is a good option heading both east & west.

Consider N. Seperate from S, 95 with Creeks in the center ! cross over access (near Potlatch marsh Hill)

**General** We need speed control all along Hwy 95 coming off marsh Hill/Skyline speed is CRAZY fast!

Is there anything else the study teams should know or consider?  
 Virgil Philips needs a turn out lane.  
 Hazeltine "

The curve near moscow MTW ! Virgil philips Needs street lights ! Straightening out.

**Public Meeting Feedback** It's Dark!!! Uncomfortable turn heading N, in fog, snow, rain...

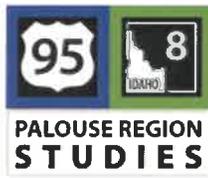
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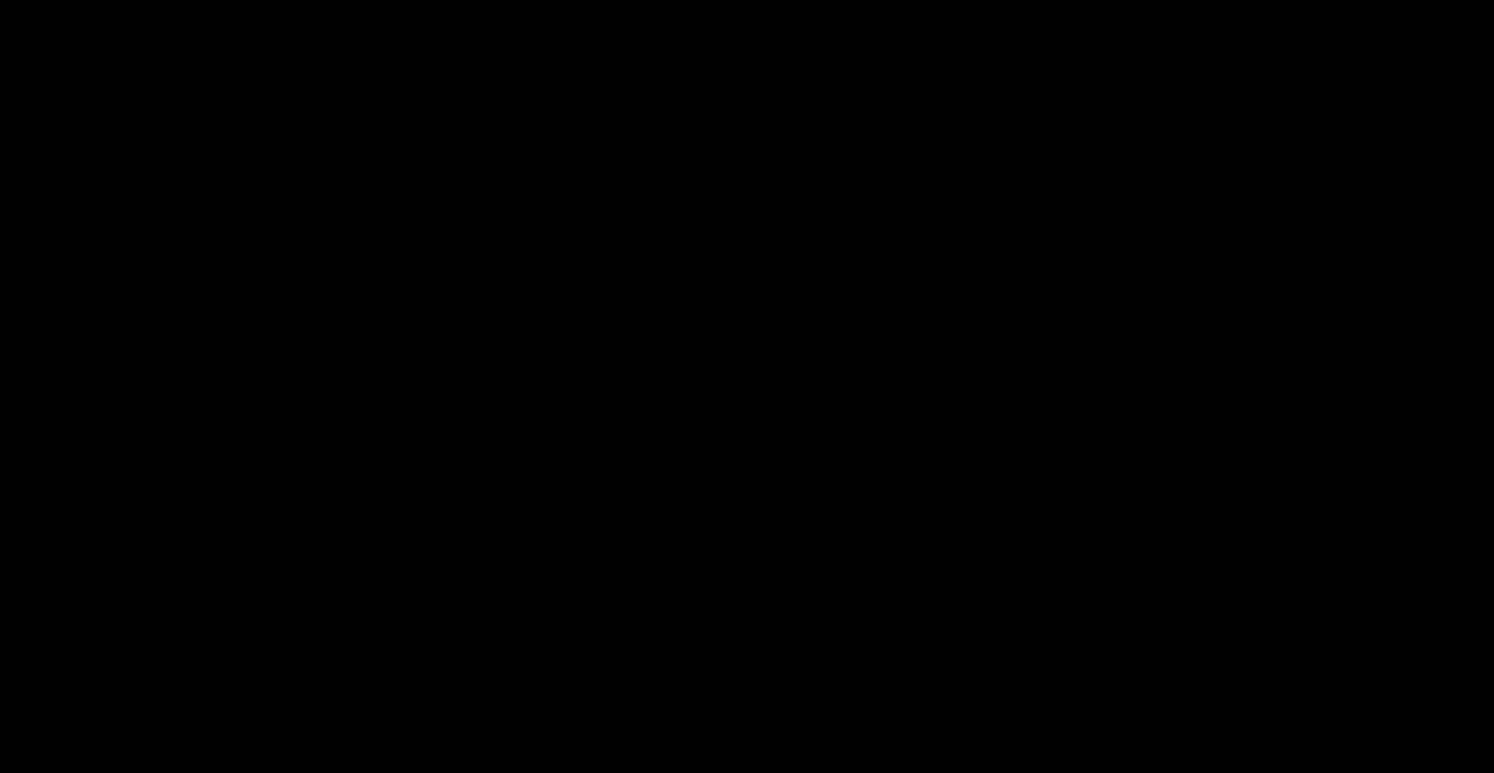
The staff didn't know much about N, Hwy 95 near the Benewah/Latah border



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**Mail:** Idaho Transportation Department, District 2  
Attn: Mark Pfeiffer  
P.O. Box 837  
Lewiston, ID 83501

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# Thank you!

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# COMMENT FORM

**Thank you for your interest in the US-95 and SH-8 Palouse Region Studies.**

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## US-95 Palouse Region Study

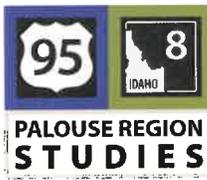
Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

Phillips Farm turning lane -  
There is concentrated traffic turning for events  
1) Nature Camp 3-4 week June  
30 vehicles at 9:00 am (all from the south)  
30 vehicles at 3:00 pm

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

2) Events High school classes, buses - Spring + Fall semester  
3) Events - Planting days - 30 vehicles  
UNM of Idaho class + volunteers  
4) Events - Fall Festival - 400-600 people October  
- Bird watching - 20 people  
- Weddings - 100 + people





## SH-8 Palouse Region Study

Tell us what you like or dislike about the **SH-8 Study Level One Screening results** and concepts being considered.

Concept "A" street bad idea  
to have more traffic  
through that neighbor hood.  
By pass best idea

### General

Is there anything else the study teams should know or consider?

Add bike path starting in Moscow  
north south west of  
 Hwy 95 up to Potlatch

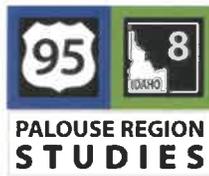
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- |   |  |
|---|--|
| <input type="checkbox"/> I have no understanding of the studies         | <input checked="" type="checkbox"/> I have a good understanding of the studies         |
| <input type="checkbox"/> I have a limited understanding of the studies  | <input type="checkbox"/> I have a clear and comprehensive understanding of the studies |
| <input type="checkbox"/> I have a moderate understanding of the studies |  |

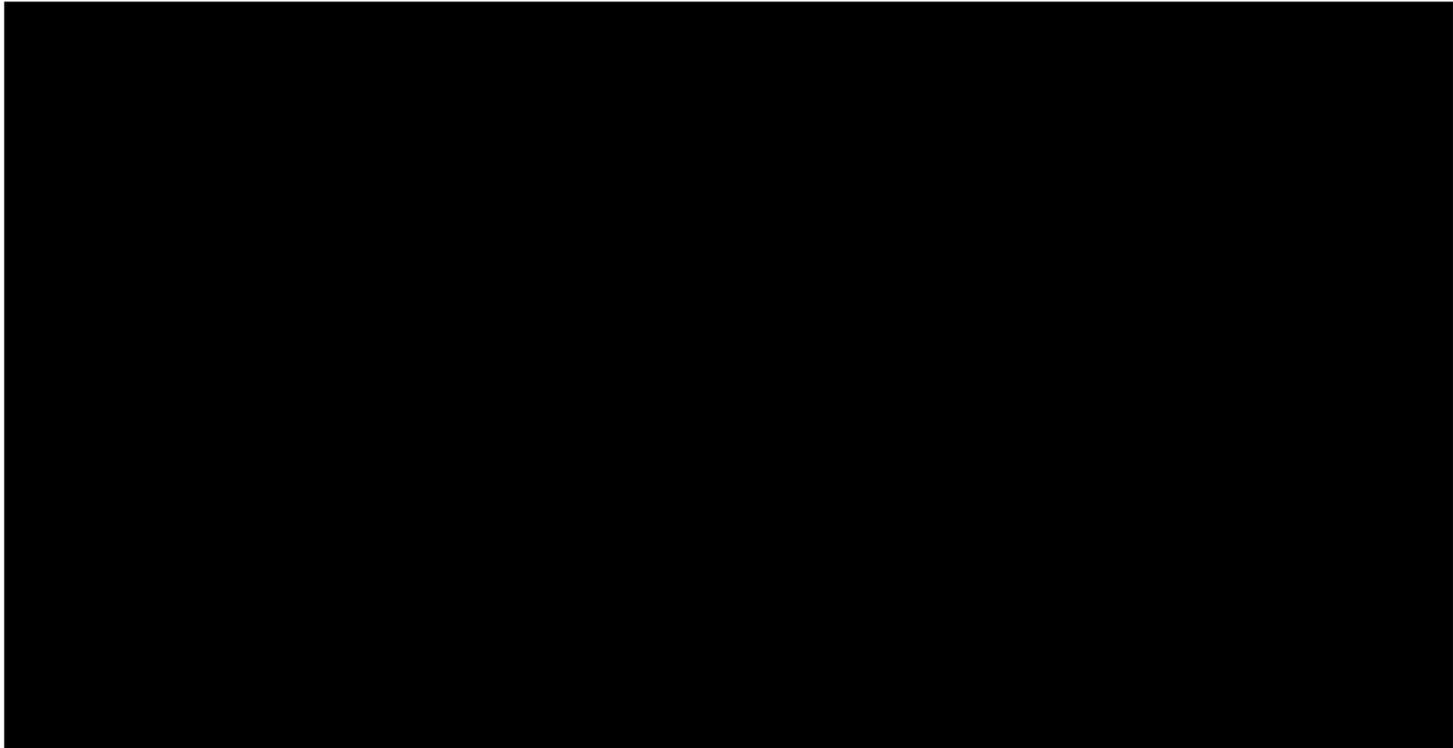




### How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?

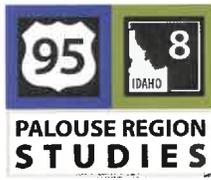
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12:30 1912



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## US-95 Palouse Region Study

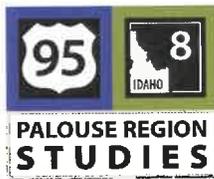
Tell us what you like or dislike about the US-95 Study Level One Screening results and concepts being considered.

- A-street bad idea - concept through neighborhoods too disrupting
- Urban improvement good idea
- signal timing P 7 induce bike activated lights/signals
- bike improvements very important
- Styer are bad idea to make into arterial
- Blaine rivi drive ok

Tell us what you like or dislike about the US-95 Study Level Two Screening criteria.

- new corridor Hwy 95 along state line (ID-WA) good! idea to move forward. Near airport road =
- Pottlatch realization good idea
- bike ~~lane~~ lanes should be separate from traffic. Need N-South bike trail like Bata Trail. (E-W). Beyond city limits





## SH-8 Palouse Region Study

Tell us what you like or dislike about the SH-8 Study Level One Screening results and concepts being considered.

use ~~center~~ existing alignment improvement.  
- do not interfere with Latch Trail.

### General

Is there anything else the study teams should know or consider?

- Bicycle use (e-bikes) will increase reduce auto traffic. Build for more bicycles especially in a University town.

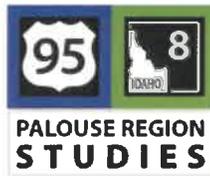
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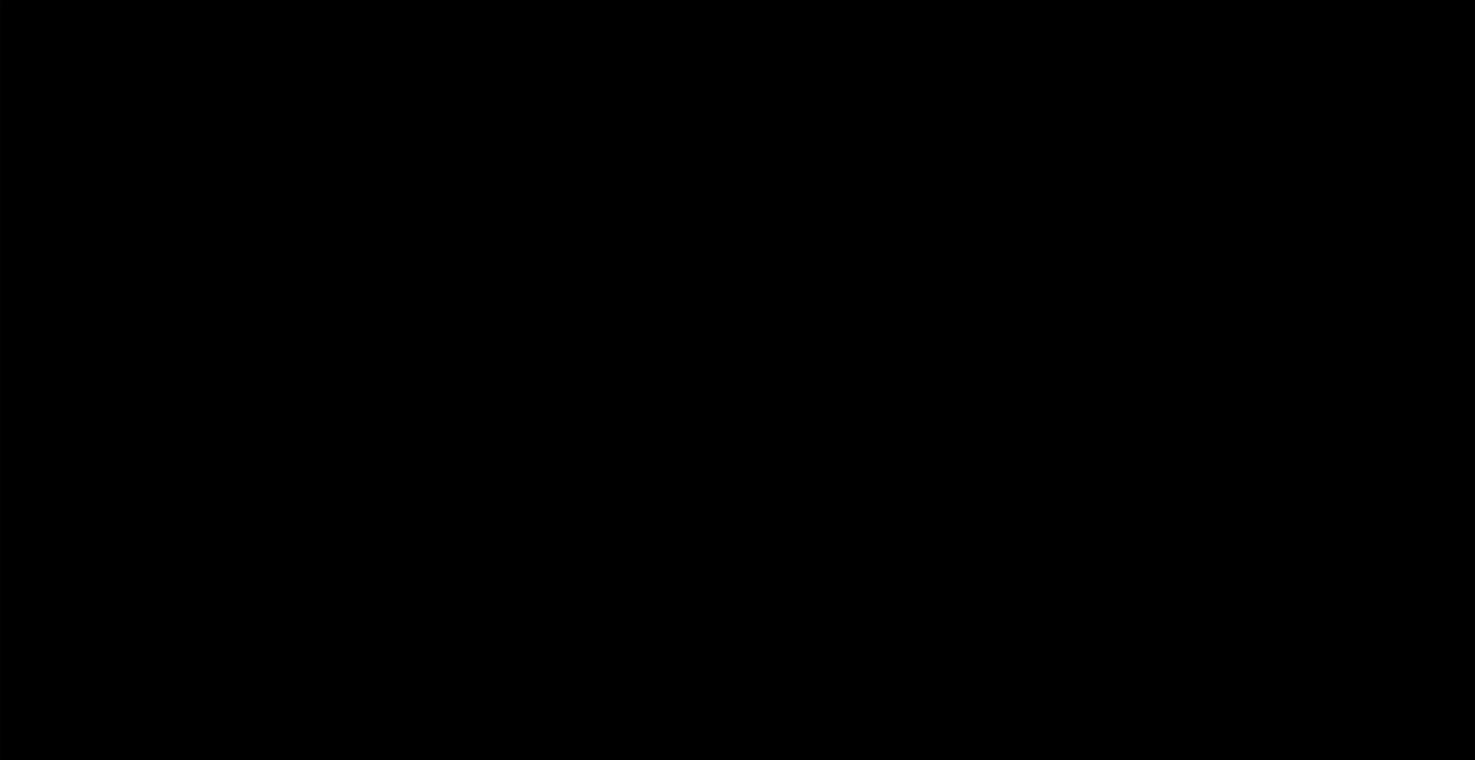




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1912 9:00 → 2:00



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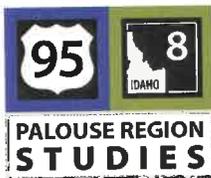
## US-95 Palouse Region Study

Tell us what you like or dislike about the **US-95 Study Level One Screening results** and concepts being considered.

*Thanks for your time and consideration for input.  
We need the connections from I 90 to Lewiston.  
Have managed most elevators in the palouse.  
Real need for Ag + Forestry hauling on 4 lane style highway  
Plan byways to miss city driving. Cities will not loose  
will be at 1912 Building meeting.*

Tell us what you like or dislike about the **US-95 Study Level Two Screening criteria**.

*You have planned to have input from the public.*



## SH-8 Palouse Region Study

Tell us what you like or dislike about the SH-8 Study Level One Screening results and concepts being considered.

Cross byway 8 east of Moscow.  
Prepare for population growth. + 60,000

### General

Is there anything else the study teams should know or consider?

Do not get close to Wa.  
Keep bikes off byway

### Public Meeting Feedback

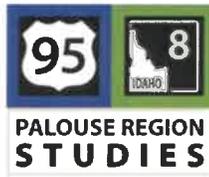
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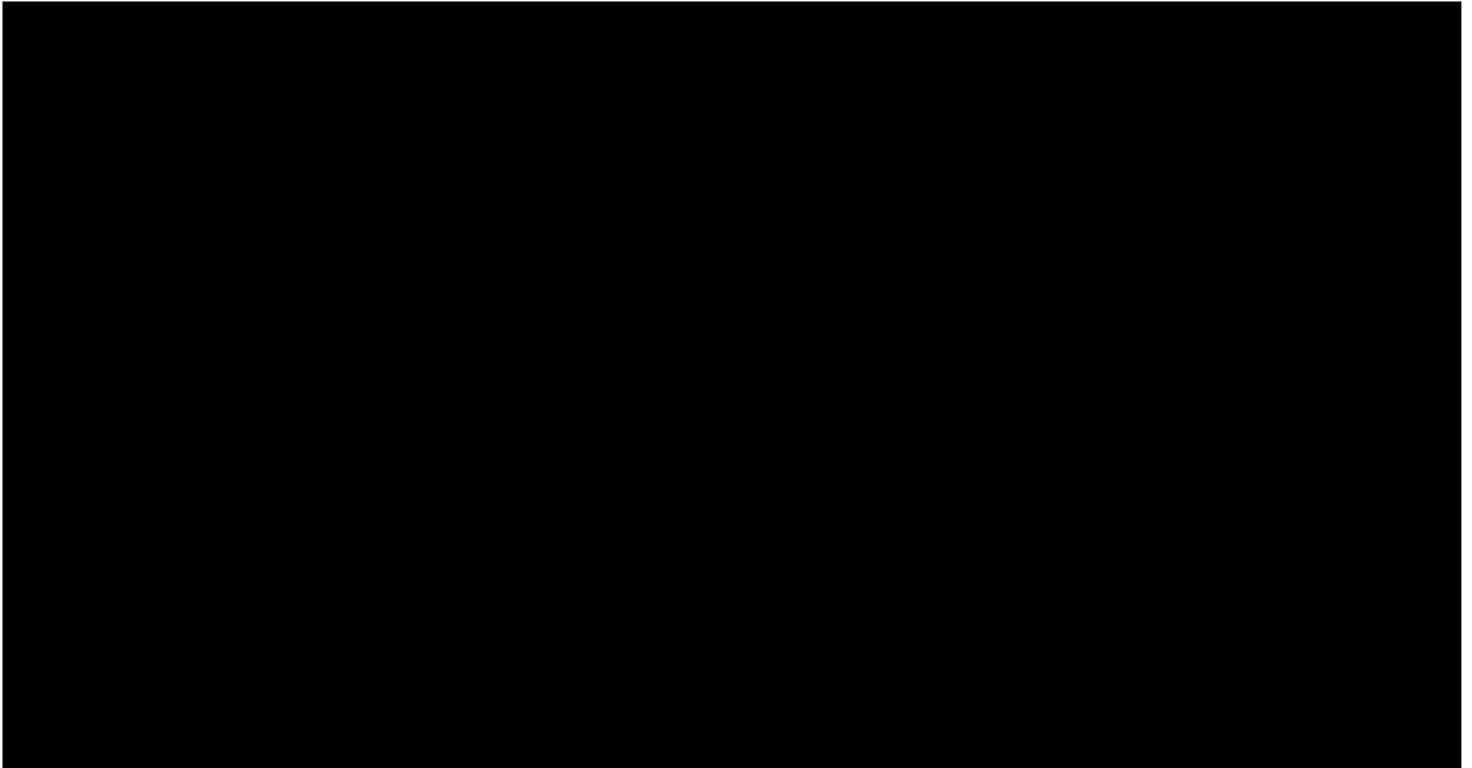




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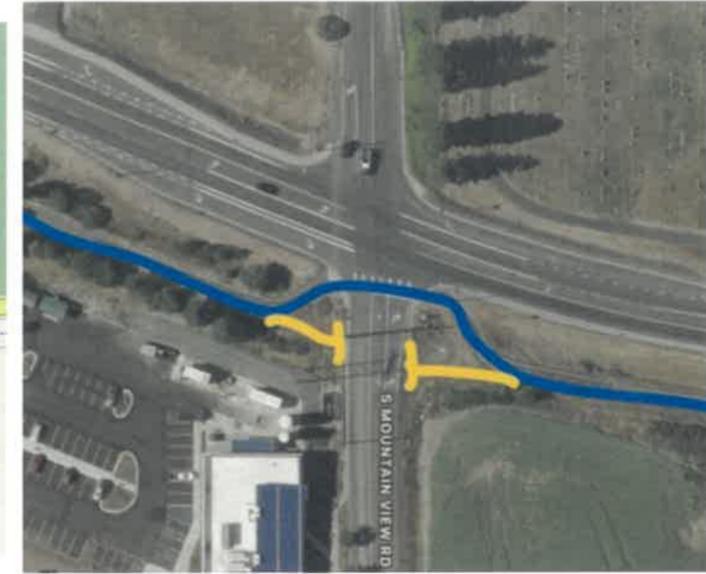
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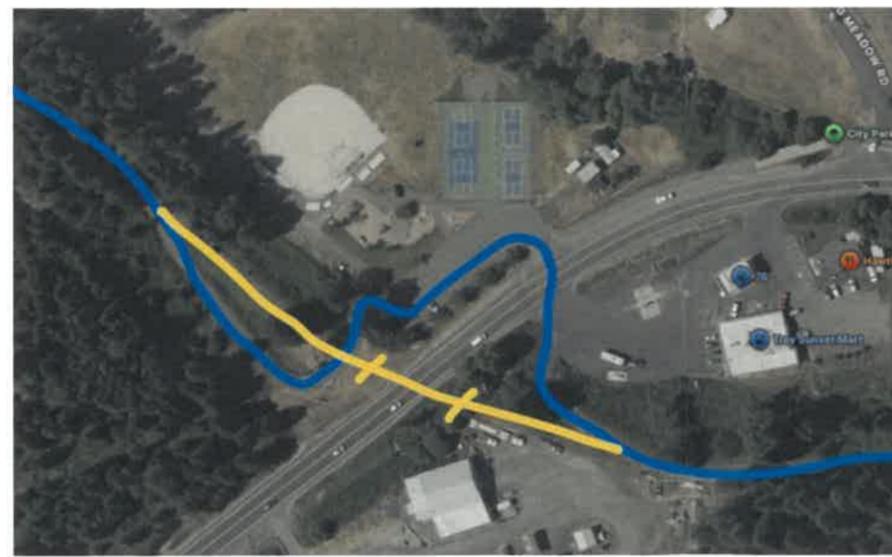
US 95 culvert underpass

1



Mountain View Road underpass

2



Re-Trestle Troy (overpass)

3

# Online Survey Comments

Date	Contact Method	Comment
6/17/2025	Online Survey	<p>US-95 Study Level One Screening results. The degradation of service seems to be too optimistic. The congestion on both 95 and 8 in Moscow is entirely too much and dangerous for pedestrians. Further, it hinders traffic a great deal for traffic simply moving through the area.</p> <p>US-95 Study Level Two Screening criteria. I like the new route concepts and the one-way-through routes. Less traffic lights are going to be important, especially in the winter</p> <p>SH-8 Study Level One Screening results and concepts. I think it is correct</p> <p>Anything else? Recommend that the study teams take into account large trucks that must stop frequently or be slowed down by turning traffic</p> <p>Effective Public Meeting? moderate_understanding</p> <p>How did you hear? socialmedia</p>
6/17/2025	Online Survey	<p>US-95 Study Level One Screening results. It is really needed. I avoid Moscow because of the traffic</p> <p>US-95 Study Level Two Screening criteria. I like the ones that are out of town a bit</p> <p>SH-8 Study Level One Screening results and concepts. n/a</p> <p>Anything else? I really hope this gains traction.</p> <p>Effective Public Meeting? good_understanding</p> <p>How did you hear? Postcard</p>
6/17/2025	Online Survey	<p>US-95 Study Level One Screening results. +Improved flow at SH8/US95 intersections; +MtView/SH8; -Latah trail crossing of SH8 in Troy needs safety improvements.</p>

## Online Survey Comments

		<p>US-95 Study Level Two Screening criteria. Seems Reasonable</p> <p>SH-8 Study Level One Screening results and concepts. The rural portions of the study area seem acceptable as is, but urban areas already show need for improvement. Initial efforts should be focused in the urban areas.</p> <p>Anything else? SH8/MtView needs improvement; Latah Trail crossing of SH8 in Troy needs improvement.</p> <p>Effective Public Meeting? moderate_understanding</p> <p>How did you hear? Postcard</p>
6/17/2025	Online Survey	<p>US-95 Study Level One Screening results. For the most part I agree with the decisions on which concepts that were eliminated and which were moved forward for more study.</p> <p>US-95 Study Level Two Screening criteria. I agree with the criteria. I like the US95 bypass west of Moscow from intersection 2 to (11 or 12 or 13) to 10. I also like the concept of 4 lanes to Benewah county. Routes east of Moscow may make sense for the city as a ring road but not for US95.</p> <p>SH-8 Study Level One Screening results and concepts. I like the south connection to potential US95 bypass (intersection 4 to 2). I don't think the traffic between Moscow and Troy warrents a full realignemnt and biking lanes just duplicate the Latah Trail. A few strategically placed passing lanes would help.</p> <p>Anything else? US95 bypass to the west and ID8 to the south of Moscow would eliminate a lot of non-local traffic from the roads, which would be a better option than any of the existing alignment concepts carried forward.</p> <p>Effective Public Meeting? good_understanding</p> <p>How did you hear? Email_from_project_team</p>

# Online Survey Comments

6/17/2025	Online Survey	<p>US-95 Study Level One Screening results. Amazing amount of information! It's great to see all the planning that goes into this.</p> <p>US-95 Study Level Two Screening criteria. I don't have a strong opinion about any of them</p> <p>SH-8 Study Level One Screening results and concepts. Null</p> <p>Anything else? null</p> <p>Effective Public Meeting? clear comprehensive understanding</p> <p>How did you hear? social media</p>
6/17/2025	Online Survey	<p>US-95 Study Level One Screening results. This bypass has been talked about for 30 years.</p> <p>US-95 Study Level Two Screening criteria. Walk ability needs to be increased as well as wider highways</p> <p>SH-8 Study Level One Screening results and concepts. Realigning sh8 is going to be a fight as big as Reisenauer hill.</p> <p>Anything else? By putting in bypasses around Moscow, someone should coordinate with the chamber of commerce to put in traveler oases on each bypass. Rest stop, gas station, rv dump station, truck parking, easy access pumps for bigger rigs. This would bring in \$\$\$</p> <p>Effective Public Meeting? moderate understanding</p> <p>How did you hear? Postcard</p>

# Online Survey Comments

6/17/2025	Online Survey	<p>US-95 Study Level One Screening results. Not specific enough; what land is necessary to put in widening; and double lanes, especially especially north of Viola.</p> <p>US-95 Study Level Two Screening criteria. The same concern as above.</p> <p>SH-8 Study Level One Screening results and concepts. The concept diagrams have no markers of where the proposed work is going to be north of Viola. Road markers and county road numbers are needed.</p> <p>Anything else? Null</p> <p>Effective Public Meeting? good understanding</p> <p>How did you hear? Postcard</p>
6/17/2025	Online Survey	<p>US-95 Study Level One Screening results. Doing work On A street is not great. it is already narrow, and very residential. I would be pissed If i lived next to it. The traffic signal at college ave, and lyn are not needed. I would never use bikelanes on the Hwy. expand sidewalks instead.</p> <p>US-95 Study Level Two Screening criteria. I think the route around town from point 1 to 13 to 9/10 is the best plan</p> <p>SH-8 Study Level One Screening results and concepts. No comment, just avoid kicking people out of their homes or disturbing wetland, This region is where the aquifer on the palouse recharges.</p> <p>Anything else? There are more established homes to the East of moscow. Anything that gets the HWY out of downtown would be a huge boon to the community.</p>

# Online Survey Comments

		<p>Effective Public Meeting? good understanding</p> <p>How did you hear? Social media</p>
6/17/2025	Online Survey	<p>US-95 Study Level One Screening results. Clear focus on primary needs: safety, congestion for both existing and future, multi-modal access concerns addressed.</p> <p>US-95 Study Level Two Screening criteria. Builds on Level 1 by adding secondary needs and environmental/social/community factors. Love the new routes that are planned!</p> <p>SH-8 Study Level One Screening results and concepts. Use of broad idea pool of over 50 concepts, helps cast wide net. Early public/stakeholder input shapes concepts from the start. Unclear if two-stage screening adequately addresses local priorities like rural connectivity or freight.</p> <p>Anything else? Let's make it happen!</p> <p>Effective Public Meeting? clear comprehensive understanding</p> <p>How did you hear? LewistonTribune</p>
6/18/2025	Online Survey	<p>US-95 Study Level One Screening results. Good: Rural widening and rural improvement plans, A St (New highway is great, BUT A street can't handle that kind of traffic), Styner Ave (Something to consider: there is pedestrian traffic in that intersection).</p> <p>US-95 Study Level Two Screening criteria. For the new highway, Private Rd to Airport Rd to Viola is the best option. #11 is a great option, but it should be merged with #13 at the intersection of 11 and 9.</p> <p>SH-8 Study Level One Screening results and concepts. Null</p>

# Online Survey Comments

		<p>Anything else? Null</p> <p>Effective Public Meeting? limited understanding</p> <p>How did you hear? Word of mouth</p>
6/18/2025	Online Survey	<p>US-95 Study Level One Screening results. Screening results look fine.</p> <p>US-95 Study Level Two Screening criteria. The Viola route (10-13) with turn lanes would make the 95 corridor much safer than it is now. Alternatively, widening the current lanes and adding turn lanes would also improve safety and likely result in destroying less farmland. Don't do a circle.</p> <p>SH-8 Study Level One Screening results and concepts. The concepts seem fine at this point. Tying into routes 1 or 2 to move traffic around Moscow towards Pullman seems most logical. No need to go north along east side or make a circle around town.</p> <p>Anything else? Definitely should minimize taking farmland out of production. If done correctly, a southern-westerly route (1,2) then north (13-10) seems like it would provide enough capacity instead of making a circle around town.</p> <p>Effective Public Meeting? good understanding</p> <p>How did you hear? Postcard</p>
6/19/2025	Online Survey	<p>US-95 Study Level One Screening results. Null</p> <p>US-95 Study Level Two Screening criteria. Null</p>

# Online Survey Comments

		<p>SH-8 Study Level One Screening results and concepts.null</p> <p>Anything else? The studies appear thorough, comprehensive and sensitive to stakeholders. As you know, the NIMBYs, including myself, will have strong preferences once there are specific routes are proposed. I live off the Sand Rd stateline.</p> <p>Effective Public Meeting? limited understanding</p> <p>How did you hear? MoscowDailyNews</p>
6/19/2025	Online Survey	<p>US-95 Study Level One Screening results. null.</p> <p>US-95 Study Level Two Screening criteria. null.</p> <p>SH-8 Study Level One Screening results and concepts. null.</p> <p>Anything else? null.</p> <p>Effective Public Meeting? good_understanding</p> <p>How did you hear? Postcard</p>
6/19/2025	Online Survey	<p>US-95 Study Level One Screening results. null.</p> <p>US-95 Study Level Two Screening criteria. null. SH-8 Study Level One Screening results and concepts. null.</p> <p>Anything else? Might take into consideration pull outs for semis to chain up especially if Crooks remain pretty much as is. I've seen several semis jack knifed due to the snow. All the other concerns people have brought up such as passing lanes, sight, etc.</p> <p>Effective Public Meeting? null.</p> <p>How did you hear? Postcard</p>

# Online Survey Comments

6/20/2025	Online Survey	<p>US-95 Study Level One Screening results. Most of the concepts seem reasonable, except adding a lane to 3rd st/SH8 between washington and jackson, which is in direct conflict with the goals of accommodating walking/biking and promoting safety due to the high volume of pedestrians in that area</p> <p>US-95 Study Level Two Screening criteria. You seem to be missing criteria around protecting/promoting the economic interests and quality of life for the towns impacted by the plan. That's more important than reducing congestion.</p> <p>SH-8 Study Level One Screening results and concepts. The options seem reasonable, the goals for specific sections on SH8 were less clear than what was presented for US95</p> <p>Anything else? I'm surprised there was no evaluation of using the former rail corridor between the intersection of US95/SH8 in the south and Lieuallen St/3rd St to the west. (also 255 characters feedback limit in this form makes it hard to communicate feedback)</p> <p>Effective Public Meeting? good understanding</p> <p>How did you hear? Postcard</p>
6/22/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I like the suggestions for more pedestrian infrastructure, the proposed work on A Street and the concepts for adding more passing lanes along rural roads. I would disagree to any additional lanes to be added in cities but am all for multiple lanes in other areas.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: I enjoy the attention to public reception, and accounting for environmental impacts.</p>

# Online Survey Comments

		<p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: I would like to see the current alignment redesigned rather than a new alignment</p> <p>Is there anything else the study teams should know or consider? Keep up the good work</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Clear comprehensive understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
6/23/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: Two lanes all the way up doesn't seem feasible. Adding turning lanes and more passing lanes would keep the road construction to a minimum.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Would rather keep it it four/ three lane none separated lanes because of the houses</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: No cross walk over highway 8. A sky walk type of roads walk or tunnel that's similar to the one at the intersection with 8/ white</p>

# Online Survey Comments

		<p>Is there anything else the study teams should know or consider? Continual road work in the next 5-10 years would create significant delays for travel time during construction</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
6/24/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I appreciated the clear explanation of methodology and options, and clear communication about what was carried forward or not, to what extent, and why. I can understand the need for improving flow of traffic and commerce in the future.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: I have concerns about some of the realignment and its impact to the Latah Trail. Looks like some of the reroutes would be a bit south and have concerns about that.</p> <p>Is there anything else the study teams should know or consider? I work for the Palouse Land Trust and we hold several conservation easements in and around the realignment corridors being discussed. We're happy to come to the table in a stakeholder role, because we're legally required</p>

# Online Survey Comments

		<p>to fight any kind of public domain extinguishment of our easements and would love to be a voice at the table so you all can understand that potential impact.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Good understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Postcard</p>
6/24/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          Too many options outside of existing highway footprint.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          With the exception of Hwy 95 getting through downtown Moscow, focus on and pursue concepts using existing highway footprints.</p> <p>Is there anything else the study teams should know or consider?          Economize. In presenting the studies, spend fewer words on what you did next and more words on what you found out (accidents/traffic counts/etc.).</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts</p>

# Online Survey Comments

		<p>Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Postcard</p>
6/24/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          I live east of Troy and drive SH8 to Moscow almost daily. The increased capacity at pinchpoints in town are a necessity. (the left turn on 95-N onto 8-W, and the bottom of the couplet has ALWAYS been an issue, esp, through traffic on 8-E. I did not see any mention of what are actually two of the more dangerous concerns on rural SH8: the impacts of both ag traffic, and adverse weather.</p> <p>Is there anything else the study teams should know or consider?          (I am the former director of the National Institute for Advanced Transportation Technology at the UI, so I have some professional knowledge in this area.) The possibility of using A Street as a one-way west on SH8 has been talked about for at LEAST 40 years. Signal timing at the southern couplet could definitely be improved now to enhance flow on SH8 east. Likewise a bypass has been mentioned, pushed by some for decades, including by some on the Moscow city council. Line of sight issues on SH8 abound, including past Troy until around Spring Valley., but it seems that is not part of this study. I.e. the curvy hill on the east end of Troy should have consideration. Weather on that hill is a huge safety concern. Just one example of why: I was witness to an accident where a sheriff's cruiser running hot didn't see and ran into a tanker semi that was turning left at McKeehan. The cruiser caught fire. Fortunately nobody was injured, but it could have been really bad.</p>

# Online Survey Comments

		<p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> <li>Public meeting venue</li> <li>Online public meeting</li> <li>Marketing efforts to promote the event</li> <li>Your discussions with the project team</li> <li>Any other elements that contributed to your experience at the public meeting:</li> <li>Clear comprehensive understanding</li> </ul> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?</p> <p>Word of mouth</p>
6/24/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:</p> <p>The Styner concept seems reasonable, the A street concept looks "tricky" and would totally change the traveled route, not for the better. The Lenville Road Bypass #3 to #6, makes the most sense and #13 up the state line to #10 makes the most sense.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:</p> <p>All considerations make sense, I guess even the bicycle lanes because so many people ride bikes her.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <p>Any re-alignment removing those curves would be great. I Like option #1 and #2 best</p> <p>Is there anything else the study teams should know or consider?</p> <p>I have lived in one area where in Wash. state that did a bypass that may or may not have affected the city involved and an adjacent that had a proposed bypass that was never done, and now it's a total traffic mess(Monroe). Snohomish did a bypass. I purposely re-drove all suggested areas after reading studies</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> </ul>

# Online Survey Comments

		<p>Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Postcard</p>
06/24/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          I live on Border Lane on Steakhouse Hill. It is dangerous turning onto the road when approaching it from either the north or south. Improving access by adding a turning lane and/or moving the entrance to the road would probably be an improvement.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          I like that the north/south traffic would be removed from the center of Moscow.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          I like that the east/west traffic would be removed from the center of Moscow.</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Limited understanding</p>

# Online Survey Comments

		<p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Email from project team</p>
06/24/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: Good results. Like the idea of western bypass and 4 lane divided road north of Moscow to County Line.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Criteria seem correct. One more to consider...feasibility. Some routes seem to have higher potential for lawsuits or require coordination with the state of Washington which could cause long delays in the project.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: The connection to US95 on the south of Moscow, along with US95 Moscow bypass make a lot of sense.</p> <p>Is there anything else the study teams should know or consider? I provided feedback before, but after the public meeting have these additional comments: Consider as an option a US95 route that goes to the west side of Moscow but stays entirely within Idaho. With using eminent domain for only one existing business (U-Haul), I believe there is room to cross paradise creek and ID8 with an elevated bridge running northeast from just west of the sewage treatment plant across to the U-Haul lot then between the Palouse Mall and Walmart parking lot, turning back north and following the state line to Viola. With some creative planning, I think an interchange could be built, (mostly on the former U-Haul lot, to avoid adding an additional traffic light on US95 or ID8. Would not be the cheapest solution but would be the best for traffic flow.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Good understanding</p>

# Online Survey Comments

		How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Email from project team
06/25/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? 3 of the proposed routes go straight through the 7580 acre Historic Salisbury Family Farm. My Grandfather moved here from South Idaho in late 1930s to start a dryland farm. Over the years he farmed this land along with his son and grandsons. This farm lies North and East of the Elks Gold Course. There is a 500 foot elevation change from the current Highway 8 to the top of the farmland. It would be shameful and abhorant to tear up this land. Your routes cut right through the middle of it, and with the elevation change, there would be massive cuts and fills, bigger than the current Highway 8 South improvements that are currently under way. I asked the guy at the meeting at University Inn on the 24th what problem does this solve? His response was, "we don't know yet, because the next phase is traffic studies". I asked, why then are you proposing the reroutes? He said "we will know then we do the traffic studies". WHAT?! This circular ridiculousness is why government has a bad reputaiton for overspending. This study must have cost millions.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: null</p>

# Online Survey Comments

		How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? null
06/25/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: Looks like you all are doing a good job</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Same</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? It surely would be nice to have bike lanes north of Moscow.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Good understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
06/25/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I agree with concept Palouse river drive that whole road system should be improved as the school zone for Palouse prairie now brings in a lot of traffic. I agree with styner ave being expanded. I completely disagree with</p>

# Online Survey Comments

	<p>the A street concept. There is already not enough room on those streets to house a lane. Expansion or one way would dramatically effect the surrounding neighborhoods.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: I completely disagree with all of the proposals to move highway 95 northbound. I think that the road should be expanded rather than moved. I think it is an absolute wast of taxpayers money to build a new highway. Do not move highway 95 north because Idaho tax payers have already paid for the highway to be moved from the west. There was a highway previously along the railroad. Tax payer dollars should be used to expand existing roads rather than build new ones.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: I like concept 3, 6 or 7 for the sh-8 corridor. This route seems to take the least amount of homes out. It also abounds many neighborhoods. I think it would Be best to try and widen the existing highway rather than completely re-route. It seems that building a completely new highway would be extremely more expensive. I do want to have a turn lane placed at Juliene Way. Many car accidents have occurred in just a few short years. As people turn into the neighborhood many people do not give enough stopping space.</p> <p>Is there anything else the study teams should know or consider? I appreciate the opportunity to comment on the project. I think that the current use of our tax dollars to build new roads is a misuse of public money. I think we should spend more on maintaining what we have rather than building new roads. I agree with making changes for public safety, but not to build new roads just because it's easier. I also think that the project has not been advertised well enough. Many of my neighbors who would be affected by the construction have no idea about the projects. I think the state should do a better job at advertising these projects to gather public comment.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event</p>
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# Online Survey Comments

		<p>Your discussions with the project team</p> <p>Any other elements that contributed to your experience at the public meeting: Clear comprehensive understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
06/26/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: Just bypass Moscow Idaho and get the highway four lane divided extended to at least the Benewah county line</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Same answer as level one</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Same answer as level one</p> <p>Is there anything else the study teams should know or consider? Same answer as level one</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Social media</p>

# Online Survey Comments

06/26/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:</p> <p>1.) Don't use northbound US-95 much, but anything to widen the road and provide shoulders and proper turn-in lanes and increase the ability to pass slow drivers and big trucks is a plus. 65 mph speed limit is needed and desired. DO NOT slow vehicle traffic down, like they did on the Pullman Hwy.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:</p> <p>Concur that avoiding congestion and vehicle traffic slow down is imperative. Travel time is a critical aspect. FORGET about accommodating stupid hiker/biker desires along a major highway. They are just vehicle impediments that only accommodate .1 or 1% of the traffic on either road. The Latah Trail can accommodate any needs for this ilk on S.H. 8. On U.S. 95...keep them off of this road at all costs, or your going to end up with dead bikers.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <p>Since I use this road daily, I have more input. Having a completely new route, rather than the current one doesn't bother me, but then my land isn't going to be impacted. Please DO NOT start another NIMBY war with land owners like was done on US 95 South. Been waiting 30 years for that 4 lane to be completed. If just widening the current roadway in place will work, go for it. DO NOT include any hiker/biker lanes along the highway. Latah Trail is right there for this group to use. Don't impede vehicle traffic. Traffic has increased over 50% in the past decade on this road, and it is falling apart. Dodging potholes has become the new olympic sport for driving on this road. Adding slow moving hikers/bikers into the mix is not desired. This road needs to be a minimum of 60 mph...and 65 mph would be better. Create turning lanes for both left and right turns onto and off of this road.</p> <p>Is there anything else the study teams should know or consider?</p> <p>Saw one drawing showing bike lanes in Troy. Please DO NOT mess up downtown Troy by wasting space on bikers/hikers. Moscow messed up there city streets doing this, and it is a disaster. Lost parking, narrow lanes and bikers are few and far between. Remember, maintenance costs for any project are 5X - 10X the original cost of any project. Think of the future costs for maintaining frivolous amenities and then don't waste time on them. And... for side street access within the City of Moscow. I liked your ideas of using Styner and Palouse River Drive to accommodate one-directional traffic. Please consider eliminated all side street access to Right Turn only. Left Turns cause accidents. Provide a different method...though I know it will be longer..for residents who need to turn left from their residences. In the long run, it will save time and money.</p>
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# Online Survey Comments

		<p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> <li>Public meeting venue</li> <li>Online public meeting</li> <li>Marketing efforts to promote the event</li> <li>Your discussions with the project team</li> <li>Any other elements that contributed to your experience at the public meeting:</li> </ul> <p>Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?</p> <p>Postcard</p>
06/26/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:</p> <p>I like options that do not interfere with current Moscow City Streets, that stay away from the heavily used Latah Trail [bicycles, walkers], and stay on the south side of Moscow and the west side. The north and west sides of Moscow are heavily used for recreation and it is important to not interfere with this increasingly popular use.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:</p> <p>I dislike routes that use any areas where current Moscow Cit streets are located. We don't need more traffic on these roads. I dislike any routes that interfere with the Latah Trail and the north and east side of Moscow. Good routes appear to be possible to the south and west of Moscow and possibly along the state line.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <p>Please don't create a ring road. That will create too much noise and traffic in many areas. Please limit the highway areas to the south and east where few people live and where few people try to recreate. Thank you.</p> <p>Is there anything else the study teams should know or consider?</p> <p>Please keep traffic away from existing city of Moscow. Moving it to the south and west would make Moscow a more pleasant place. it would be great if you could get the highways out of downtown Mosocw and locate them north and west. We don't need a ring road, just a bypass.</p>

# Online Survey Comments

		<p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> <li>Public meeting venue</li> <li>Online public meeting</li> <li>Marketing efforts to promote the event</li> <li>Your discussions with the project team</li> </ul> <p>Any other elements that contributed to your experience at the public meeting:</p> <ul style="list-style-type: none"> <li>Limited understanding</li> </ul> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?</p> <ul style="list-style-type: none"> <li>Postcard</li> </ul>
06/26/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:</p> <ul style="list-style-type: none"> <li>I hate running across the street just to get to work at the gritman medical center medical office buildings</li> </ul> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:</p> <ul style="list-style-type: none"> <li>I hate running across the street just to get to work at the gritman medical center medical office buildings</li> </ul> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <ul style="list-style-type: none"> <li>I hate running across the street just to get to work at the gritman medical center medical office buildings</li> </ul> <p>Is there anything else the study teams should know or consider?</p> <ul style="list-style-type: none"> <li>I hate running across the street just to get to work at the gritman medical center medical office buildings</li> </ul> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> <li>Public meeting venue</li> <li>Online public meeting</li> <li>Marketing efforts to promote the event</li> </ul>

# Online Survey Comments

		<p>Your discussions with the project team</p> <p>Any other elements that contributed to your experience at the public meeting: Clear comprehensive understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
06/26/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: null</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
06/26/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I attended the live meeting. I thought the consultants did an excellent job of weighing options and considering factors that impact our transportation. I think that the short term ideas are good, but perhaps less time should be</p>

# Online Survey Comments

		<p>spent on long term ideas since the transportation needs will change over the next 50 years before these ideas begin to be implemented.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: The ideas were good and the ways that options were included or discarded made sense.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Fixing the couplet in downtown Moscow should be the top priority. Delays are long and introduce dangers that will lead to accidents. Currently, there seems to be little consideration for safety of bicyclists and pedestrians who need to cross US95. These non-motorists are crossing 5 lanes of a highway, often at crosswalks that are difficult to reach on a bicycle.</p> <p>Is there anything else the study teams should know or consider? Delays, such as those that led to a nearly 20 year delay on US95 south of Moscow, need to be minimized. There has a be ways to address these issues in a more timely fashion, or move forward when the delays are causing injuries and loss of life.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Good understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Social media</p>
06/26/2025	Online Survey	Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:

## Online Survey Comments

		<p>From this point I cannot remember which items were in level 1 and which ones were in level 2. Here's what stood out. Extra stop lights, while inconvenient for through traffic, are great for safety. I vote Yes. Improving Highway 95 from the north end of town to the Benwah county line is a must. Four lanes would be safest and preferable. Passing lanes, shoulders, and turn lanes would help. would love a stoplight at Steiner and Highway 95. That is way too dangerous both for walking and drivinghile</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <p>Realigning Highway 8 from Moscow to Troy and making it four lane would help-safety-wise and as a connection between the two cities. Extending A street out toward Walmart or connecting it with Airport Road is an intriguing idea. I'm not sure of the value. Concern. Using A street as a westbound corridor does not seem favorable. Which side of A street is going to be completely eliminated to make room for this? The quality of life for those who live along A street would be diminished. All the connecting streets between the Pullman Highway and A street would suddenly have heavy traffic as people going west attempt to access the businesses on the Pullman Highway. The large quantity of student Apartments in that area complicates things further.</p> <p>Is there anything else the study teams should know or consider?</p> <p>Moscow has always been an easy town to get around in and all this rerouting w/one way streets would make it so complicated. If you improve Palouse River Drive enough with widening, a guardrail at that terrifying drop off on the south side, painted lines and lighting, westbound traffic would naturally gravitate toward that route to Highway 95 South. This would ease traffic on SH-8 just enough. I live on Clyde Road and would love to use Palouse River Drive more. But don't make SH-8 a one way St. That would send TOO MUCH traffic down to Palouse River DRIVE and create access struggles for the businesses along Highway 8.. Again, Moscow is easy to get around in. Let's not spoil that if we don't have to.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <p>Materials - including maps, informational displays, and handouts</p> <p>Public meeting venue</p> <p>Online public meeting</p> <p>Marketing efforts to promote the event</p>
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# Online Survey Comments

		<p>Your discussions with the project team</p> <p>Any other elements that contributed to your experience at the public meeting: Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
6/27/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: null</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
06/27/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: Nothing</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:</p>

# Online Survey Comments

		<p>Everything</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          Absolutely nothing- it's a joke of a study with infeasible options, omitting actual design options because ITD doesn't know how to do a design that isn't a shoulder notch or grind and inlay.</p> <p>Is there anything else the study teams should know or consider?          Where to begin. Realigning highway 8? How would taxpayers fund this? Which grant would be competitive with these options. There isn't a transportation grant in the US that will support realigning a highway through private property that serves virtually no problem. The destination for WB traffic from Troy/Deary is Moscow. What problem does this alleviate? It would create more maintenance that the local highway districts or ITD already can't support. Just buy additional right of way on the existing alignment and build some walls, it's a fairly simple process. Alternatively, the fact that roundabouts are not being considered around this corridor is negligent. ITD already doesn't maintain the signals through Moscow (the projects on the program...allegedly) and your resolution to calm traffic coming into Moscow is a signal which can decrease safety? Today 6/26 there was a crash at Mountain View and Hwy8. It was an at angle crash, if only there was an intersection control device that completely eliminates the possibility of that crash type. And you aren't even seeing if it's a viable option. Even though the City has plans for additional roundabouts on Mtn View. If a roundabout at that location is not as good of an option as a signal, then install a signal, but if you aren't even going to analyze it, how can you make such claims. ITD D2 does not have the technical expertise to figure out the solutions of this corridor. Your organization is an embarrassment and disgrace to the region and taxpayers of Idaho. Keep prioritizing Buhle trucks instead of everyday Idahoans.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Clear comprehensive understanding</p>
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# Online Survey Comments

		How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard
06/27/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I like seeing wildlife improvements proposed near Freeze and Beplate. I do think you need to consider widening US-95 north of town but question if you need four lanes. Please use traffic data, not politics, to make that determination; build only what is needed for the next twenty years. I generally prefer options that get trucks and pass-through traffic out of downtown Moscow.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Troy does not need a five-lane cross section. Let's add in bike/ped features and give up lanes if we need to.</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Good understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
06/27/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I like the idea of less congestion, more parking options, and more consideration of pedestrians and cyclists</p>

# Online Survey Comments

		<p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Same</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Same</p> <p>Is there anything else the study teams should know or consider? The congestion and delay the construction is going to cause</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Other - Receptionist at Palouse Oncology gave me the survey</p>
06/27/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider?</p>

# Online Survey Comments

		<p>There needs to be more security for crosswalks on Main St. in Moscow right next to the hospital. Far too many accidents between cars and pedestrians.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Word of mouth</p>
06/27/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          I think it's great</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          I think this phase or level has some good things coming</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          N/A</p> <p>Is there anything else the study teams should know or consider?          Where the road goes from two lines to one by the hotel i think they should consider that right lane a turn only lane</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts</p>

## Online Survey Comments

		<p>Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          null</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Other - Work email</p>
06/27/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          null</p> <p>Is there anything else the study teams should know or consider?          IMPROVED/MORE CONNECTIONS TO LATAH TRAIL WOULD BE SAFER FOR BICYCLISTS/PEDESTRIANS SO THEY'RE NOT SHARING A ROAD WITH CARS. MOSCOW'S ROAD SYSTEM WAS NOT BUILT WIDE ENOUGH TO TRY TO ACCOMODATE BICYCLISTS SAFELY.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Moderate understanding</p>

# Online Survey Comments

		How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? MoscowDailyNews
06/27/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? If Hwy 95 could be routed outside of Moscow that'd be great. But difficult I'm sure. We lived in Troy from 1998-2009, in Moscow since then. I bike a lot too. The Hwy 8 overpass over the Latah Trail is great. I think widening Hwy 8 to Troy would be very welcome. Hwy 95 south of Moscow is much improved &amp; finally getting better. In Moscow, it is a bit difficult to go west on 3rd St &amp; cross onto the UI Campus to connect with the Paradise Path/Chipman Trail. An underpass under Hwy 95 at the intersection with Hwy 8 (just north of Sweet Ave) would be awesome; I think there are plans to do this.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
06/27/2025	Online Survey	Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:

# Online Survey Comments

		<p>The cross walk at north of the hospital on Jackson should be either a stop light or flashing lights at min.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
06/27/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I applaud the level of detail in these discussions and thank the many people who put in hard work to present this to the public. I felt that many of the options chosen didn't represent new and innovative concepts but rather are options that are commonly used by many other cities to attempt to resolve congestion issues. I would have liked to see more creative solutions.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Again, there seems to be a general lack of innovation on the part of engineering solutions. The road to potlatch is very complex and in my own opinion needs only minor improvements. An overall rebuild feels like a gross overinvestment.</p>

# Online Survey Comments

		<p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Same issues with innovation however an expansion of this route would face less engineering problems, I feel. The urban developments are needed however.</p> <p>Is there anything else the study teams should know or consider? Let's get creative with the drawing board! Lane expansions and shoulder widening are expensive options, especially with US-95, and they've been tried before, with a general lack of success. Still, I applaud those who put in the work to make these plans and appreciate the involvement of the public in this process.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
06/27/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I like that you are adding more pedestrian crossings in the downtown area. I would like to see them become lighted signals so the drivers can see them better.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: I like how you are widening 95 on the north side. I would like to see more bus stops further out that way.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p>

# Online Survey Comments

		<p>I like that you will be adding pedestrian crossings. I would like to see them lighted up.</p> <p>Is there anything else the study teams should know or consider?          Adding more pedestrian crossings along both routes and having the bus stops go further out.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Clear comprehensive understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Other - From a Gritman employee</p>
06/28/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          null</p> <p>Is there anything else the study teams should know or consider?          These need fixing sooner not later- before a fatality happens. Definitely need sign notification as well as turning lane into Phillips Farm. Also, do not allow a business such a Dutch Bros. to have cars turning off the highway (heading north) thru the traffic heading south on the highway. I have seen so many cars going into that establishment just miss colliding with the highway traffic flow.</p>

## Online Survey Comments

		<p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> <li>Public meeting venue</li> <li>Online public meeting</li> <li>Marketing efforts to promote the event</li> <li>Your discussions with the project team</li> <li>Any other elements that contributed to your experience at the public meeting:</li> <li>Limited understanding</li> </ul> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?</p> <p>Postcard</p>
06/28/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <p>I like Concept 7. The road is already in place, altho I understand changes or replacement are possible. It seems this concept has the lowest impact on residential properties. People who live along the highway are already used to it and probably moved to their current residences with Hiway 8 in place. The other options impact too many residences and, no doubt, moved in these areas to be away from traffic noise.</p> <p>Is there anything else the study teams should know or consider?</p> <p>I do not think an additional bike path is necessary at all. The Latah Trail give bikers a safe route that will follow the existing highway, yet free from motor vehicles. One reason the Latah Trail was created was to get bikers off the road, creating safer conditions for bikers and motorists. The path is heavily used, but not so much that another one is warranted. I also think that if motorists would just slow down, no changes to Hwy 8 would be needed at all. Taxpayers do not need to cater to people who choose to drive unsafely.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p>

# Online Survey Comments

		<p>Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          null</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Other – “Next Door”, an on line community platform</p>
06/29/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          We like the turn lanes between Moscow and Riverside. We like the Freeze Road realignment option. We feel that Highway 95 should be well off tye Deep Creek and Palouse River drainage. We want to see the Y area realigned as there is far too much congestion. The Y itself is way too dangerous. There is so much agricultural equipment moving in this area,again leading to a potentially dangerous situation.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          Realignment definitely needs to be done due to congestion and flooding issues. To try to widen in this area makes no sense due to the amount of business and residences in this area. Further, the waterways are currently too close to a major highway. Residues can’t help but go into these waterways</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          Highway 8 especially on the east side is congested and probably needs to be moved.</p> <p>Is there anything else the study teams should know or consider?          Highway 95 realignment especially from riverside to the Freeze road area is long overdue. Too much time and money has already been thrown at it and with our population increase in North Idaho, this area is fast becoming more dangerous.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p>

# Online Survey Comments

		<p>Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Good understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Postcard</p>
06/29/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          null</p> <p>Is there anything else the study teams should know or consider?          Bypassing Moscow would be nice. The highway runs both sides of the Hospital. Employees have a hard time crossing the roads safely because of the heavy traffic. At night it is very dark. I had contacted someone last year and filled out a survey and nothing has been done.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Limited understanding</p>

# Online Survey Comments

		<p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Other - GMC employee email</p>
06/30/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I'm very glad that this is being addressed. I especially like the plans to route north-south through traffic around Moscow. The planned routes that depart from the current path at Viola and move towards the state line interest me the most, I think it would be good if the highway could avoid Moscow Mountain/Palouse Range. A light at Rodeo/Morton/Styner would probably be good, though I wonder if they would be as necessary if the through traffic was diverted around town.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: The criteria seem reasonable to me.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: The results seem reasonable.</p> <p>Is there anything else the study teams should know or consider? I would like to know more about how in-town infrastructure will be altered to accommodate more non-motorized/public travel, since one of the end results of this project is decrease through traffic and by extension total traffic in town. Also, what if Main St was made pedestrian only or pedestrian/mass-transit only? That might mesh well with plans to increase westbound lanes on SH8 between Washington and Jackson. The turn lane could be re-utilized.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting:</p>

# Online Survey Comments

		<p>Good understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
06/30/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: The light at Styner ave , increased passing lanes.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Need a light at mountain view and SH8.; Need improvements and off ramp from new four lane to Palouse River drive</p> <p>Is there anything else the study teams should know or consider? More signs to state passing lane ahead.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
06/30/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p>

# Online Survey Comments

		<p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? rather than adding additional stop lights, why not implement more roundabouts?</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Good understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Other - work</p>
06/30/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: Strongly favor option 5 for north 95 rout away from downtown Moscow !</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? null</p>

# Online Survey Comments

		<p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Good understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Postcard</p>
06/30/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          Strongly favor option 5</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          null</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Moderate understanding</p>

# Online Survey Comments

		How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? null
06/30/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: 4-Lane divided highway would be beneficial, connecting to a 4-Lane divided 3/4 circle divided by-pass. See notes below. Divided preserves beauty.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: ONLY creating a 3/4 circle "by-pass" is necessary from Viola around the west side of town down to Private Rd. and then back up to Lenville should be considered. This keeps deliveries and thru-traffic outside of downtown area and allows someone to access all directions with minimal destruction. We lived in Georgia for many years and the creation of the By-Pass highway around Atlanta was the only significant road construction for lasting traffic improvement.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: SH-8 SHOULD NOT be re-routed to save a couple of minutes while destroying countless homes and farmland. Only careful widening to a 4-lane should be considered. The current roads are in awful shape and not maintained currently. If current layout is modified and maintained well, then future traffic needs would benefit. No need for separate bike lanes along SH-8 because the Latah Trail is already a wonderful resource for recreation.</p> <p>Is there anything else the study teams should know or consider? Follow-up meetings are essential once survey data is synthesized and options filtered down/new ones considered.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting:</p>

# Online Survey Comments

		<p>null</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
06/30/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I am excited to see the potential addition of more stop lights, particularly at key intersections on Jackson and Washington. There are so many pedestrians using the signed cross walks and are truly not that safe given the speeds people are traveling on those roads. I was also excited to see the addition of bike lanes. Ideally these could be separated from the main road by some sort of small cement or stick barrier (e.g. look at the city of Minneapolis as an example). We have a lot of bike commuters in our town and would love to feel safer.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Other - Gritman email newsletter</p>

# Online Survey Comments

07/01/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: When it comes to rerouting traffic around Moscow, I feel that routing to the West would be preferred to the East. I feel that there is more traffic that flows toward Pullman, and West rerouting would help reduce some of the issues with traffic in Moscow. I would also prefer the route would stay in Idaho....mainly so you don't have to rely on Washington to complete any of the work.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: I feel that using A street to reroute West bound traffic would be the best option. This street already handles more traffic than the other options, allows better access to the existing businesses, and makes it easier to reconnect to the existing Hwy 8. Rerouting the East side traffic, I feel that Using Palouse River Drive would be the best option. Again, this is just the route allows for better traffic flow. Sixth and Styner still requires a jog to get clear across town, and both of these streets go through more populated areas and would get very congested with the additional traffic. I also feel that some rerouting of the highway going to Troy would be a good idea....the amount of traffic on that road is increasing a lot.</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Good understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
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# Online Survey Comments

07/01/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Seems like most of the obvious bad routes have been eliminated. However, the East Side concepts should be eliminated since there are way more houses in that corridor. Using the 10, 11, 12, 13 and 1, 2 routes would provide east-west and north-south without the need for an entire circle around Moscow.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Definitely like the routes going south of town to the west meeting the Moscow Pullman highway</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Email from project team</p>
07/01/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p>

# Online Survey Comments

		<p>The most logical route to follow is Concept 7. There's a reason the railroad built it where they did. It's the most logical route. People will easily understand the changes to be made.</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          MoscowDailyNews</p>
07/01/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          like the range of options</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          like the objective</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          like the options</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts</p>

# Online Survey Comments

		<p>Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Clear comprehensive understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Postcard</p>
07/01/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          I love the examples explicit in the text that gives us a general summary of the methods being used to gathering data for efficient decisiveness. I dislike the knowledge gap. As this won't allow me to comprehend the situation(s) in front of me, for example, I'm not a seasoned driver. Honestly, I've only practiced a few times. So unfortunately the differing types of roads mean very little. Other than basic common sense. Which is to say, big roads allow more cars to pile within (which can just add to the congestion if I'm being honest).</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          Warns of potential decreases in LOS. And the differing causes.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          I love the in-map examples of the concepts in question. I dislike how some of them seemed shorter and less useful than the actual good examples? This is a dangerous idea, as trolls don't care and will no doubt vote for that. Either way, It makes more sense to add another road as opposed to simply re-adjusting the current road...again I apologize if my ignorance is high enough to annoying.</p> <p>Is there anything else the study teams should know or consider?          Try other methods of decreasing congestion. Add more buses with far less general routes, aka allowing busses to turn the streets and stay in certain zones. You can, for example, add two extra busses and split their routes into four sections. One section for a bus with frequent stops that intersect all four busses one way or the other? Think of the essentials: grocery shoppers, workers, partiers, and more while also allowing busses to use parking lots to</p>

# Online Survey Comments

		<p>cut across traffic jams. Which reminds me, ensure these busses stay away from the commonly congested paths and hope for the best! Sorry if this doesn't help, because of expenses and practicalities and more.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          No understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Word of mouth</p>
07/02/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          I like the new corridor concept alignments of US-95 that route traffic to the west of Moscow. I think having the highway be over near the state line and then up to Viola looks like a good concept.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          I don't like the concepts that route traffic to the east around Moscow.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          I think having SH-8 and US-95 go around Moscow to the south and west looks like the best option.</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue</p>

# Online Survey Comments

		<p>Online public meeting  Marketing efforts to promote the event  Your discussions with the project team  Any other elements that contributed to your experience at the public meeting:  Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?  Email from project team</p>
07/02/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:  I appreciate the options given.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:  It makes the most sense and is least disruptive to route the highway west of Moscow.</p> <p>Is there anything else the study teams should know or consider?  It makes the most sense to route highway 95 to the west and highway 8 to the south.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:  Materials - including maps, informational displays, and handouts  Public meeting venue  Online public meeting  Marketing efforts to promote the event  Your discussions with the project team  Any other elements that contributed to your experience at the public meeting:  Clear comprehensive understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?  Word of mouth</p>

# Online Survey Comments

07/02/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: good study</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: its ok</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? Build freeway away from Moscow town limit.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Social Media</p>
07/02/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I like the idea of bypassing Moscow. Improvements need to be made as it can be hard to get trucks through Moscow, especially oversize loads. there is some very tight corners to and from US 95 to SH8. There is also some narrow spots on US 95 north of Moscow that can be dangerous for those moving oversized loads.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p>

# Online Survey Comments

		<p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          SH 8 could use improvements when it comes to trucks and moving oversized loads. The drivers of oversized would prefer not to have to go through down town making tight corners.</p> <p>Is there anything else the study teams should know or consider?          There is oversized farm equipment that has to be moved through Moscow both north and south but also east and west. Some of that equipment is 18 plus feet wide and 60 plus feet long. It is difficult to get around tight narrow corners but worse with traffic.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Social Media</p>
07/02/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          null</p> <p>Is there anything else the study teams should know or consider?</p>

# Online Survey Comments

		<p>I believe it's important for there to be a crosswalk with lights and a button on Jackson Street in order for Gritman Medical Building employees to cross the highway.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> <li>Public meeting venue</li> <li>Online public meeting</li> <li>Marketing efforts to promote the event</li> <li>Your discussions with the project team</li> </ul> <p>Any other elements that contributed to your experience at the public meeting:</p> <ul style="list-style-type: none"> <li>Moderate understanding</li> </ul> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?</p> <ul style="list-style-type: none"> <li>Word of mouth</li> </ul>
07/02/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:</p> <ul style="list-style-type: none"> <li>Eminate domain is unconstitutional</li> </ul> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:</p> <ul style="list-style-type: none"> <li>I like straight highways</li> </ul> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <ul style="list-style-type: none"> <li>Eminate domain is unconstitutional</li> </ul> <p>Is there anything else the study teams should know or consider?</p> <ul style="list-style-type: none"> <li>Why can't we wait for Elon Musk to develop underground road systems so we don't take land from people for our convenience</li> </ul> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> </ul>

# Online Survey Comments

		<p>Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Word of mouth</p>
07/03/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          No comment</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          No comment</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          The addition of bike lanes is unnecessary with the trail right there. Traffic is not an issue - the real issues are the intersection at Mountain View (needs a light) and people driving under the speed limit.</p> <p>Is there anything else the study teams should know or consider?          Please consider the farms and homes this new road would destroy.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Moderate understanding</p>

# Online Survey Comments

		How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth
07/03/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: Proposed routes look more efficient and safe by bypassing Moscow Mountain.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Concerned proposed highway rerouting may have a financial impact on Potlatch and Viola communities if Highway moves West.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Many of the proposed highway improvements look much more efficient for commuting and much safer with eliminated curves.</p> <p>Is there anything else the study teams should know or consider? Null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
07/03/2025	Online Survey	Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:

# Online Survey Comments

		<p>I do agree that we should make an effort to route US-95 traffic around Moscow, instead of the heavy freight and thru traffic traveling directly through downtown. It is dangerous and noisy and will continue to be an issue until there is an alternate route.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          I have never had an issue traveling on 8 with volume of cars, however it is common knowledge that many drivers on that road drive 15 mph under the speed limit and since it is difficult to pass, you are trapped behind an extremely slow driver.</p> <p>Is there anything else the study teams should know or consider?          I did NOT see the sense in making a portion of HWY 8 one way, directing traffic load back through D street. That seems like it will create a host of other problems that will be difficult to solve. I think we should keep our residential neighborhoods and downtown free from heavy traffic.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Social media</p>
07/03/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          Potential elimination of part of Latah trail.</p>

# Online Survey Comments

		<p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Bike lanes on highway are not safe for children to bicycle. Please preserve Latah Trail.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Potential elimination of Latah Trail</p> <p>Is there anything else the study teams should know or consider? Bike Lanes in highways, especially in Northern Idaho, do not provide safe family cycling or walking.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Null</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
07/03/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: I like the concepts and encourage development of the highway. It is important to get ahead of the population increase in the area and consider increasing road space and safety</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: I like the concepts and encourage development of the highway. It is important to get ahead of the population increase in the area and consider increasing road space and safety</p>

# Online Survey Comments

		<p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Social media</p>
07/03/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          Like: Increased Pedestrian Safety</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          Like: Increased Pedestrian Safety</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          There is a definite need for pedestrian safety such as a flashing light crosswalk across Hwy 95/Washington Street and Hwy 8/Jackson Street.</p> <p>Is there anything else the study teams should know or consider?          There is a definite need for pedestrian safety such as a flashing light crosswalk across Hwy 95/Washington Street and Hwy 8/Jackson Street. There is limited parking in the downtown area. I work at Gritman Medical Center along with 700+ other people in the Gritman system. We all cross either Washington or Jackson, which are both multi lane, fast moving traffic with limited crosswalks. While there are non-lighted crosswalks on Washington, there is not on Jackson. I realize these are highways that run through town, but in some other areas of Moscow</p>

# Online Survey Comments

		<p>there is at least a flashing light that helps alert fast moving traffic of pedestrians (such as near Papa Murphys). Please increase the safety measures for the many pedestrians that frequent the downtown district, not just for Gritman and the clinics, but also for Farmer's Market and the many downtown businesses that operate all year long and students who come from campus or from Moscow HS.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Word of mouth</p>
07/03/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          The concepts to realign traffic through various parts of Moscow seems very silly. Create a bypass around town or leave all of it alone. All of these seemed like stop gap measures that would increase traffic problems.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          None of it seems needed.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          Dislike all of it. There's currently no issue with traffic volume or patterns on SH-8 and all of the realignment proposals encroach horribly on existing residences and farms. Don't do any of these. Please leave it alone.</p> <p>Is there anything else the study teams should know or consider? null</p>

# Online Survey Comments

		<p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> <li>Public meeting venue</li> <li>Online public meeting</li> <li>Marketing efforts to promote the event</li> <li>Your discussions with the project team</li> </ul> <p>Any other elements that contributed to your experience at the public meeting:</p> <p>Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?</p> <p>Word of mouth</p>
07/03/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <p>The Highway 8 Concepts 1 and 2 are completely unnecessary and would cut through many homes and properties! Why would you do this? There is no need for it, traffic is not an issue in that area even during rush hours. Please don't take over peoples homes and properties! If you need something to do with tax payers dollars try fixing the roads and potholes instead of demolishing our homes and properties</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> <li>Public meeting venue</li> <li>Online public meeting</li> <li>Marketing efforts to promote the event</li> </ul>

# Online Survey Comments

		<p>Your discussions with the project team</p> <p>Any other elements that contributed to your experience at the public meeting: null</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? null</p>
07/04/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          Please don't take out homes and cut through the Palouse with concept 1 or 2. Many friends would lose their homes. The existing road can be corrected in such a way that would make it safer to drive from Moscow to Troy.</p> <p>Is there anything else the study teams should know or consider?          Widen roads. Don't make new roads and chop up the Palouse!!!</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Good understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Word of mouth</p>
07/04/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          We need a loop around outside of town and reduce pass through traffic downtown. The loop should be the farthest outside of town possible to accommodate growth over the next 20 years.</p>

# Online Survey Comments

		<p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: We need a loop around outside of town and reduce pass through traffic downtown. The loop should be the farthest outside of town possible to accommodate growth over the next 20 years.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: We need a loop around outside of town and reduce pass through traffic downtown. The loop should be the farthest outside of town possible to accommodate growth over the next 20 years.</p> <p>Is there anything else the study teams should know or consider? We need a loop around outside of town and reduce pass through traffic downtown. The loop should be the farthest outside of town possible to accommodate growth over the next 20 years.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
07/04/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: Definitely needed. Please keep the loop around Moscow farthest out of town.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Definitely needed. Please keep the loop around Moscow farthest out of town.</p>

# Online Survey Comments

		<p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          Definitely needed. Please keep the loop around Moscow farthest out of town.</p> <p>Is there anything else the study teams should know or consider?          Definitely needed. Please keep the loop around Moscow farthest out of town.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Word of mouth</p>
07/05/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          My biggest issue is that SH-8 runs right by my shop in downtown Moscow. I'm for anything that relocates Troy-Pullman outside of downtown.</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p>

# Online Survey Comments

		<p>Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Social media</p>
07/06/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          Like: clear graphics on road profile; Dislike (1) communication to public. Needs formal letter. (2) no mention of funding/ taxes (3) some document required usage of on-line account (4) better drive time between LEW and CDA - how does this benefit the study area (5) failure to collect input from more stakeholders, as it is stated on 46 respondents, (6) funding source not disclosed</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          Like: Short and concise; dislike: too short! No links for additional details</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          like: graphics; dislike: funding not disclosed</p> <p>Is there anything else the study teams should know or consider?          No mention of D. Braess math model for true impact on alternate routes / drive time. You have not demonstrated or referenced the backup for road utilization, There was not description of how proposed changes would improve / impact existing conditions (like 30% less congestion, 13 min saved in transit between points), how these changes will improve revenue to the county, What are the costs: one time, maintenance, jobs, is Project Management Professional involved? Cost of land acquisition? Rights of those who's land is wanted / acquired ?</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p>

# Online Survey Comments

		<p>Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Other - post card found in trash can.</p>
07/06/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:</p> <p>1. The SH-95 core purpose should be divided into 2 studies: SH-95 Urban (Snow Road to northern Moscow city limit/Estes Road) and SH-95 Rural (northern Moscow city limit/Estes Road) to Latah/Benewah county line. The current SH-95 study uses combined justifications that should instead be evaluated separately for Urban and Rural to more accurately assess actual need for road improvement (e.g. "multiple intersection congestion on US-95" applies to city of Moscow but not Viola/Potlatch/Benewah line and "wildlife collisions" per ITD crash dashboard only applies to 2 limited areas located approx. 5 miles north of Potlatch with less than 5 incidents from 2020-2024.) 2. All concepts need to be ranked by the estimated least cost to the most expensive. Then, within this ranking, clearly show what levels of increased benefit taxpayers will gain by paying incrementally more all the way to the most expensive option. 3. The many "Bypass" options at the end of the study would be easier to understand if presented as a separate, stand-alone study under consideration. Or, more clearly explain that the US-95 study really encompasses many sub-studies and show whether the need for a "Bypass" would still exist if 1 or more of the other US-95 road improvements in and around Moscow (i.e. "US-95 Urban") were done. NOTE: See last comment (# 4) for this section in the field below - this field limited to 2000 characters.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          Continued from above - 4. ITD crash statistics from 2020-2024 dashboard shows a total of less than 10 serious injuries from road collisions for the "Rural" section of US-95 highway from Estes Road north to the Latah/Benewah County line. These accidents are concentrated in specific areas shown on the ITD heat map. It would seem more cost effective to focus on road improvements for these specific 3 – 4 areas, such as adding a turning lane, signage, limited widening, etc. The reasoning for making 4-lane road improvements and/or "shoulder widening" the entire length of US-95 from Moscow to Latah/Benewah County line is not clear. If the reason is to improve the traverse</p>

# Online Survey Comments

		<p>from Moscow to CDA, there are already 4 sets of passing lanes in this approx. 30-mile section of US-95, which is more than the number of passing lanes from the Latah/Benewah County line to Plummer for the same travelers commuting to CDA. Regrettably, I am not able to provide feedback as I did not see any identification of “Level Two” data on the study materials. I only saw (or understood what I was viewing was) Level One material.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <ol style="list-style-type: none"><li>1. All concepts need to be ranked by the estimated least cost to the most expensive. Then, within this ranking, clearly show what levels of increased benefit taxpayers will gain by paying incrementally more all the way to the most expensive option.</li><li>2. Clearly explain the "drivers" behind the various concepts (i.e. what is the reasoning behind the 7 concepts that all look very similar.)</li><li>3. Explain why the existing SH-8 with minimal improvements is not being considered as the first concept (i.e. taxpayers have already invested significant funds to build and maintain this highway.)</li></ol> <p>Is there anything else the study teams should know or consider?</p> <ol style="list-style-type: none"><li>1. Marketing - increased work needs to be done to ensure that all residents in the impacted areas are aware of the PEL and proposed road changes. I received a post card by USPS mail after the in-person public meeting was held and received no notification in 2023 or 2024 when the PEL was in early stages. Increased USPS postal marketing is recommended in advance of key dates (i.e. 60 days prior and again 30 days prior) and/or placing ITD road billboards on US-95 and SH-8 announcing public meetings 1 - 2 weeks prior.</li><li>2. Clearly explain how and from where proposed funding will be allocated to pay for US-95 and SH-8 road improvements.</li><li>3. Data Organization – A master Table of Contents should be available at the start of the presentation with hyperlinks to jump to specific sections. An Appendix should be added that contains all concepts/options (maps) for each Study, with each clearly labeled. A PDF option should be offered on same web page where presentation begins. The Table of Contents need to define clearly each segment of proposed road improvement – e.g. US-95 Study with subsections for “Rural” areas located north of Moscow city limits to Benewah county line; US-95 “Urban” areas with their multiple proposed improvements in and around Moscow, for example, (1) Snow Road to downtown Moscow, (2) Washington state line to downtown Moscow, (3) multiple proposed “Bypass” options around Moscow, (4) Bicycle and Pedestrian options; and SH-8 study information.</li><li>4. Survey/Feedback from the public – please make comment field “taller” so that the public can see more of what is typed (i.e. currently 1 line of data visible.)</li><li>5. I am a retired Technical Report writer. If you could use volunteer assistance to make organization/presentation upgrades to these study materials, feel free to email me.</li></ol>
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# Online Survey Comments

		<p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> <li>Public meeting venue</li> <li>Online public meeting</li> <li>Marketing efforts to promote the event</li> <li>Your discussions with the project team</li> </ul> <p>Any other elements that contributed to your experience at the public meeting:</p> <p>Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?</p> <p>Postcard</p>
07/06/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:</p> <p>I think there needs to be a bypass around Moscow on the West side since the general flow of traffic would be more westward. For example, people going out to Pullman and/or Spokane. Also, the bypass should extend all the way to Viola since the current route over Moscow Mountain is a choke point. I also think the four lane should extend to the Benewah county line. I own a property at the Potlatch junction so I have mixed feelings about the bypass around that intersection.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:</p> <p>Looks good.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <p>No thoughts</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> <li>Public meeting venue</li> </ul>

# Online Survey Comments

		<p>Online public meeting  Marketing efforts to promote the event  Your discussions with the project team  Any other elements that contributed to your experience at the public meeting:  Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?  Postcard</p>
07/06/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:  Why can't we make a straight highway. All of the turns are not well thought</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:  Does not make sense to have so many corners in a 4 lane bypass. This would only cause a big bunch up area for cars when the hit the 2 lane causing more accidents due to impatient drivers. Bad idea for driver safety</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:  Not well thought out, you are impacting all of the residents and farmers and this is a short term fix.</p> <p>Is there anything else the study teams should know or consider?  Should consider the growth of the city and expand this further so the taxpayers and residents do not have this burden in another 25 years</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:  Materials - including maps, informational displays, and handouts  Public meeting venue  Online public meeting  Marketing efforts to promote the event  Your discussions with the project team  Any other elements that contributed to your experience at the public meeting:  Limited understanding</p>

# Online Survey Comments

		<p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
07/06/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I am for routing 95 to the East of Moscow. It would line up with the new 95 extension and proposed SH 8 better. This study doesn't cross state line. 95 could always use more passing lanes.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? Keep 95 inside Idaho. Do the least amount of impact around the University to keep its beauty.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Good understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
07/06/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I like that the Level One Screening result that includes the On-Alignment Rural Concepts of rural widening and rural improvements including passing lanes, turn lanes and geometric improvements. These concept are the most</p>

# Online Survey Comments

		<p>environmentally benign and cost effective concepts resulting in significant safety improvements. I dislike that the Level One Screening results that include New Corridor Concept Alignments beyond circumventing Moscow. I especially dislike the West Side Concept Routes extending North from the Moscow Pullman Highway at intersections 11, 12 and 13 all the way to intersection 10 at Viola along the state line. These routes are the most environmentally destructive concept elements, They will consume large amounts of productive farmland, disrupt farm operations, disturb wetlands, obstruct wildlife corridors and create unnecessary expense without vastly improving traffic safety or congestion as compared to On-Alignment Concept improvements.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: I dislike that level two screening criteria do not include environmental damage considerations</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? Please consider improving the current existing US-95 infrastructure and not damage farmland by creating new roadways over the westward extension of Moscow Mountain.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: null</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
07/06/2025	Online Survey	Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:

# Online Survey Comments

		<p>Why would Idaho want to build a road in Washington??</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Why would Idaho want to build a road in Washington??</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Why would Idaho want to build a road in Washington??</p> <p>Is there anything else the study teams should know or consider? Why would Idaho want to build a road in Washington??</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: My family has had a homestead off of Estes Road on the state line of Washington &amp; Idaho for nearly 50 years. My parents live there permanently, myself part-time and it is their intention to pass the property along to their grandson. The proposed build of a four-lane highway would intersect their driveway and make a peaceful sanctuary for our family uninhabitable, to say nothing of the toll it would take on the abundant wildlife in the area. Though there is much verbiage about "progress" and "economic development" in the proposal there is little about the less tangible yet priceless value of the rolling Palouse hills and beauty of the landscape. While I understand the need for safety on the roads and even increased capacity, those goals could be accomplished by improving the</p>

# Online Survey Comments

		<p>existing highway. Why cut a new arterial through a largely untouched natural area when there is already a roadway that can be improved? This construction of a new four-land highway would undoubtedly displace generational family farms and many other families - including ours - and the land that will be sacrificed can never be restored. Please register my passionate opposition to this project.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
07/07/2025	Online Survey	<p>US-95 Study Level One Screening results. I like all of the rural improvement concepts, especially shoulder widening, slow vehicle pullouts, geometric improvements, turn lanes, and wildlife movement. Regarding urban concepts, I like enhanced pedestrian crossing and bike lanes clearly and consistently separated from vehicle lanes.</p> <p>US-95 Study Level Two Screening criteria. I like "accommodate walking and biking where appropriate" and "promote safety by addressing geometric and operational deficiencies.</p>

# Online Survey Comments

		<p>SH-8 Study Level One Screening results and concepts. null</p> <p>Anything else? I would like to see a safer turn into Virgil Phillips Farm Park. One serious problem is that the road into the park is so hard to see when you're driving from the south. Could a ranch-style entrance be installed? The kind with two tall posts and a cross beam. Usually the ranch name hangs from the cross beam.</p> <p>Effective Public Meeting? Moderate understanding</p> <p>How did you hear? Postcard</p>
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I dislike the overall intentional removal of the curves and agriculture tourism for roads. targeting heavy trucking. Have you not seen any of the studies about overall population decrease? The 2050 stats look wrong.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: I generally dislike moving the road for the sake of a higher traffic domain. We do not want more traffic to go through the Moscow corridor: Make it easier to drive 50 miles out of the way - not speed through town. The least bad option would be to route the new road through the U-of-I which is already owned public land.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Do not move Highway 8 north from its current bed. This ruins the views and will enshittify the terrain. Where is the study on how narrow shoulders has materially harmed people above the mean.</p> <p>Is there anything else the study teams should know or consider? Overall I hate the overall intentional removal of the river-following curves and agriculture tourism for roads targeting heavy trucking. If anything, route 95 road through the university terrain to the east, and leave the internal farmland as-is.</p>

# Online Survey Comments

		<p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Postcard</p>
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          It makes more sense to keep Hwy 95 on the east side of Moscow to meet up with the proposed SH8 and the new Hwy 95 coming into town. It doesn't make sense for Hwy 95 to go into Washington.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          It makes more sense to keep Hwy 95 on the east side of Moscow to meet up with the proposed SH8 and the new Hwy 95 coming into town. It doesn't make sense for the Hwy to go into Washington.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          I like SH8 bypass South of town. Keep commuter traffic out of downtown Moscow. This could also meet up with the new HWY 95 to the new SH8.</p> <p>Is there anything else the study teams should know or consider?          Keeping the Hwy out of Washington and run behind the University of Idaho beautiful campus is in the best interest of our community.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts</p>

# Online Survey Comments

		<p>Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Clear comprehensive understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Social media</p>
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          null</p> <p>Is there anything else the study teams should know or consider?          Crosswalk with lights at the crossing from the Grotman Medical Center parking to the Hospital for the staff..the 25 mph crosswalk is already dangerous for the staff of GMC!! A lighted crosswalk needs to be provided for safety measures!!</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          null</p>

# Online Survey Comments

		How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? null
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: Screening process looks reasonable and well thought-out. Urban mobility concepts will help move traffic more efficiently through downtown. West US-95 alignment is preferred over east alignment, as it is more direct, and will involve less disturbance, less right-of-way purchase and less destruction of farm ground.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Screening criteria look reasonable.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Realignment concepts with routes closer to the existing route are preferred, such as Concepts 5, 6, and 7.</p> <p>Is there anything else the study teams should know or consider? Moscow can only grow to the east because of the state line on its western margin. Thus, the US-95 west alignment is preferred to allow less interference and restrictions to residential and commercial growth to the east.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
07/07/2025	Online Survey	Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:

# Online Survey Comments

		<p>For your on-line concepts and considerations located on this site, it would be very helpful to have each page with a large number in the corner for reference purposes.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: For your on-line concepts and considerations located on this site, it would be very helpful to have each page with a large number in the corner for reference purposes.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? On your future conceptual plans for Hwy 95 north going up the Washington / Idaho State line makes no sense at all. A complete new build from Walmart north or Airport Road north makes no sense from any angle. The cost of going over what is now farm terrain would financially be well beyond improving Highway 95 as it is today. Loss of revenue of people not going through Moscow would have a high impact. Then the environmental studies required would be time consuming and staggering as the new highway from Moscow to Thorncreek has shown. Myself and our family members still like the "ring around " concept around Moscow which has been in place for over two decades / 20 years. Take the example of Bishop Boulevard in Pullman, which was done when it was only farmland south of Pullman, that close in - it is now the most vibrant part of Pullman today. A very good example of how the "ring concept" would work well, coupled with improvement to Highway 95 as it is today. Wayne Olson / Moscow, Idaho</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p>
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# Online Survey Comments

		How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: Please create a safer crosswalk across Washington St (US-95) on the south side of 7th street in Moscow. Many Gritman Medical Center staff park across Washington and have to cross Washington and it is very unsafe. Many cars are speeding through there and will not stop unless someone starts walking out (risking their life) to get across. A cross walk light at that cross walk would be extremely helpful.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Please create a safer crosswalk across Washington St (US-95) on the south side of 7th street in Moscow by adding a cross walk light.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Concept 2</p> <p>Is there anything else the study teams should know or consider? Please please please create a safer crosswalk across Washington St (US-95) on the south side of 7th street in Moscow by adding a cross walk light.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>

# Online Survey Comments

07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:            Defiantly, need to focus on the traffic flow inside of Moscow first. Hwy 95 north of town is not a priority I travel it everyday and it isn't a pain point. When get into and through Moscow that is the problem.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:            null</p> <p>Is there anything else the study teams should know or consider?            Improvement of traffic flow, parking and cross walks around Gritman medial center is a key area to focus on. Expanding A street and continuing on would help with lots of access to that area of town and with growth.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:            Materials - including maps, informational displays, and handouts            Public meeting venue            Online public meeting            Marketing efforts to promote the event            Your discussions with the project team            Any other elements that contributed to your experience at the public meeting:            Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?            Other – work email</p>
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:            Good studies and concepts</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:            Good studies and concepts</p>

# Online Survey Comments

		<p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: I like routing semi-trucks away from downtown and relieving congestion.</p> <p>Is there anything else the study teams should know or consider? Please consider placing pedestrian triggered lights on both Washington and Jackson for patients and clinic/hospital staff crossing. Traffic of three lanes causes blind stops leading to dangerous crossings on both one way streets. Many patients have issues with walking- use walkers, wheelchairs, crutches, canes and move slowly. It is only a matter of time before someone gets hit again.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Social media</p>
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: The proposed project has several routes that could potentially affect private use and farming activities.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: The proposed project has several routes that could potentially affect private use and farming activities.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: The proposed project has several routes that could potentially affect private use and farming activities.</p>

# Online Survey Comments

		<p>Is there anything else the study teams should know or consider? I would like to stay informed on the process and comment as information is generated.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: Rural widening to 4 lanes with a wider shoulder (where possible) would increase safety. New signals at Styner are already needed. A path for walking and biking along US-95 (separated from traffic) would allow alternative transportation, promote fitness, and enhance the area’s recreation opportunities.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: The number one criterion should be safety. In the urban area maintaining the 25 MPH speed and enhancing walking and biking crossings will save lives. In the rural areas, modifying some of the most dangerous curves and hills and increasing passing opportunities will save lives too.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Rural widening to 4 lanes with a wider shoulder (where possible) would increase safety. New signals at Styner and Mountainview are already needed. Coordinated timing the 3 lights (Jackson, Main, Washington) on 3rd St would enhance traffic flow. The Blaine St traffic light timing is too short (and annoying) for pedestrians trying to cross SH-8. Separation between the bike lane and vehicles would enhance safety along with frequent connections to Latah</p>

## Online Survey Comments

		<p>trail and Chipman Trail. SH-8 New Corridor concept maps are incomplete as they do not show the location of the Latah Trail (a significant alternative transportation and recreation route) or where the highway would impact the trail; I am opposed to Concepts 3, 4, and 5 that are partly south of the current road.</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Postcard</p>
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          null</p> <p>Is there anything else the study teams should know or consider?          There is no question that Hwy 95 needs improvement. However, the proposals to re-route down the state line (10) or to meander through farmland along Estes Road is unacceptable. All 3 proposed routes would severely impact our farm land and divide it making farming difficult if not unfeasible for any sort of profit. The best plan with the least impact to farm lands would be to widen and improve the existing highway.</p>

# Online Survey Comments

		<p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Word of mouth</p>
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          I like that turning lanes are planned from 95 N. Estes Rd is at the top of a hill, so turning left across traffic is unsafe. I also like that you plan to put flashing lights on crosswalks on 95 in town. On dark, rainy nights it's impossible to see pedestrians in the crosswalks. Widening 3rd to add another lane would help alleviate traffic jams.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          I do not like divided highway designs as they become weed patches, and fire hazards. I dislike all plans that will destroy farmland, especially in the state line plans and Viola south plans. Farm land should not be wasted.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          It looked good. Town is growing in that direction, so roads need to keep up.</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue</p>

# Online Survey Comments

		<p>Online public meeting  Marketing efforts to promote the event  Your discussions with the project team  Any other elements that contributed to your experience at the public meeting:  Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?  Postcard</p>
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:  We like the concepts of rural widening and rural improvements including passing lanes, turn lanes and geometric improvements. These concepts are the most environmentally friendly and cost effective to improve safety. We dislike the results that include the New Corridor Concept alignments on the West Side Concept routes, North from the Moscow Pullman Highway at intersections 11, 12 and 13 along the state line. This will cross Estes Rd and will destroy many homes and our permanent wildlife habitat of hundreds of trees. Also, it appears to have the road in both states which will create a problem for snow removal by both states and accident response needed by both states. We are also aware that the Washington/Idaho boarder is not accurate which result in the need for the resurveying of both states. These routes would also be taking out wetlands and agricultural lands. There also many moose, deer and nesting birds in this area that would be disrupted. These routes are the most environmentally destructive and consume a large amount of productive farmland and disturb wetlands while obstructing wildlife corridors and nesting areas. It would create unnecessary expense without vastly improving traffic safety or congestion as compared to On-Alignment Concept improvements.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:  We dislike that level two screening did not include environmental damage considerations or the consideration of destroying large amounts of farmland, homes and wildlife habitat.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:  null</p> <p>Is there anything else the study teams should know or consider?</p>

## Online Survey Comments

		<p>The state line between Washington and Idaho is incorrectly surveyed and having the highway half in one state and the other would cause concerns for maintenance, snow removal and response from law enforcement. Also, as we live in Washington, we were never notified about this proposal until 2 days ago from a neighbor in Idaho.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> <li>Public meeting venue</li> <li>Online public meeting</li> <li>Marketing efforts to promote the event</li> <li>Your discussions with the project team</li> </ul> <p>Any other elements that contributed to your experience at the public meeting:</p> <p>Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?</p> <p>Word of mouth</p>
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:</p> <p>Regarding "Concept: Styner Avenue", I'm in favor of this by would want to keep Styner a two-way street. On "Concept: Palouse River Drive", I'm in favor of this but would want a traffic signal on Mountain View Rd.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:</p> <p>On "New Corridor Concepts", I'm in favor of all of the concepts. On "New Corridor Concepts and Options", I'm in favor of all combinations of 1,2 as they relate to 11,12,13, but only 1,2 as they related to 4, and 5.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <p>On "SH-8 New Corridor Concepts", I'm in favor of any of the concepts carried forward.</p> <p>Is there anything else the study teams should know or consider?</p> <p>I appreciate your work on this! It would have seemed easier to collect (and automate) feedback y designating each cocept with a uniques number and then asking "On a scale of 1-5, please rate your level of satisfaction with the proposed concept".</p>

# Online Survey Comments

		<p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> <li>Public meeting venue</li> <li>Online public meeting</li> <li>Marketing efforts to promote the event</li> <li>Your discussions with the project team</li> <li>Any other elements that contributed to your experience at the public meeting:</li> <li>Good understanding</li> </ul> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?</p> <p>Postcard</p>
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:</p> <p>I dislike everything about this proposal. The routings across the land is bad. It will destroy good productive farmland which is needed more than a highway unnecessarily routed down the state line. The proposals approach ridiculous. Maybe the person who proposed these concepts did not know the lay of the land.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:</p> <p>Dislike all summery of criteria. It will complicate property access for property owners and destroy continuity of farm land management. Traffic volume is not that high on this highway to justify these plans. Safety of roads in the winter is as good as it gets. Idaho State DOT maintains the roads as well as can be.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <p>null</p> <p>Is there anything else the study teams should know or consider?</p> <p>the proposals will not justify the cost. The taxpayers should not have to bear this burden.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p>

# Online Survey Comments

		<p>Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting: null</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Other - word of mouth on the last day of this survey from someone going door to door. Surveys should have been mailed</p>
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          Under "New Corridor Concepts" I oppose the 10 to 11 concept due to it is Disturbing Our Property between Airport Road and Trestle Road.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          It is not clear to the average citizen</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          Does not affect me, personally - Safety is the issue I understand that.</p> <p>Is there anything else the study teams should know or consider?          Please do not take out acreage that is our income - fields out between Estes and the Idaho/Washington State Lines</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:</p>

# Online Survey Comments

		Limited understanding
		How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? LewistonTribune
07/07/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I dislike the concepts of going up the state line (2,11,10 and 2,12,10). I believe these would take out too much of our farmland, and make it difficult for farmers who have fields on both sides of the state line. Some of these farms have been in families for several generations. Also, there are some wetlands and quite a bit of wildlife that would be impacted by these routes.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Since this is an agricultural area, I think that the movement of agricultural equipment should be added to your screening criteria.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>

# Online Survey Comments

07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I support the concepts for improvements to the existing Highway 95 for widening, addition of turning lanes (especially at Estes and Mi Roads) and improved signage.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? Our property, along with that of other family members along the State Line has been held by four generations. Future income and legacy considerations would be negatively impacted by the route 10, 13, 1 as proposed.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I don't really have much opinion on this matter. Adding or widening lanes could be good.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p>

# Online Survey Comments

		<p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: I didn't see any info on US 95 study level two or it was marked poorly.</p> <p>Is there anything else the study teams should know or consider? I don't really have much opinion on this matter. Adding or widening lanes could be good.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Other – word of mouth on the last day of this survey from someone going door to door. Surveys should have been mailed</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Strongly prefer concepts keeping SH-8 on its current alignment to the maximum extent possible.</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p>

# Online Survey Comments

		<p>Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Word of mouth</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          Widening parts of US-95N for improved traffic flow makes sense and are needed improvements.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          Many of the proposed new alignment routes (particularly through Idaho) would destroy a lot of farms and homes.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          There are certainly areas on SH-8 that need to be widened to accommodate passing and turning. However, the 2050 Future PM Peak LOS only shows a few spots with an “F” rating, and all of those are within Moscow. Given that, a new alignment of Hwy 8 seems unnecessary, and I strongly oppose any alternative routing to SH-8 for the foreseeable future.</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event</p>

# Online Survey Comments

		<p>Your discussions with the project team</p> <p>Any other elements that contributed to your experience at the public meeting: Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? TV/Newspaper/Radio</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p>

# Online Survey Comments

		<p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <p>I live at [REDACTED], just off the Troy highway and I really dislike the idea of expanding the highway and making it wider. I think the current highway serves its purpose well and if we need to repave it, I'm all for that. I think it will cost a ton more if we put in a new highway somewhere else and make it more difficult for people living in the areas already if we move forward with a new highway. I am against this level one proposal and would not want to see a new highway installed</p> <p>Is there anything else the study teams should know or consider? I don't want the highway expanded or widened or add a new highway.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:</p> <p>I don't think we need to change the route of US-95. Rerouting 95 around the City will very negatively impact the surrounding agriculture and rural residential properties.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: I don't think regional connection b/t Lewiston &amp; CDA should be a criteria. Why does Moscow have to be negatively impacted just so drivers can save a couple of minutes when going b/t those cities?</p>

# Online Survey Comments

		<p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <p>I do not prefer the A Street option as it goes right past an elementary school at Baker &amp; A St. Additionally, A St. is bordered by residential zones. I don't have any objections to the Styner or Palouse River Dr options. Having driven the SH-8 to Troy many times, I don't see this road as unsafe and feel it does not warrant realignment.</p> <p>Is there anything else the study teams should know or consider? Please explore on-alignment options before realigning highways through the rural areas.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Clear comprehensive understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Email from project team</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:</p> <p>Rural widening Viola to Benewah County line would positively improve current traffic volumes. Rural improvements should be considered only as temporary solutions until new alignments constructed. Urban improvements that would eliminate on-street parking to enable an additional westbound lane is UNACCEPTABLE! Highways 8 and 95 traffic needs to be routed out of the current town limits to new corridors. On-alignment roadway improvements temporary only and should not be considered as a solution. Urban walking and bike improvements are critical to the quality of life in Moscow. Shifting traffic to D Street, Mountain View, or 6th Street is UNACCEPTABLE. New corridors routing traffic to Private Road (2), Mill Road (4), Foothill Road (7), and Airport Road (11) would have the least negative impacts and enhance traffic flow most, making the Moscow-Pullman Airport easily accessible from all sides of Moscow.</p>

# Online Survey Comments

		<p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Should avoid negative impacts to current housing developments and maintain the walkability and quiet nature of the Moscow downtown.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: SH-8 new corridor concepts should maintain the integrity and aesthetics of the Latah Trail.</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Clear comprehensive understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: I drive between Moscow and Troy frequently. There never seems to be much traffic. I think a 4-lane highway would be overkill. I also don't think a bike lane is needed, as bicyclists will prefer riding on the adjacent Latah Trail, away from car traffic. If a realignment is considered, I like concept 2 the best, as it straightens the curves and shortens the distance. I do not like cencept 7, as it starts west of Lenville road and may impact the "John Crock</p>

# Online Survey Comments

		<p>Native Pollinator Garden," which the Palouse Prairie Foundation (mostly myself) has worked hard to establish over the past 7 years. Thanks for considering my comments.</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Social media</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          I like the idea of moving traffic around moscow instead of through Moscow. I urge the committee to consider trying to keep traffic located more on the west side of moscow than the east side of Moscow. That side has the commercial area, fewer private homes that will be impacted by the noise and disruption, fewer schools, etc. Roads 3 and 4 take traffic through areas close to moscow but between the foothills of moscow mountain and the city, traffic in that area would create a ton of noise due to the acoustics and disrupt a lovely view for residents on the northwest side of town.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          I think that pedestrian safety through moscow needs to be a primary consideration.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          null</p>

## Online Survey Comments

		<p>Is there anything else the study teams should know or consider?</p> <p>I think that pedestrian safety through moscow needs to be a primary consideration. The intersections, crosswalks, and roads around moscow are very highly pedestrian areas, especially around downtown near gritman medical center. Employee parking is across the highway from the hospital/clinics on both sides of the highway - west and east. Employees have to cross these very busy roads with very little signage indicating there is a crosswalk - as noted early in the study this is not adequate for pedestrian safety. On a daily basis employees are nearly hit, have to wait long periods of time watching multiple cars drive past even though they are waiting at a cross walk, and experience close calls. I have had multiple cars almost hit me in the cross walk - sometimes because the first lane is stopped and cars in the second and third lane fail to stop, or pull out of the first lane into the second and third lane and blitz around into the cross walk. Sometimes cars speed up toward the cross walk. I have waited for 20+ cars to drive past all of whom failed to stop at the marked cross walk. Cars rev their engines as I pass in the crosswalk. I have even been flipped off and honked at for walking in the crosswalk and slowing down drivers. In the evenings especially when students are in town, the intersection on southbound 95 and the troy highway backs up well past gritman medical center in the through lane and crossing from the campus side to the downtown side can take over 15 minutes due to blocked intersections from the light. In addition to employee safety we have many patients who are treated at gritman, the downtown clinic, and the MOB with very limited mobility. The MOB houses our oncology clinic, pain clinic, and cardiac rehab - all of these patients have difficulty with mobility. There is very limited parking immediately around the building and not being able to offer safe and effective passage across the highway limits additional nearby parking options.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <p>Materials - including maps, informational displays, and handouts</p> <p>Public meeting venue</p> <p>Online public meeting</p> <p>Marketing efforts to promote the event</p> <p>Your discussions with the project team</p> <p>Any other elements that contributed to your experience at the public meeting: null</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?</p> <p>Word of mouth</p>
07/08/2025	Online Survey	Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null

# Online Survey Comments

		<p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? Recommend overpass from Troy City Park Latah Trail over SH-8 to Clint Illi Trail. Recommend a 4-way stoplight and left-turn lane &amp; arrows at Mountain View/SH-8 crossing that is a Paradise Path trail access point to the Latah Trail. Recommend some added automobile signage to caution for pedestrian and bicycle crossings at Alturas, Styner, and Blaine intersections with Paradise Path (recommended by former Paradise Path Commission members). Any considerations of SH-8 New Corridor Concepts described on pages 20-23 should include minimal or no removal or changes to the Latah Trail unless such changes improve the Latah Trail. The Latah Trail was established by local communities, businesses, and state efforts and monies. The Latah Trail is recognized nationally as part of the rail-to-trails network.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Other - Latah Trail Foundation Board Meeting July 7, 2025</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I really like all of the carried forward Level One suggestions, particularly new turning lanes to get off of HWY 95 north of Moscow and new lights at the Styner intersections. I would really like to see some kind of pedestrian</p>

# Online Survey Comments

		<p>crossing for the Latah Trail above (bridge) or below (underground) HWY 95 near HWY 8. I also really like the concepts to move HWY 95 around Moscow, particularly down the state line (#13) but I also recognize this could greatly impact farmers and would encourage mapping to be discussed with land owners.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: I like all the considerations.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: I really like adding lights at Styner. I'm not sure how feasible it will be to move HWY 8 because of the farm ground and natural geography, but if there is a least-disruptive option that does improve traffic I think it should be considered.</p> <p>Is there anything else the study teams should know or consider? Really want to emphasize making Latah Trail crossings more pedestrian friendly and safe!</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Clear comprehensive understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Email from project team</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p>

# Online Survey Comments

		<p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? We submitted our info yesterday, but forgot to include the phone number is a landline and we do not text. Also forgot to include our email address, which we have now included.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: Please have more county meetings allowing discussion with public.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: Please have more county meetings allowing discussion with public.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: We really wanted to go to the meeting, but the 6 voting family members in our household had an unexpected emergency and were unable to attend. Please have more meetings.</p> <p>Is there anything else the study teams should know or consider?</p>

# Online Survey Comments

		<p>NO more roundabouts. Short term solution, give longer green light on 3rd st where it intersects with Jackson. Jacksons 1 way 3 lanes clear quickly and need less green. Even more time needed on 3rd where it intersects with main. Often that block sits empty. Longer green would allow more traffic to flow through in the congested area. Very little traffic on main there at all.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Postcard</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          I like the Level One Screening results that includes the On Alignment Rural Concepts of rural widening and rural improvements including passing lanes, turn lanes and geometric improvements. These concepts are the most environmentally benign and cost effective concepts resulting in significant safety improvements. I dislike the Level One Screening results that include New Corridor Concept Alignments BEYOND circumventing Moscow. I strongly dislike the West Side Concept routes extending north from the Moscow Pullman Highway at intersections 11, 12 and 13 all the way to intersection 10 at Viola, along the state line. These proposed routes are the most environmentally destructive concept elements. They will consume large amounts of productive agricultural land, disrupt farm operations, disturb wetlands, obstruct wildlife corridors, and create unnecessary expense without significantly improving traffic safety or congestion as compared to On Alignment Concept Improvements.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          I dislike that Level Two Screening criteria do not include environmental damage considerations.</p>

# Online Survey Comments

		<p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Word of mouth</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? I respectfully suggest that there should be careful consideration of the possibility of unintended, detrimental, results. One such possibility that jumped out to me concerns the potential use of Palouse River Road in a new highway design, going west of existing U.S. 95. I worry that directing traffic on such a route will detrimentally, even if unintentionally, encourage people to use Sunnyside Street as a shortcut by turning north on Sunnyside and traveling through the existing residential neighborhoods to Walenta and then down to Taylor, and then to Nez</p>

# Online Survey Comments

		<p>Perce Drive, then to Stadium Way and into the campus areas and the business area at the west end of Moscow. And, of course, the same route could be used as a shortcut going north to south. Such an increase in traffic would be an enormous detriment to the existing neighborhoods and a significant safety hazard as well. (There has been evidence of such detrimental use of Nez Perce Avenue, and Blake and Taylor streets this past spring and now into the summer, as dozens of large construction dump trucks have been using those routes to get to and out from various of the campus construction sites, rather than to come in on the US95 couplet. Any "beltway" type of improvement/solution should carefully evaluate, anticipate, and protect against such worrisome, possible if not probable, unintended results. Thank you. needs to be just that.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting: null</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          MoscowDailyNews</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          I'd like to get the trucks out of downtown Moscow. I'd like to see coherence between the existing routes and corridor designs and the projected ones.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          Many of your connections do not look designed to eliminate congestion, or particularly result in increased walking and biking safety.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          It would seem there would be SIGNIFICANT differences in costs across the options proposed.</p>

# Online Survey Comments

		<p>Is there anything else the study teams should know or consider? Please, get trucks out of downtown Moscow.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: null</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Other - I was not aware of the public meeting. I learned about the Studies and the Survey from a Lewiston Tribune article.</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: I dislike this because I live right where u want to put the highway and I've done improvements a lot lately. 1235 Kennedy ford road potlatch idaho</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: I dislike this because I live right where u want to put the highway and I've done improvements a lot lately. 1235 Kennedy ford road potlatch idaho</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: N/A</p> <p>Is there anything else the study teams should know or consider? My family farms this property and really struggle and this will not help</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p>

# Online Survey Comments

		<p>Materials - including maps, informational displays, and handouts          Public meeting venue          Online public meeting          Marketing efforts to promote the event          Your discussions with the project team          Any other elements that contributed to your experience at the public meeting:          Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?          Word of mouth</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:          The Kennedy rd change is a lot of money for minimal change. People live here, they farm here. The Palouse intersection is congested enough.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:          The whole idea of trying to run a highway through this area costs money, makes little difference in time and disrupts farm ground that's been in families for generations.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:          I see the need to detour around Moscow for heavy traffic and I would be for it assuming it doesn't disrupt people's homes</p> <p>Is there anything else the study teams should know or consider?          Almost every piece of ground you want to disrupt on Kennedy ford rd belongs to families with long standing generational history in the area. Who also make their income on this ground. Only to create a more congested intersection in a small town local area.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:          Materials - including maps, informational displays, and handouts          Public meeting venue</p>

# Online Survey Comments

		<p>Online public meeting  Marketing efforts to promote the event  Your discussions with the project team  Any other elements that contributed to your experience at the public meeting:  Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?  Word of mouth</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:  I like the concepts rerouting through traffic to the west of Moscow. I feel that going to the east is going to be problematic as most residential building is happening to that end of town.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:  I have concerns about the plans which move the highway seemingly over the top of the Latah Trail. The Latah Trail provides recreation and alternative commuting options for many people in Latah County, as well as being a nationally acclaimed natural space. I have not seen anything addressing the existence of the trail or continuing and increasing the safety of the pedestrians and cyclists who use this space. In addition, the intersection of Mountain View and Hwy 8 is a perilous crossing in any direction for trail users, and I like the proposal to add traffic lights at this intersection</p> <p>Is there anything else the study teams should know or consider? null</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:  Materials - including maps, informational displays, and handouts  Public meeting venue  Online public meeting  Marketing efforts to promote the event</p>

# Online Survey Comments

		<p>Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Email from project team</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: As a long time resident I can see the problems with traffic on 95/8. I like the study material I saw. I am leaning toward a new alignment toward the airport. I suspect the area between Pullman and Moscow may be an area of growth for business and a realignment through there would be ideal. Secondly, highways divide cities, even small highways like this. Taking every opportunity to provide pedestrian/bike underpasses as a side effect of construction reduces the danger of ped/bike/car interaction and prevents isolation by highways. An underpass at highway 8 and 95 using the bridge there will be a great help. But ask for detail input from cyclists in design details and don't screw up like the underpass on highway 8 near Styner.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: I would like to see the screening criteria specifically state try to enhance cross highway connectedness and for bicycles and pedestrians for safety and prevent isolation of neighborhoods. Isolation of neighborhoods was a big deal with "freeways" in the 1950s and 60s.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: Bold. SH8 is a major stumbling block to accessing the Latah trail. Dangerous crossings are Mill Rd. Lots of traffic but good sight lines. Roxbury Rd were there is zero support for crossing but people use it to get to the bike trail and neighborhood to the south. And Mountain view with heavy traffic intersecting with the latah trail with runners, bikers, etc (very dangerous). More work needs to be done to hunt for underpass options for connections to the Latah Trail.</p> <p>Is there anything else the study teams should know or consider? I like the alignment options you are considering. This will make major slices across our community and especially with the popularity of E-bikes you need up the attention given to this transportation mode in your considerations. There are a lot of opportunities that are cheap now and expensive later regarding ped/bike connections.</p>

# Online Survey Comments

		<p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> <li>Public meeting venue</li> <li>Online public meeting</li> <li>Marketing efforts to promote the event</li> <li>Your discussions with the project team</li> </ul> <p>Any other elements that contributed to your experience at the public meeting:</p> <p>Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?</p> <p>Postcard</p>
07/08/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:</p> <p>I very much like the idea of putting in a turning lane to Phillip’s Farm Park. I think there should be bike lanes along all the highways going north from Moscow.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:</p> <p>Stop lights are needed at the intersection of Mountain View and SH 8. Also stop lights on Styner are a good idea.</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <p>I am very concerned about how work on SH 8 would affect the Latah Trail. Some of the concepts appear to run right over the Trail.</p> <p>Is there anything else the study teams should know or consider?</p> <p>Bike lanes, more bike lanes need on highways. Not need so much in towns</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"> <li>Materials - including maps, informational displays, and handouts</li> <li>Public meeting venue</li> </ul>

# Online Survey Comments

		<p>Online public meeting  Marketing efforts to promote the event  Your discussions with the project team  Any other elements that contributed to your experience at the public meeting:  Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?  Word of mouth</p>
07/09/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:  I think the idea to make "A" Street in Moscow one way going west for that suggested section makes good sense. I live in the area and think this would improve traffic flow. The main problem for cars coming east on "A" Street is at least half turn north onto Alon. There are a lot of cars that want to go north of Moscow from Pullman. ?Baker street bypass?</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:  I think the Moscow bypass needs to head out to Airport Road, then swing back up to join 95 on Trestle Road. This was one option considered and I think I would make good sense. (Should have built the new (95- ThornCreek road further west.)</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:  Sure a lot of BIG hay Trucks coming in through Moscow. Need a truck route.</p> <p>Is there anything else the study teams should know or consider?  First and best thing to do right now is make the 95 Couplet Northbound at third street, left lane , "Left Turn Only".. And make the lane line for the left lane solid. People need to get into that lane early, stay there and not go straight...</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:  Materials - including maps, informational displays, and handouts  Public meeting venue</p>

# Online Survey Comments

		<p>Online public meeting  Marketing efforts to promote the event  Your discussions with the project team  Any other elements that contributed to your experience at the public meeting:  Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?  MoscowDailyNews</p>
07/09/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:  To the extent practicable follow existing 95 as far south as you can.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria:  Too many options to specifically comment. Are you headed west or east?</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:  null</p> <p>Is there anything else the study teams should know or consider?  Please minimize carving up farmland. Prefer routes that follow existing 95 as far as possible..</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:  Materials - including maps, informational displays, and handouts  Public meeting venue  Online public meeting  Marketing efforts to promote the event  Your discussions with the project team  Any other elements that contributed to your experience at the public meeting:  Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting?</p>

# Online Survey Comments

		Word of mouth
07/10/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered: null</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered: null</p> <p>Is there anything else the study teams should know or consider? I am the property manager of Eastside Marketplace. We have a large section of property that aligns with Hwy 8 between Blaine and White Ave. I see that some improvements will be happening here. I would like to work with you on those improvements next to our property. We are looking to get rid of one of the entrances closest to Blaine on Hwy 8. It is too close to the traffic light and causes issues. We would like to move the entrance more to the center of the property but this would definitely need to be worked out with you all while doing this work. Please reach out to discuss this further.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience: Materials - including maps, informational displays, and handouts Public meeting venue Online public meeting Marketing efforts to promote the event Your discussions with the project team Any other elements that contributed to your experience at the public meeting: Limited understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
07/11/2025	Online Survey	<p>Tell us what you like or dislike about the US-95 Study Level One Screening results and the concepts being considered:</p>

# Online Survey Comments

	<p>I think widening the existing highway to provide for more/longer stretches of either 3 or 4-lane road would be good. The addition of a traffic light at Hwy 8 and Mountain View Rd. is also needed. I dislike the A street reroute and "perimeter/bypass" concepts, primarily because of the need to disrupt so much private property to complete them.</p> <p>Tell us what you like or dislike about the US-95 Study Level Two Screening criteria: null</p> <p>Tell us what you like or dislike about the SH-8 Study Level One Screening results and the concepts being considered:</p> <p>Concepts 1, 2, 3, and 6 are all too intrusive and should be rejected from all future consideration. Each of them requires a significant intrusion on land owners and, consequently, a major expense to the state/county/city in acquisition costs. Concepts 5 and 7 seem to focus primarily on widening the existing roadway, which would really be all that is needed. If the existing road is widened and then properly maintained (not haphazard, random asphalt installation) the path of Hwy 8 works well. As an every-day commuter on this road, traffic flow is only heavy at two times each day, but always moving at the speed limit. There is no need to reoute the Hwy, just add a center turn lane or widen enough for 3 or 4-lane stretches that allow drivers to safely pass others.</p> <p>Is there anything else the study teams should know or consider?</p> <p>Road maintenance and upkeep should be a priority on future projects. It seems crews rush laying new asphalt; this always leads to low road quality and to faster degrading of the roads. It would be better to have a road closed long but paved well, than to have it paved in a rushed manner that will require rework in 12-24 months.</p> <p>Please mark how effective the public meeting was in improving your understanding of the US-95 and SH-8 Palouse Region Studies. Consider the following aspects of your experience:</p> <ul style="list-style-type: none"><li>Materials - including maps, informational displays, and handouts</li><li>Public meeting venue</li><li>Online public meeting</li><li>Marketing efforts to promote the event</li><li>Your discussions with the project team</li></ul> <p>Any other elements that contributed to your experience at the public meeting: Moderate understanding</p> <p>How did you hear about the US-95 and SH-8 Palouse Region Studies public meeting? Postcard</p>
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## feedback

1 message

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Thu, Jun 26, 2025 at 8:18 AM

To: "info@us95sh8.com" <info@us95sh8.com>

I attended your Palouse Regional Meeting and after careful study of proposed routing of 95 bypass I have the following comment.

By-pass option 6 on the East side of 95 would not be a good choice as it would put more traffic on Orchard Ave which is already congested and unsafe because of a lot of traffic on a street with steep hills and several blind driveways. There is also a lot of foot traffic and bike traffic. Orchard Avenue is already a residential area and is completely built up.

Option 7 or 8 would be much better as it is not already a built up residential area.



## Highway 95

1 message

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Tue, Jul 1, 2025 at 3:50 PM

To: "info@us95sh8.com" <info@us95sh8.com>

The paper mill at Lewiston Takes 85 loads of hog fuel and 110 loads of chips a day. Diesel trucks generally don't recognize hills. The ones between Lewiston and Plummer get their attention. Most would prefer highway 3 if they could get there. The loaded trucks coming from Bennett's at Prinston have an easy run to Lewiston but could use better route south towards Boise . Presently lumber and other freight from highways 12 and 3 have to drive almost to Lewiston ( Spaulding) . That needs to be changed

Nearly everyone has a compass in their car or truck. In addition to all of the ups and downs on highway 95, it goes west, south, east and sometimes north when the object is south. Has anybody ever considered a north/south highway that just goes north and south. In addition to hills other things that affect milage are corners, eliminate corners when you can. Roads can be engineered to be flatter, and straighter

**From:** Janet Zarate <[Janet.Zarate@itd.idaho.gov](mailto:Janet.Zarate@itd.idaho.gov)>

**Sent:** Wednesday, July 2, 2025 6:21 PM

**To:** Benjamin Fitzsimmons <[Benjamin.Fitzsimmons@itd.idaho.gov](mailto:Benjamin.Fitzsimmons@itd.idaho.gov)>; Bob Schumacher <[Bob.Schumacher@itd.idaho.gov](mailto:Bob.Schumacher@itd.idaho.gov)>; Janet Zarate <[Janet.Zarate@itd.idaho.gov](mailto:Janet.Zarate@itd.idaho.gov)>; Jessamyn Summers <[jessamyn.summers@horrocks.com](mailto:jessamyn.summers@horrocks.com)>; Kurt Wald <[kurtw@horrocks.com](mailto:kurtw@horrocks.com)>; Mark Pfeifer <[Mark.Pfeifer@itd.idaho.gov](mailto:Mark.Pfeifer@itd.idaho.gov)>; Shauna Tefft <[shauna.tefft@horrocks.com](mailto:shauna.tefft@horrocks.com)>

**Subject:** Phone Call Regarding US-95 PEL

**This Message is from an external sender.**

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Hi Jessa,

I encouraged the caller [REDACTED] to complete the comment submittal process online so I'm hoping that she does but I wanted to share the following feedback that she had:

Southbound on US-95, there are not many left turn lanes and from Benewah County Line to Freeze Road there are often illegal passing maneuvers occurring on the left and right.

- She has turn outs that she uses so she doesn't have vehicles behind her for left turns where there are not left turn lanes. Has seen a lot of near misses.

Lots of seasonal logging activities in the area. District staff just completed a speed study and she was concerned that logging trucks haven't been running so it didn't represent that traffic.

- Trucks seem to use an alternative route when temp ports are set up or law enforcement is out
- They run from 3 am to 3 pm
- From Freeze Road to Marsh Road there are lots of logging activities

Concerns with the US-95 and SH-6 intersection

- Speed folks are traveling, nearby homes, tight curve, lots of approaches
- I told her about ITD's existing project in the program for minor intersection improvements. She had noted the alternative routes and seemed to have a positive perspective on these

Top of Moscow Mountain

- Concerns about curve, grade, pavement slope, and Phillips Farm Left Turn, and Hazelton Road

Animal Crossing

- Thought that there should be an animal crossing icon further north between Beplate and the Garvel pit (roughly MP 367.5). She sees a lot of elk in this area
- Lots of Moose and cougar by between the Mineral Mountain Rest Area and McCroskey State Park

#### Groups of Sports Cars

- Seems to be an increase in groups of sports cars traveling the corridor and seem to travel over the speed limit

#### Illumination

- Felt that the curve at the top of Crooks and Moscow Mountain were counterintuitive and thought that illumination might help because it is especially difficult to navigate at night
- I discussed our project at the Crooks with her

#### Concerns about pavement rutting

- I told her about the paving project that we are planning to companion with the Crooks safety project and she noted that there is rutting on this portion of the road and that it wasn't part of our study but it would be helpful if Idaho required mud flaps on trucks.

#### Recreational Vehicles

- Lots of weekend warriors hauling ATVs/Trailers from Mothers Day to the 4<sup>th</sup> of July and later in the fall
- Can't accelerate or decelerate as quickly as other vehicles and there are not many legal passing opportunities

#### Crooks Hill

- Southbound just north of Viola the curves and the grade are concerning because trucks travel slowly up the hill and after you pass them they quickly travel down the south side

Overall, she was concerned about aggressive driver behavior, illegal passing, concerns about making turn movements off of the highway, narrow shoulders, and congestion.

We also discussed the screening process and progression of evaluation of traffic data and environmental factors. She wanted to know some right of way information but we are not far enough in the process to talk specifics so we generally talked about how the screening process would determine any fatal flaws.

Thanks,

**Janet Zarate, PE** | Traffic and Materials Engineer Manager

Idaho Transportation Department | District Two

Direct Line | (208) 799 – 4218

Cellphone | (208) 816 – 8705

## Respond to survey

1 message

[REDACTED]

Mon, Jul 7, 2025 at 6:43 PM

To: info@us95sh8.com

I am highly in favor of a route for 95 going to the west of Moscow. Also, we need to continue Warbonnet drive west as a connecting road. Thank you

## Highway 95 Concept Corridor

1 message

Mon, Jul 7, 2025 at 8:46  
PM

To: info@us95sh8.com

To whom it may concern,  
I have two interesting questions.

On the Highway 95 Concept Corridor, who submitted the route up the Idaho / Washington State line, each of which terminates at Trestle Road at Viola, Idaho?

I believe it is routes 11, 12, and 13.

Second question is, What is the reasoning behind a completely new highway when Highway 95 as it is today with modifications would be much less expensive to work with?

A few facts of which I know, since route 13 would go right through my home and I am fifth generation on this farm land; across the Nelson flat, you have floodlands of which you cannot avoid. As for our farm land, and up through Fleeners you have several wet lands and some Palouse Prairie in several areas, back down on the Quist farmland again you have wetlands across much of their ground.

I look forward to your reply,

## US-95- Meeting with Frank Fleener

1 message

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From: **Benjamin Fitzsimmons** <Benjamin.Fitzsimmons@itd.idaho.gov> To:  
info@us95sh8.com

Tues, Jul 8, 2025 at  
11:32 AM

Hello,

I met with [redacted] this morning and discussed the PEL. He said did not receive a mailer and one of his neighbors talked to him about it and showed him the spaghetti map.

His main concern is that he lives on the ID/WA border and some of our lines run through his house. He also owns quite a lot of farm fields between Moscow and Estes but he didn't seem to mind too much about the lines going through there. After talking through the process and telling him how those lines were made from our first public meeting he understood and wasn't as concerned.

On 95 he liked all of the on alignment options and wanted more turn bays and since he hauls trailers for farming said getting on and off the highway is a problem with the speeds the public is driving. He also said that he envisioned the alternative would be utilizing the Airport Road as there are already roads out there that could be utilized, although he wasn't certain how it would work with us being in WA. He also liked the concepts bypassing Potlatch and said that has been needed for a while.

On 8 he liked couplet ideas, especially the A street option as he says that's how he drives through town anyways. He also thought that the signals heading out of town in Moscow was needed.

Could we get him added to our mailer list?

His contact info is

[redacted]

He said he doesn't charge his phone often so he didn't give me his number.

Thank you,

Benjamin Fitzsimmons

ITD D2 Transportation Planner, Sr

Benjamin.Fitzsimmons@itd.idaho.gov

Phone: (208) 799-4223

## Palouse Region Studies-State Highway 8 improvements

1 message

Tue, Jul 8, 2025 at 10:30 AM

To: info@us95sh8.com

I am in favor of making improvements to SH-8 between Moscow and Troy.....heaven knows they are desperately needed....but have some concerns about the proposals in your informational pamphlet. These are;

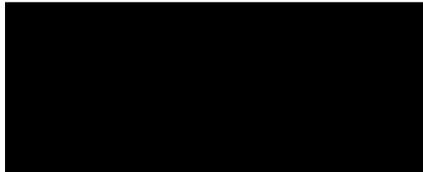
In the case of re-alignmet, would the land for this be acquired through eminent domain? If so, this is not an action I would agree with.

In the case of widening the existing road and shoulders...which is desperately needed...I have concerns about the close proximity of the road to the yards of homes that border the highway and the fact that loads being taken to the trash transfer station are rarely covered or secured properly and the danger that large objects falling off of trucks would present to the homeowners. Please do not think I am being fanciful with this concern....I have been dodging flying objects for 40 years on SH8.

There most definitely needs to be a turn lane at the entrance to the golf course. I have been witness to several accidents and near accidents at this spot....the worst of which was a motorcyclist going through back windows of a station wagon.

My family and I have had many close calls on SH-8 and have long wished for a safer road to travel. I appreciate your looking into making changes toward that end.

Regards,



## Public Comments Moscow Area Bypass Route

1 message

To: info@us95sh8.com

Wed, Jul 9, 2025 at 7:57 AM

Please enter this into the record, thank you.

Milton and Esther Salisbury both grew up in the depression in South Idaho; they met and married in the late 30s. Milton grew up farming and using irrigation for water.

He had heard that farming in North Idaho was more lucrative, and there were no irrigation pipes to move or bumpy fields to ride over. He was strong and told his wife Esther that he thought he could make it if he could just go north and get some land.

It was a wet spring in 1942 when they drove to Moscow with their first infant-in-arms, followed by a pick-up stacked with crates that held chickens, a calf and a couple of pigs. They've been able to rent a small piece of ground and in partnership with their folks who had come ahead, the two couples tried their hand at North Idaho dry land farming. They were successful, but they wanted to get closer to town so the next year found them able to buy a small farm just off of Highway 8, between Moscow and Troy.

Milton and Esther were not flush with cash, but they did know how to work hard. After he worked all day, he came in for supper and then went back out and worked until about 10 most nights. Year by year Milton improved their living conditions, adding a real bathroom, building a kitchen, putting up a two car garage and creating a huge garden spot behind the house.

They also added onto their family until they had five children. The two older boys milked the cows, Fed the pigs and the chickens While the girls learned how to Work in the garden and help their mom with housework and cooking.

Year by year, they were able to add onto their farm as owners around them sold. This allowed Milton to provide for his growing family. Milton and Esther often said the farm was the best place to raise children.

Their children grew, graduated from Moscow high school and went on to college to pursue their individual ambitions. They went on with the support, blessing and encouragement of Milton and Esther who had worked hard to raise a strong family.

Their grandchildren now live on the farm property in three separate homes and feel tremendous gratitude for their forebearer's hard work, their values, their integrity. The farm is their heritage more profound than land; a farm is a way of life that requires hard work — work that results in dreams that come true. Like they did for Milton and Esther.

Please don't carve up this heritage and lay pavement over it. Please choose other property to put your highway down. Remember that Latah County was built by hard-working men and women Who need to be respected and honored. There's a lot of land that's available that isn't someone's heritage —- Please use those acres for your highway.

Thank you for your consideration.



## US 95/Hwy. 8 Study

1 message

Thu, Jul 10, 2025 at 4:43 PM

To: info@us95sh8.com

Greetings ITD Staff,

I was not able to attend the June 24 public in-person session about US-95 & SH-8 Palouse Region Studies this year. However, I did attend the prior session last year (or perhaps the year before).

As a Moscow resident, I have only one comment/suggestion to offer at this particular time: Many of us would like to see traffic control in the form of a traffic light at the intersection of Hwy. 8 and South Mountain View Road. This gets to be a “gnarly” situation at certain times of the day, and is getting worse as the years pass and development expands south of highway 8. The only traffic control (traffic light) is at Blaine St. and Hwy. 8, until one reaches US 95 at Washington/Jackson Streets much further to the west.

Thanks,

