



US-95 PALOUSE REGION STUDY

PUBLIC MEETING SUMMARY

Key Number(s): 23353

Prepared For: Idaho Transportation Department

Prepared By: Horrocks

Meeting Date: March 2026

Publish Date: August 2026

Table of Contents

Executive Summary	1
Study Description	1
Public Meeting Overview	1
Meeting Summary	2
In-Person Public Meeting	2
Public Meeting Attendance	2
Public Meeting Staffing	2
Online Component	3
Online Meeting Metrics	3
Public Meeting Comments	3
Public Meeting Content	4
Meeting Displays	4
Handouts	5
Demographics	6
Notification	6
Public Feedback	7
Translation	7
Media Coverage	8
Public Comment Themes	8
US-95 Study Themes	8
Frequently Asked Questions	9
General Themes	9
Appendix A. Notification Materials	A
Appendix B. Meeting Materials	B
Appendix C. Attendance	C
Appendix D. Public Comments	D

Executive Summary

STUDY DESCRIPTION

Since the June 2025 public meeting, the Idaho Transportation Department has refined the transportation concepts from community input and additional data collection and analysis for the U.S. Highway 95 Palouse Region Study. This study is a Planning and Environmental Linkages (PEL) study initiated to help ITD determine solutions and investments in the transportation network that will improve safety, mobility, and economic opportunity in the Palouse region of US-95 from Snow Road south of Moscow to the Latah/Benewah county line.

Additionally, the [State Highway 8 Moscow to Troy Study](#) has been redefined and will continue forward as its own traffic study. However, the SH-8 corridor from Airport Road to Pine Crest Road will remain in the US-95 study area as a key part of the transportation network in the Palouse region.

PUBLIC MEETING OVERVIEW

ITD hosted the third US-95 Palouse Region Study public meeting on March 26, 2026, in person and online. The purpose of this public meeting was to share updates since the last meeting in June 2025, including refined transportation concepts from community input and additional data collection and analysis, and invite the public to provide input on the screening results and Level 3 Screening evaluation criteria.

The public meeting occurred following a combined community and technical working group session, where similar information was shared with community and government representatives.

- In-Person: March 26, 2026, 4–7 p.m.
 - 168 participants
 - 10 hard copy comment forms received
- Online: March 19–April 9, 2026
 - 491 unique visitors
 - 52 comment forms received via email and online survey

168
people attended the
in-person event

10
comment forms
in person

491
unique visitors to
online meeting

52
emails & online
survey forms

In total, there were approximately **659 participants** and **62 comments**.

Meeting Summary

IN-PERSON PUBLIC MEETING

The public meeting was held in person on March 26 at the Best Western Plus University Inn (1516 West Pullman Road, Moscow). The event was held in an open house format, and people were invited to drop by any time between 4 and 7 p.m. to learn more about the refined transportation concepts, ask questions, and provide input as the study moves toward the final evaluation phase in fall 2026.

Compliance with Americans with Disabilities Act (ADA) requirements and accessibility were considered for parking, approaches and entrances, restrooms, and meeting room layouts. Reading glasses were also made available.

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 a Level 2 Screening Pamphlet 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 at displays around the room, while others roamed to assist as needed.

Janet Zarate, ITD project manager, was available at the meeting to directly support media questions and answers, along with Shauna Tefft, public involvement specialist and deputy consultant project manager. Sky Buffat, ITD public information officer, was available via phone.

PUBLIC MEETING ATTENDANCE

There were 168 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, Project Manager
 - Benjamin Fitzsimmons, Project Manager
 - Jole Wells, Planning
 - Shawn Strong, Operations
 - Shawn Smith, Environmental
 - Will Moore, Associate Engineer
- Consultant Team
 - Kurt Wald, Project Manager
 - Mitch Skiles, Traffic
 - Glenn Blackwelder, Traffic
 - Shauna Tefft, Public Engagement

- Chris Melander, Roadway Design
- Keira Johnston, Traffic
- Michelle Anderson, Environmental

ONLINE COMPONENT

An online public meeting was available beginning March 19 at www.us95sh8.com. The online experience contained the same information and opportunity to submit comments as the in-person event. Alternative text was used for graphics and images posted online to support accessibility and understanding.

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

ONLINE MEETING METRICS

There were 491 unique visitors to the online public meeting.



Online meeting metrics are available in **Appendix C. Attendance**.

PUBLIC MEETING COMMENTS

The comment period for these public meetings began officially on March 19, 2026, and remained open through April 9, 2026.

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 US-95 study team at info@us95sh8.com or mailed to ITD District 2, Attention: US-95 Palouse Region Study Team.

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

1. What do you like or dislike about the US-95 Study Level 2 Screening results and refined transportation concepts being considered? Is there anything else the study team should know or consider as the study moves forward?
2. What do you like or dislike about the US-95 Study Level 3 Screening criteria?
3. Please mark how effective the public meeting was in improving your understanding of the US-95 Palouse Region Study. 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 team
 - Any other elements that contributed to your experience at the public meeting
 (Five checkboxes were provided for participants to share their level of understanding: no, limited, moderate, good, and clear and comprehensive understanding of the study.)
4. How did you hear about the US-95 Palouse Region Study public meeting?

The survey concluded with space for participants to provide optional and voluntary contact and demographic information.

In total, 62 comments were received:

Comment Source	Number of Comments
Comment Form Responses (in-person or mailed)	10
Online Survey Responses	48
Emailed Comments	4
Total	62

The US-95 Palouse Region Study team reviewed all comments for concerns, suggestions, and questions. 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

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

MEETING DISPLAYS

- Welcome
- Overview and Updates
- US-95 Vision and Draft Purpose & Need
- On-Alignment Concepts / New Alignment Concepts / No Build Concept
- Screening Process

- Recap: Level 1 Screening
- Level 2 Screening Criteria
- Traffic Operations: No Build 2050
- Level 2 Traffic Analysis Summary
- Concept: Urban Improvements (two boards)
- New Corridor and Palouse River Drive Concepts
- New Corridor Travel Times
- Ranking New Corridors
- Top Performing New Corridors
- Concept: Moscow New Corridors (two boards)
- Concept: Rural Widening / Concept: Potlatch New Corridors
- Concept: Rural Improvement
- Concept: Palouse River Drive
- Concept: New Route — A Street / Concept: New Route — Styner Avenue
- Concept: Urban Improvements
- Travel Patterns in the Study Area / Economic Activity in Moscow
- Community Planning and Implementation / Environmental Considerations
- Community Outreach
- Level 2 Evaluation — Scoring (two boards)
- Next Steps: Level 3 Concept and Criteria Refinement
- Thank You for Participating

HANDOUTS

- Comment form
- Contact card (with QR code to the online meeting)
- Level 2 Screening Pamphlet

All meeting displays and handouts are available in [Appendix B. Meeting Materials](#).

Public Feedback

The following question was included in the comment form to gauge participants' understanding of the public meeting information, and the results are listed in the table below.

How effective was the public meeting in improving your understanding of the US-95 Palouse Region Study? 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 team*
- *Any other elements that contributed to your experience at the public meeting*

Level of Understanding	Number of Responses
Clear Comprehensive Understanding	5
Good Understanding	17
Moderate Understanding	11
Limited Understanding	14
No Understanding	2

DEMOGRAPHICS

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

- Race/Ethnicity
 - American Indian (Tribal Native)/Alaskan Native: 3
 - Native Hawaiian and Pacific Islander: 0
 - Black: 0
 - Asian: 1
 - White: 52
 - Hispanic: 1
 - Other: 4
- Gender
 - Female: 59
 - Male: 76
- Persons with a disability: 5

Notification

(See Appendix A. Notification)

ITD used a variety of methods to invite community members to learn about the March 2026 US-95 Palouse Region Study public meeting:



A postcard was mailed on March 4 to 17,354 residents and businesses within the study areas. ZIP codes included 83843, 83855, 83871, 83872, 99161, and 99163.

A display ad ran twice in two publications:

- Moscow-Pullman Daily News on March 12 and 19
- Lewiston Tribune on March 12 and 19



Online ads ran for a total of 40,000 impressions across the Moscow-Pullman Daily News and Lewiston Tribune websites from March 12 to 25, and both newspapers shared ITD's Facebook post "US-95 Palouse Region Study Public Meeting Notice" from March 19 on their respective Facebook pages on March 23.



A **news release** about the public meeting was distributed on March 19. 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 March 19 and 25 to notify members of the community about the public meeting. A reminder was also distributed on April 2 to remind people to submit comments by April 9.



The study team sent an **email to the working group list** on March 19 to remind them of the public meeting and encourage the sharing of information with each of their communities. Sharable social media content and associated messaging regarding the public meeting were included in the email.

Three emails were sent to the **study email list** on Feb. 27, March 13, and March 25 to invite and remind them to participate in the online and/or in-person public meeting.

PUBLIC FEEDBACK

The following question was included in the comment form to learn how participants heard about the public meeting, and the results are listed in the table below.

How did you hear about the public meeting?

Delivery Method	Number of Responses*
Email from Study Team	6
ITD Website	1
Lewiston Tribune	3
Moscow-Pullman Daily News	11
Other	4
Postcard	33
Social Media	7
TV, Newspaper, Radio	1
Word of Mouth	10

**Totals represent the number of responses recorded, as participants could select multiple ways they heard about the meeting. Counts do not equal the number of unique individuals.*

TRANSLATION

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

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

The following materials included the accommodation statement:

- Notifications: Invite postcard, newspaper ad, and the study website
- Meeting displays:
 - Virtual Welcome webpage

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 of Article
March 17	Moscow Report	US-95 Ring Road Public Meetings Set; Troy Hwy 8 Gets Separate, Smaller Study
March 19	Daily Fly	ITD seeks input on US-95 Palouse study
March 19	Moscow Today	ITD Seeks Public Input on US-95 Palouse Study
March 19	Newsbreak	Share your input on US-95 Palouse Region plans by April 9
March 26	Moscow Today	ITD Seeks Public Input for US-95 Palouse Region Study
March 26	KOZE	ITD Seeks Public Input for US-95 Palouse Region Study

Public Comment Themes

(See *Appendix D. Public Comments*)

US-95 STUDY THEMES

Comment themes from the third public meeting included:

- 1. Support for on-alignment improvements and widening**
 - Great interest in improving road safety with turn lanes, passing lanes, widening, and additional signals
- 2. Bike and pedestrian safety improvements**
 - Great interest in improvements to support Moscow as a bike- and pedestrian-friendly town, including crossings and enhanced connectivity
- 3. Support for an alternative route**
 - Favor an alternative route out of downtown Moscow to support growth and enhance connectivity
 - Preference for alternatives that divert through traffic away from the city
 - Many suggestions on which route is best
- 4. Support for using existing routes**
 - Focus on keeping traffic downtown to focus on existing roads and for uncertainty of need for alternative route

- Desire to support local businesses
- 5. Environmental considerations**
 - Interest in farmland, wildlife, and natural area considerations
 - Sensitivity to Palouse landscape and ecosystems, including watersheds and changing floodplains
 - Interest in minimizing environmental disruption
 - 6. Property and land impacts**
 - Statements about impacts to residential neighborhoods, private property, farms, and public land
 - Concerns about how routes affect access to and roadway safety near homes, businesses, schools, and recreational areas
 - 7. Evaluation criteria feedback**
 - Some feel the criteria are thorough and well thought out
 - Interest in how priorities and factors like cost, environment, and community impact are balanced

Frequently Asked Questions

The study team provided responses to frequently asked questions and common themes. The following responses were posted to the study website.

GENERAL THEMES

1. What problem is this study trying to solve, and what are the goals (safety, congestion, freight, bike/pedestrian)?

Before identifying potential improvements, the study team worked with tribes, agencies, stakeholders, and the public to define the transportation issues that need to be addressed and to help shape the goals the study should try to solve. The [Purpose & Need statement](#) guides the development and evaluation of potential solutions throughout the study. **In summary, this study is focused on addressing existing and future traffic congestion, improving safety and freight mobility, and enhancing travel options, where appropriate, for people walking, biking, and driving along the corridor.**

2. What is the study timeline? What happens in Level 3 (the final evaluation phase) that is anticipated for fall 2026?

The US-95 Palouse Region Study is following the Planning and Environmental Linkages (PEL) process (see timeline on the [study website](#)) to streamline planning and environmental decision-making in preparation for future environmental reviews, such as the National Environmental Policy Act (NEPA) review.

This PEL process includes three screening levels as part of the central task of evaluating and refining the alternatives:

Level 1: Screened concepts for Purpose & Need and feasibility. The study team used generalized land use, planning, geotechnical, roadway engineering, traffic, safety, and environmental data. Concepts that did not meet Purpose & Need or that had a fatal flaw (an impact or combination of impacts that prohibit

a concept from being built) were eliminated. Level 1 screening concluded in 2025, and the results can be seen in the [Level 1 Screening Pamphlet](#).

Level 2: Compared concepts using qualitative and quantitative planning-level data and results include either Carried Forward, Eliminated, or Not Recommended concepts.

- **Gathered Data.** The study team gathered and analyzed refined datasets for each concept, including traffic analysis.
- **Performed Comparative Analysis.** The study team used the data to compare each concept's performance against the others, evaluating how well each concept met the study's Purpose & Need, feasibility, and goals while considering benefits and impacts.

The Level 2 screening concluded in 2026, and the results can be seen in the [Level 2 Screening Pamphlet](#).

Level 3: Now, we will analyze concepts using performance measures to refine recommendations.

Concepts carried forward from Level 2 will be refined to avoid and minimize impacts while meeting roadway design, operational, and traffic needs. This will take place in the coming months and a public meeting to share those findings is anticipated in late 2026.

At the conclusion of this study anticipated for early 2027, the US-95 study team may propose short- and long-term improvements that, if funded, could progress through a NEPA process. These may include multiple reasonable concepts that will be called alternatives in later phases. General timelines for next steps, including opportunities for current or future funding, will be determined with the final recommendation of improvements.

However, several near-term projects, identified as a result of community outreach for this study and the SH-8 Traffic Study, have already been programmed by ITD:

- New traffic signal at Mountain View Drive and SH-8
- Pedestrian improvements with the Little Bear Creek Bridge Replacement in Troy
- In partnership with the City of Moscow, a new crosswalk near Gritman Medical Center and sidewalks at the US-95 and SH-8 intersection

ITD and Latah County have additional ongoing studies and design and construction projects that may overlap with our study areas. Those projects may be seen by visiting [Latah County Projects, 2024–Early Development](#). Visit itd.idaho.gov/projects/ for information about all ITD projects.

3. Has an alternative route been chosen and how did you rank options?

The study is still ongoing. In Level 3, the study team will continue to refine concepts that passed through Level 2 screenings and improve them to:

- Focus on the highest-performing intersection locations along SH-8 and US-95.
- Connect the refined intersection locations identified as top performers in the density analysis.
- Eliminate redundant or lower-performing combinations.
- Reduce corridor length where possible to increase efficiency and reduce impacts.
- Minimize property and environmental impacts while preserving congestion relief potential.

Criteria and scoring for Level 2 may be found here, [Level 2 Evaluation Scoring](#), where you can see the categories along the top and the scoring per concept to understand the considerations that drove the rankings.

4. How will neighborhood and property impacts be considered and handled throughout the process?

As part of the project development process for the PEL study Level 2 Screening and data collection (and future studies), the study team considered the potential for each concept to:

- Avoid and minimize property impacts
- Minimize property impact costs
- Support local and regional planning efforts
- Connect with future projects
- Provide ease of implementation, including permitting, construction complexity, and duration
- Proceed with phased implementation

In Level 3, the study team will continue to review concepts that passed through Level 2 screenings and refine them by the criteria described in Question 3, which includes minimizing property impacts. The study team recognizes that a new highway corridor through currently undeveloped areas has the potential for impacts. We'll evaluate neighborhood, property, environmental, and community impacts as we develop and refine alternatives through the PEL and any future NEPA process. Detailed studies and coordination with agencies, property owners, stakeholders, and the public will guide decisions that meet the study's Purpose & Need while avoiding and minimizing impacts as much as practicable. Public input will continue throughout future phases.

Ultimately, potentially affected property owners are consulted during ITD's right of way process that typically occurs during the design process of a project. At the conclusion of this study, anticipated for early 2027, the US-95 study team may propose short- and long-term improvements that, if funded, would progress through a NEPA process before reaching the design phase. General timelines for next steps, including opportunities for current or future funding, will be determined with the final recommendation of improvements.

5. How may downtown Moscow be affected, and are economic impacts being evaluated?

Economic impacts — including potential effects on downtown Moscow businesses, customer access, and local connectivity — are an important consideration throughout the study process. Additionally, supporting safety and mobility, and economic opportunity in the downtown Moscow community is an important part of this study.

From the study's Purpose & Need through each level of screening, the study team is evaluating a range of factors related to economic and community impacts alongside traffic flow, safety, and regional connectivity. This includes assessing how potential corridor concepts could affect access to businesses, travel patterns, freight movement, and the overall function of downtown Moscow.

The new corridor concepts being studied are intended to improve regional mobility by reducing through-traffic congestion in downtown Moscow, particularly for travelers who are not stopping locally.

By shifting some regional trips away from downtown streets, the study team anticipates improved access, circulation, and reliability for local users, customers, employees, and deliveries within the downtown area.

The economic study completed as part of the PEL and NEPA process would evaluate the potential effects of the proposed alternative route on surrounding communities, including the community with modified highway access. The analysis would consider factors such as changes in traffic patterns and access, potential effects on local businesses and economic activity, property and land use impacts, regional growth and development trends, and potential changes in community connectivity. The study would rely on progressively more detailed traffic, demographic, land use, and economic data as it advances through future phases.

Available research and case studies developed by Federal Highways Administration (FHWA) and state transportation agencies indicate that alternative highway routes do not uniformly result in long-term adverse economic impacts to communities with modifications to highway access. Studies have found that while some highway-oriented businesses may experience changes in travel patterns, overall community economic vitality is often influenced more heavily by local and regional population, resident activity, destination travel, land use, and broader economic conditions.

The results of the analysis, together with stakeholder coordination and public input, would help inform the evaluation and refinement of alternatives and identify opportunities to avoid, minimize, or mitigate potential adverse community and economic impacts.

6. Are specific safety improvements being considered at community-identified hotspots?

Yes, both safety and spot improvements are being considered. As a result of community outreach for this study and the SH-8 Traffic Study, several projects have already been programmed by ITD:

- New traffic signal at Mountain View Drive and SH-8
- Little Bear Creek Bridge in Troy
- In partnership with the City of Moscow, a new crosswalk near Gritman Medical Center and sidewalks at the US-95 and SH-8 intersection

We heard from the public specific locations including Phillips Farm Park, Pine Crest, and Waste Transfer Station access. These, along with others, will be studied through the on-alignment improvements passed through Level 2 screening. The study team will continue to analyze a range of options including:

- Passing lanes
- Turn lanes
- Roadway signage
- Wildlife movement
- Geometric improvements
- Signal improvements
- Urban walking and biking improvements

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

7. How will bike and pedestrian improvements be addressed in the outcomes of this study?

Bike and pedestrian mobility have been an important consideration throughout the study process. The study is evaluating how potential alternative route concepts could affect existing and future bicycle and pedestrian connections, including access to neighborhoods, schools, parks, downtown Moscow, the University of Idaho, and regional trail systems.

As alternatives are developed and screened, the study team will identify opportunities to improve safety, connectivity, and multimodal travel accommodations. This may include recommendations for new or enhanced sidewalks, shared-use paths, crossings, bicycle facilities, or connections to planned local and regional networks. ITD does not require every highway to include sidewalks or bike lanes, but it does require that bike and pedestrian needs be evaluated during project development and incorporated where appropriate for the roadway context and function.

The study will also coordinate with local and regional transportation plans, community goals, and stakeholder input to help ensure that future transportation improvements support safe and accessible travel options for all users, not just motorists. This includes not precluding multimodal options that may be planned or built by others.

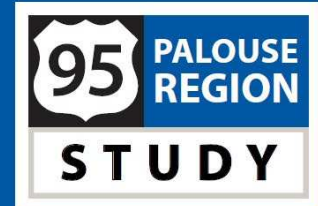
Appendix A. Notification Materials

- Postcard
- Newspaper Display and Online Ads
- News Release
- Social Media Posts
- Emails
- Media Coverage

Postcard

YOU'RE INVITED

Join us to learn more about the refined transportation concepts and to provide input on the final evaluation criteria.



JOIN US FOR A PUBLIC MEETING

In Person: March 26

Online: March 19 – April 9

(see other side for details)



US-95 Palouse Region Study ➤ Since the last meeting in June 2025, ITD has refined the transportation concepts from community input and additional data collection and analysis. Join us to learn more, ask questions, and provide input as we move toward the final evaluation phase in fall 2026.



IN PERSON

March 26, 2026

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

ONLINE

March 19 – April 9, 2026

Public meeting content and a survey will be available online at us95sh8.com



Questions?

Please visit the new website at itd.idaho.gov/project/us-95-palouse-region-study/, email us at info@us95sh8.com, or call 208-799-4218.

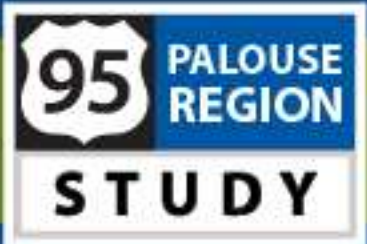
Individuals who need special accommodations should contact CivilRights@itd.idaho.gov or 208-334-8884.

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



The US-95 Study was initiated to evaluate potential transportation solutions for the current and future needs of the area.

Newspaper Display Ad



YOU'RE INVITED

Join ITD for a public meeting

Click to learn more

IN PERSON

March 26, 2026
Best Western Plus University Inn, Moscow
Drop in anytime between 4 and 7 p.m.

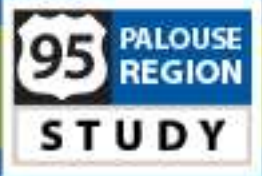
ONLINE

March 19 – April 9, 2026
www.us95sh8.com

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



Online Ads



YOU'RE INVITED

Join ITD for a public meeting

Click to learn more

.....

In person: March 26, 2026, 4 to 7 p.m.
Best Western Plus University Inn, Moscow

Online: March 19 – April 9, 2026
www.us95sh8.com





YOU'RE INVITED

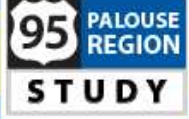
Join ITD for a public meeting

Click to learn more

In person: March 26, 2026, 4 to 7 p.m.
Best Western Plus University Inn, Moscow

Online: March 19 – April 9, 2026
www.us95sh8.com





YOU'RE INVITED

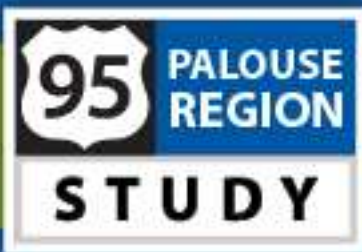
Join ITD for a public meeting

Click to learn more

In person: March 26, 2026, 4 to 7 p.m.
Best Western Plus University Inn, Moscow

Online: March 19 – April 9, 2026
www.us95sh8.com





YOU'RE INVITED

Join ITD for a public meeting

Click to learn more

IN PERSON

March 26, 2026

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

ONLINE

March 19 – April 9, 2026

www.us95sh8.com

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



News Release



3/12/2026

Sky Buffat
ITD Communication
208.488.0240
sky.buffat@itd.idaho.gov

ITD invites the community to provide input for US-95 Palouse Region Study both in person and on-line

MOSCOW, Idaho — The Idaho Transportation Department invites community members to attend an upcoming public meeting on March 26 to learn more about refined transportation concepts for the US-95 Palouse Region Study in Latah County between Snow Road and the Latah/Benewah County line.

With projected traffic volumes and anticipated growth in the area, the US-95 Palouse Region Study was 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, as well as community feedback received during previous public meetings, and additional data collection and analysis, the study team is now sharing refined transportation alternatives for US-95 to serve the Palouse Region through the future. This public meeting is an opportunity to learn more, ask questions, and provide input as the study moves toward the final evaluation phase in fall 2026.

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

Online: Available before the open house from March 19 through April 9 at us95sh8.com.

In Person: March 26. Drop in anytime between 4 and 7 p.m. at Best Western Plus University Inn, Moscow.

Input is encouraged via the in-person comment form or online survey from March 19 through April 9.

“The feedback we receive helps shape the direction of this study,” Project Manager Janet Zarate said. “As we evaluate concepts, continued public input will ensure the potential solutions reflect the needs and priorities for transportation in the Palouse Region.”

For more information about the US-95 Palouse Region Study, visit itd.idaho.gov/project/us-95-palouse-region-study/.



###

Social Media Posts

Facebook

March 19, 2026 — Invitation to Public Meeting #3

**Idaho Transportation Department** 
March 19 at 3:00 PM · 

****US-95 Palouse Region Study Public Meeting Notice****

Online meeting open now! Visit us95sh8.com to view information and submit comments until April 9.

Join us in person to learn more, ask questions, and provide input on refined transportation concepts as we move toward the final evaluation phase in fall 2026. Your feedback is an important part of shaping the future of US-95.

Date and Time: March 26, drop in anytime between 4 and 7 p.m.

Location: Best Western Plus University Inn, Moscow — 1516 West Pullman Rd, Moscow

See you there!



 9 1  9 

 Like  Comment

March 25, 2026 — Invitation to Public Meeting #3 Reminder



Idaho Transportation Department ✓

5d · 🌐

****Reminder: US-95 Palouse Region Study Public Meeting Tomorrow!****

Join us to learn more, ask questions, and provide input on the refined transportation concepts for the US-95 Palouse Region Study.

Date/Time: March 26, drop in between 4 and 7 p.m.

Location: Best Western Plus University Inn, Moscow — 1516 West Pullman Rd, Moscow

You can also participate and submit feedback by April 9 at us95sh8.com.



👍 Like

💬 Comment

April 2, 2026 — Public Meeting #3 Reminder for Comments

Idaho Transportation Department's Post



Idaho Transportation Department ✓

April 2 at 3:00 PM · 🌐

****REMINDER: One week left to share your thoughts on the US-95 Palouse Region Study!****

Thank you to everyone who attended the public meeting on March 26 and participated online. Your feedback continues to be an important part of shaping this study.

If you haven't commented, view the information and provide your feedback by April 9 at us95sh8.com.

Questions? Email us at info@us95sh8.com.



👍❤️😮 9

3 shares

👍 Like

💬 Comment

X

March 19, 2026 — Invitation to Public Meeting #3



Idaho Transportation Department

@IdahoITD

US-95 Palouse Region Study public meeting March 26 in Moscow! Drop in between 4 and 7 p.m., at Best Western University Inn to review refined concepts and share input. Can't attend? Join and submit feedback by April 9 at us95sh8.com.



ALT

3:00 PM · Mar 19, 2026 · **234** Views



March 25, 2026 — Invitation to Public Meeting #3 Reminder



Idaho Transportation Department ✓
@IdahoITD

US-95 Palouse Region Study public meeting tomorrow in Moscow! Drop in March 26, 4–7 p.m., at Best Western University Inn to review refined concepts and share input. Can't attend? Join and submit feedback by April 9 at us95sh8.com.



12:00 PM · Mar 25, 2026 · **238** Views



April 2, 2026 — Public Meeting #3 Reminder for Comments



Idaho Transportation Department ✓

@IdahoITD

REMINDER: One week left to share input on the US-95 Palouse Region Study! Thanks to everyone who attended the March 26 meeting or participated online. View materials and comment by April 9 at us95sh8.com.



ALT

3:00 PM · Apr 2, 2026 · **268** Views



Emails

US-95 Palouse Region Study — Public Meeting on March 26

US-95 SH-8 info@us95sh8.com

Mar 19, 2026, 2:20 PM

Greetings,

Thank you to those of you who participated in the working group session for the US-95 Palouse Region Study on March 11. If you were unable to join us, there are more opportunities to hear updates and provide your feedback.

The Idaho Transportation Department is hosting a public meeting on March 26 to provide updates on the refined transportation concepts developed with the help of community input from our working groups, the April 2024 and June 2025 public meetings, and additional data collection and analysis. Join us to learn more, ask questions, and provide input as we move toward the final evaluation phase in fall 2026:

- Thursday, March 26, 2026
- Drop in between 4 and 7 p.m.
- Best Western Plus University Inn (1516 West Pullman Rd, Moscow)

Unable to attend in person? Starting March 19, join us online at us95sh8.com to view the same information and submit comments before April 9.

We have included outreach copy below and attached a shareable public meeting invitation that you can distribute through your communication channels. We appreciate your help in increasing the reach of the invitation and participation throughout the Palouse Region.

Outreach Copy:

Version 1:

ITD is hosting a public meeting for the US-95 Palouse Region Study. To learn more, ask questions, and provide input, join us in person on March 26 in Moscow or view the information online March 19 through April 9: us95sh8.com.

Version 2:

ITD wants your input on the refined transportation concepts as the US-95 Palouse Region Study moves toward the final evaluation phase. Join us in person on March 26 in Moscow for a public meeting or view the information online from March 19 through April 9: us95sh8.com.

Thank you,

US-95 Palouse Region Study Team

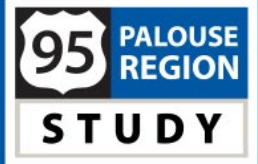
[US-95 Palouse Region Study | Idaho Transportation Department](#)

Email Attachment: Shareable Social Media Content



The graphic is a promotional banner for a public meeting. It features a blue header with the text "JOIN US FOR A PUBLIC MEETING" in white. To the right of the text are two logos: the Idaho Transportation Department logo and the "95 PALOUSE REGION STUDY" logo. Below the header, the background is split into a green left section and a photograph of a winding road on the right. The green section contains two options: "IN PERSON" with the date "March 26" and location "Best Western University Inn, Moscow" with the time "Drop in anytime between 4 and 7 p.m.", and "ONLINE" with the date range "March 19 – April 9" and the website "www.us95sh8.com".

**JOIN US FOR A
PUBLIC MEETING**

IN PERSON **March 26**
Best Western University Inn, Moscow
Drop in anytime between 4 and 7 p.m.

ONLINE **March 19 – April 9**
www.us95sh8.com



Preview

Create Single Send

Edit

Subject: US-95 Palouse Region Study Upcoming Public Meeting, New Website and FAQs**Preheader:** Announcements to Share

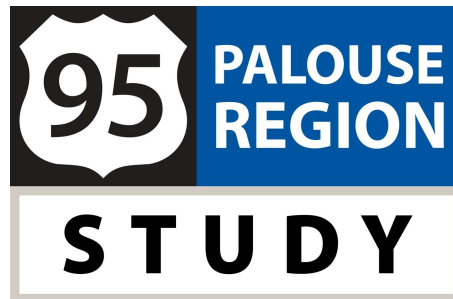
Desktop



Mobile



Plain Text



Upcoming Public Meeting, New Website, and Frequently Asked Questions

We have some announcements to share:

- Please save the date for the next US-95 Palouse Region Study public meeting, scheduled for March 26, 2026. Additional details will be shared soon.
- ITD has a new and improved website: itd.idaho.gov. For quick access, be sure to save the new US-95 Palouse Region Study page: itd.idaho.gov/project/us-95-palouse-region-study/

Thank you to everyone who participated in person and online in the US-95 Palouse Region Study public meeting this past summer. A summary documenting the meeting and input received is now available online. The document and study webpage also include responses to FAQs and common themes raised by the community.

Your input is an integral part of the study process, and we appreciate your continued involvement.

[Link to Summary](#)



YOU'RE INVITED

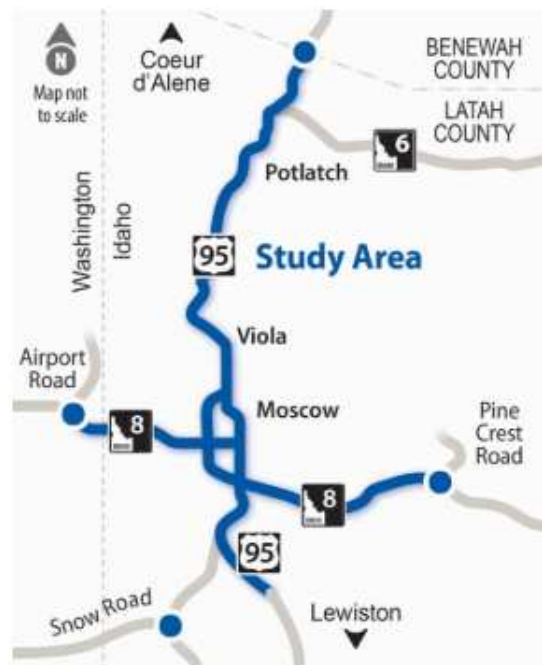
Since the last meeting in June 2025, the Idaho Transportation Department has refined the transportation concepts from community input and additional data collection and analysis. Join us at a public meeting to learn more, ask questions, and provide input as we move toward the final evaluation phase in fall 2026:

- Thursday, March 26, 2026
- Drop in anytime between 4 and 7 p.m.
- Best Western Plus University Inn – 1516 West Pullman Rd, Moscow

Unable to attend in person? Starting March 19, visit us95sh8.com to view the same information and submit comments before April 9.

Your feedback continues to be an important part of shaping this study.

Project website: itd.idaho.gov/project/us-95-palouse-region-study/



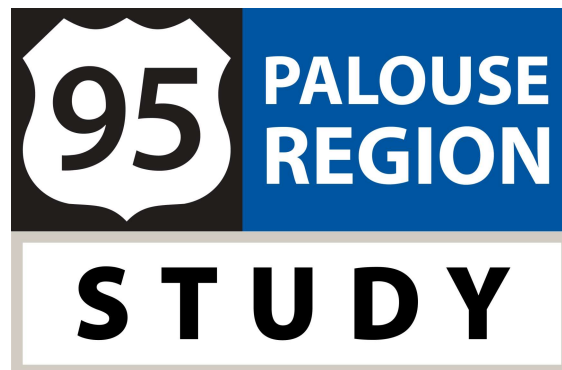
Public Meeting Tomorrow – US-95 Palouse Region Study!

From US-95 Palouse Region Study <info@us95sh8.com>

Date Wed 3/25/2026 9:31 AM

To Abbey Gatlin <abbey.gatlin@horrocks.com>

This Message is from an external sender.



Meeting Reminder

Join us tomorrow for the US-95 Palouse Region Study public meeting!

- Thursday, March 26, 2026
- Drop in anytime between 4 and 7 p.m.
- Best Western Plus University Inn – 1516 West Pullman Rd, Moscow

Unable to attend in person? Visit the US-95/SH-8 study website at us95sh8.com to view information and submit comments by April 9.

Your feedback continues to be an important part of shaping this study.



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

Reach us by email:

info@us95sh8.com

Learn more about the project:

itd.idaho.gov/project/us-95-palouse-region-study



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

Media Coverage

<https://www.dailyfly.com/2026/03/19/itd-seeks-input-on-us-95-palouse-study/>



DAILYFLY



CLARKSTON, WA
LEWISTON, ID
GRANGEVILLE, ID
CRAIGSMONT, ID
GENESEE, ID
KOOSKIA, ID
MOSCOW, ID
OROFINO, ID
WEIPPE, ID

[CLICK HERE TO ENROLL](#)

ITD seeks input on US-95 Palouse study

March 19, 2026 | Local News



Photo credit: Idaho Transportation Department

MOSCOW, ID — The Idaho Transportation Department is [asking](#) for public input on proposed improvements to U.S. Highway 95 in the Palouse region.

ITD seeks input on US-95 Palouse study

Photo credit: Idaho Transportation Department

<https://www.dailyfly.com/2026/03/19/itd-seeks-input-on-us-95-palouse-study/>

MOSCOW, ID — The Idaho Transportation Department is [asking](#) for public input on proposed improvements to U.S. Highway 95 in the Palouse region.

A public open house is set for March 26 from 4 to 7 p.m. at the Best Western Plus University Inn in Moscow, where updated transportation concepts for the corridor between Snow Road and the Latah/Benewah County line will be presented.

The study, launched in 2023, is focused on addressing future traffic growth and improving safety and mobility. Refined alternatives are based on earlier analysis and community feedback, with the project moving toward a final evaluation phase in fall 2026.

An online option will also be available March 19 through April 9 at us95sh8.com, with opportunities to review materials and submit comments.


[Home](#)
[Weekly Newsbrief](#)
[Moscow News](#)
[Latah County News](#)
[Idaho News](#)
[Local Highlights](#)
[Community](#)
[About](#)
[Home](#) » [Community](#) » [US-95 Ring Road Public Meetings Set; Troy Hwy 8 Gets Separate, Smaller Study](#)

US-95 Ring Road Public Meetings Set; Troy Hwy 8 Gets Separate, Smaller Study

March 17, 2026

MOSCOW – Two public meetings, one online and one an in-person open house, will be held this month to present alternatives and receive feedback concerning a US-95 ring road to divert heavy north-south traffic around Moscow.

The online meeting will be March 19 and will be available to view live and through April 9. It can be accessed at <https://www.us95sh8.com/>

The open house will be 4-7 p.m. March 26 at the Best Western Plus University Inn, 1516 Pullman Rd., in Moscow.

The **US-95 Palouse Region Study** (<https://itd.idaho.gov/project/us-95-palouse-region-study/>) by the Idaho Department of Transportation (ITD) originally included US-95 between Snow Road to the south and the Latah County/Benewah County line to the north, as well as SH-8 from Snow Road to the west and the town of Troy to the east.

FOLLOW US

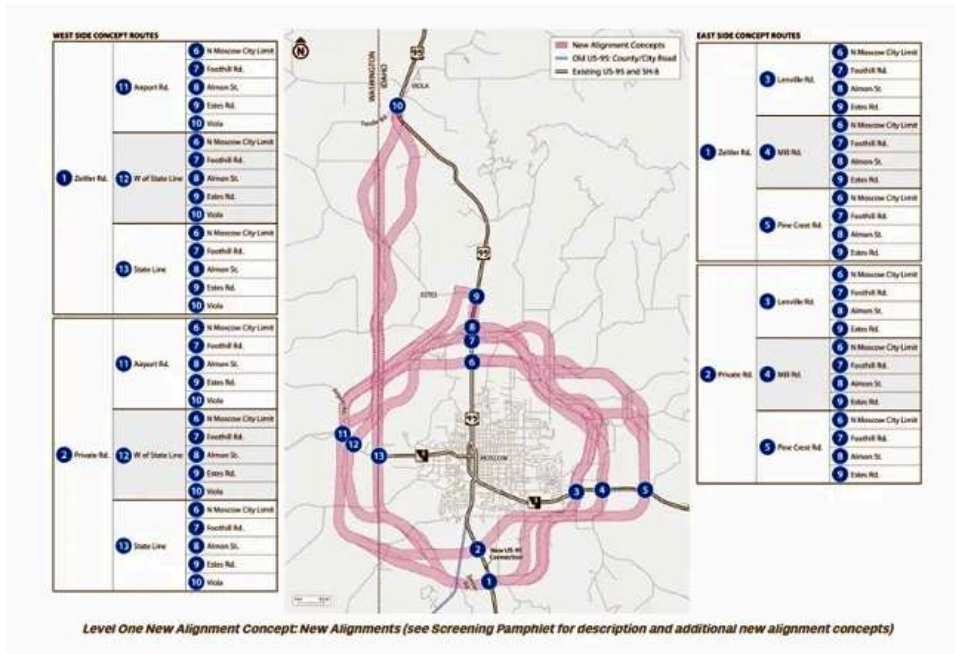


Sponsors

WHAT IF YOUR MEDICAL CARE COULD BE:

- Personal
- Accessible
- Affordable
- Transparent

Better



won't use the ring road.

* When considering the area around Moscow in four quadrants, the least heavily traveled is the northeast quadrant, in the area of north Mountain View Road, and the most heavily traveled is the northwest quadrant.

* Under- and overpasses likely will be needed to situate the bypass amid already existing roadways.

* Many more studies must be done and much more data collected for a project of this scope. With a state budget deficit and federal funds unlikely, work won't begin or be done for decades – perhaps not by the projected completion of 2050 and likely “not in my lifetime,” said Baird Spencer.

Tags: City of Moscow, ITD, public meeting, Roads

Related Posts



Local Political
Signs Vandalized



Obituary: Vern
Melvin Pelton



The Girl Scouts
Stop By City Hall

About The Author



Cynthia King

Cynthia King grew up in Moscow and earned a journalism degree from the University of Idaho. She worked 20 years reporting and editing for the daily newspaper in Helena, Mont., and 14 years for WSU News.

ITD Seeks Public Input on US-95 Palouse Study

Proposed improvements to the highway corridor will be presented at an open house on March 26.

Mar. 19, 2026 at 11:51pm

ITD Seeks Public Input on US-95 Palouse Study

Proposed improvements to the highway corridor will be presented at an open house on March 26.

[Mar. 19, 2026 at 11:51pm](#)

The Idaho Transportation Department is asking for public input on proposed improvements to U.S. Highway 95 in the Palouse region. A public open house is set for March 26 from 4 to 7 p.m. at the Best Western Plus University Inn in Moscow, where updated transportation concepts for the corridor between Snow Road and the Latah/Benewah County line will be presented.

Why it matters

The study, launched in 2023, is focused on addressing future traffic growth and improving safety and mobility along the critical US-95 corridor in the Palouse region. Community feedback will help shape the final evaluation and recommendations.

The details

Refined alternatives for the US-95 corridor are based on earlier analysis and community feedback, with the project moving toward a final evaluation phase in fall 2026. An online option will also be available March 19 through April 9 at us95sh8.com, where the public can review materials and submit comments.

- The public open house is set for March 26, 2026 from 4 to 7 p.m.
- The online feedback period will be open from March 19 to April 9, 2026.

The players

Idaho Transportation Department

The state agency responsible for managing and improving Idaho's transportation infrastructure.

What's Next

The project will move toward a final evaluation phase in fall 2026 based on the public input received.

The Takeaway

This public input process is an important opportunity for Palouse residents to help shape the future of the critical US-95 corridor, which plays a vital role in the region's transportation network and economic development.

📢 Share your input on US-95 Palouse Region plans by April 9



The Idaho Transportation Department is asking for community feedback on future improvements to **US-95 in the Palouse Region**. You can join an **in-person open house on March 26** from **4–7 p.m.** at the **Best Western Plus University Inn in Moscow**, or review the same materials and share your thoughts **online at us95sh8.com** from **March 19 through April 9**.

The study covers the stretch of US-95 between **Snow Road and the Latah/Benewah County line** and aims to improve safety, mobility, and economic opportunity as the area grows. Your comments will help shape the final recommendations expected in **fall 2026**.

ITD Seeks Public Input for US-95 Palouse Region Study

March 26, 2026 [Idaho Transportation Department](#), [Latah County](#), [Moscow](#), [News](#), [Traffic](#), [Transportation](#), [Travel](#)



The Idaho Transportation Department invites community members to attend an upcoming public meeting tonight (Thur) March 26 to learn more about refined transportation concepts for the US-95 Palouse Region Study in Latah County between Snow Road and the Latah/Benewah County line.

With projected traffic volumes and anticipated growth in the area, the US-95 Palouse Region Study was 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, as well as community feedback received during previous public meetings, and additional data collection and analysis, the study team is now sharing refined transportation alternatives for US-95 to serve the Palouse Region through the future. This public meeting is an opportunity to learn more, ask questions, and provide input as the study moves toward the final evaluation phase in fall 2026.

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

Online: Available now through April 9 at us95sh8.com.

In Person: Tonight (Thur), March 26. Drop in anytime between 4 and 7 p.m. at Best Western Plus University Inn, Moscow.

Input is encouraged via the in-person comment form or online survey through April 9.

“The feedback we receive helps shape the direction of this study,” Project Manager Janet Zarate said. “As we evaluate concepts, continued public input will ensure the potential solutions reflect the needs and priorities for transportation in the Palouse Region.”

For more information about the US-95 Palouse Region Study, visit itd.idaho.gov/project/us-95-palouse-region-study/.

Tags: [itd](#), [U.S. Highway 95 Palouse Region Study](#)

ITD Seeks Public Input for US-95 Palouse Region Study

Community members invited to learn about transportation concepts and provide feedback.

The Idaho Transportation Department is hosting a public meeting and online survey to gather input on refined transportation concepts for the US-95 Palouse Region Study in Latah County, Idaho. The study aims to improve safety, mobility, and economic opportunity in the region.

Why it matters

With projected traffic growth in the area, the study will guide future investments to address transportation needs and community goals along the US-95 corridor. Public feedback is crucial to ensure the potential solutions reflect the priorities of the Palouse Region.

The details

The study team is sharing refined transportation alternatives for US-95 based on previous public input, data collection, and analysis. Community members can learn more about the concepts, ask questions, and provide feedback at an in-person meeting or through an online survey.

- The public meeting is scheduled for Thursday, March 26, 2026 from 4 to 7 p.m.
- The online survey and feedback opportunity is available from March 26 through April 9, 2026.

The players

Idaho Transportation Department

The state agency responsible for managing and improving transportation infrastructure in Idaho.

Janet Zarate

The project manager for the US-95 Palouse Region Study.

[Got photos? Submit your photos here.](#) ›

What they're saying

“The feedback we receive helps shape the direction of this study. As we evaluate concepts, continued public input will ensure the potential solutions reflect the needs and priorities for transportation in the Palouse Region.”

— Janet Zarate, Project Manager

What's next

The study team will evaluate the public feedback received and move toward the final evaluation phase in fall 2026.

The takeaway

This public input process is crucial for the Idaho Transportation Department to develop transportation solutions that address the specific needs and priorities of the Palouse Region community.

Appendix B. Meeting Materials

- Public Meeting Boards
- Level 2 Screening Pamphlet
- Contact Card
- Comment Form
- Online Public Meeting PDF

WELCOME

US-95 Palouse Region Study

The purpose of this meeting is to:

- Share refined transportation concepts from community input, additional data collection, and analysis
- Ask for your input as we move toward the final evaluation phase in fall 2026



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 the QR code)



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

Overview and Updates

US-95 Palouse Region Study

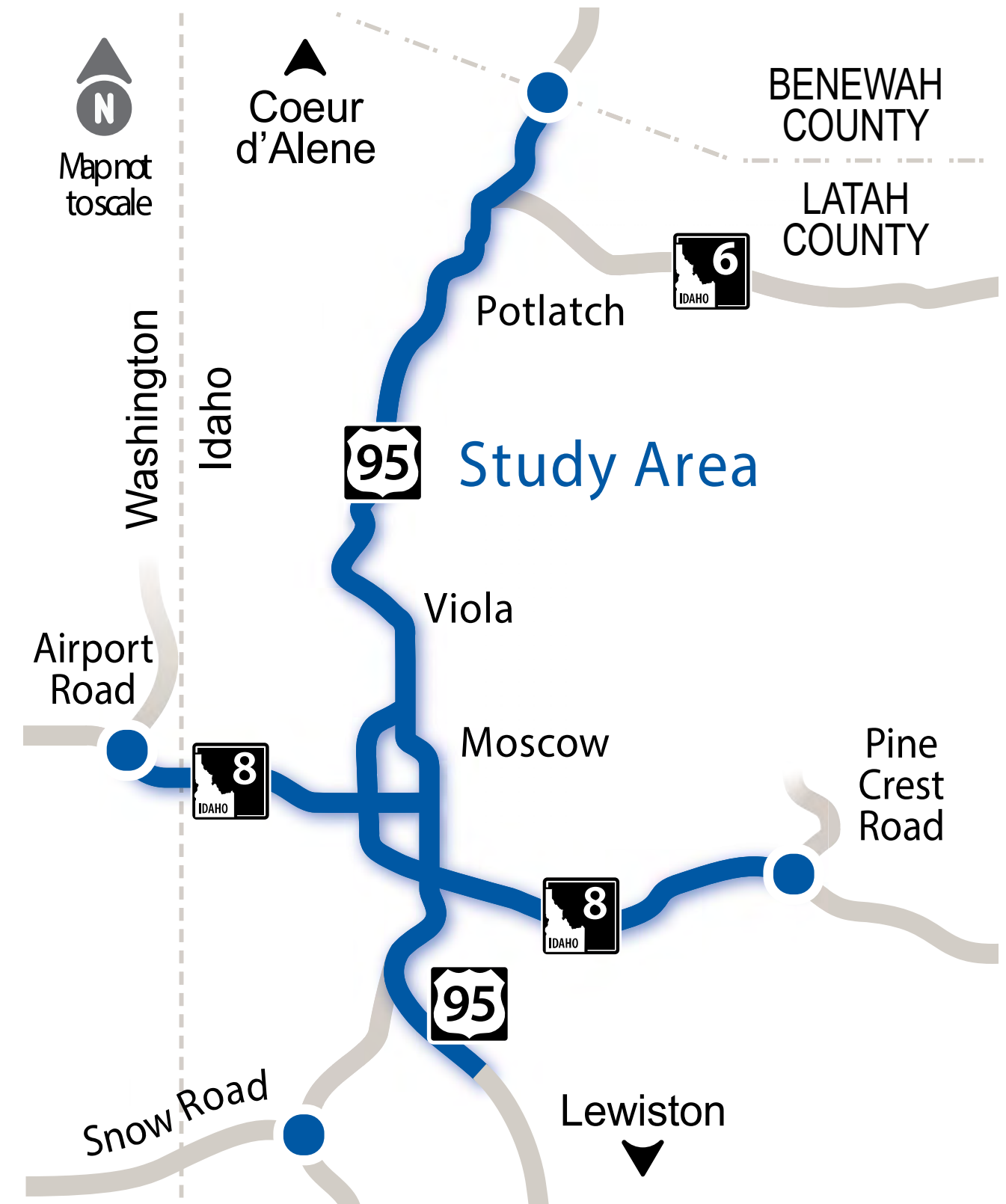
The US-95 Study is following the Planning and Environmental Linkages (PEL) process. The intent of the study is to help ITD determine investments in the transportation network that will improve safety, mobility, and economic opportunity in the region.

- Level 1 Screening was completed in summer 2025
- Level 2 Screening is in progress in spring 2026
- Level 3 Screening is anticipated in fall 2026

SH-8 Moscow to Troy – Traffic Study

After reviewing crash data, potential new alignments, initial traffic analysis, and public input, ITD has redefined the scope of the study needed from Moscow to Troy as a Traffic Study. More details about this separate study may be found on ITD's project website.

Traffic analysis for SH-8 from Airport Road to Pine Crest Road is included in the US-95 Palouse Region Study.



US-95 Vision and Draft Purpose & Need

The Vision and Purpose & Need Statements were reviewed by stakeholders, agencies, and the public in spring 2024, and their 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



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
- Stand-alone 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 needs of this study area

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.



Screening Process

Level 1 – Screened concepts for Purpose & Need and reasonability

The study team used generalized land-use planning, geotechnical, roadway engineering, traffic safety, and environmental data. Concepts that did not meet Purpose & Need or that had a fatal flaw (an impact or combination of impacts that prohibit a concept from being built) were eliminated. Additional Level 1 Screening details are available on the ITD project website.

Level 2 – Compared concepts using qualitative and quantitative planning-level data

- 1. Gathered Data.** The study team gathered and analyzed refined datasets for each concept, including traffic analysis.
- 2. Performed Comparative Analysis.** The study team used the data to compare each concept's performance against the others, evaluating how well each concept met the study's Purpose & Need, feasibility, and goals.

Results included:

Carried Forward: Considered reasonable and feasible, and may be considered for further evaluation in this study or subsequent NEPA review and project development.

Eliminated: Did not meet Purpose & Need, had a fatal flaw, or was considered unreasonable.

Not Recommended: Will not be evaluated further due to comparatively negligible benefits or higher impacts.

Level 3 – Will analyze concepts using performance measures to refine recommendations

Concepts carried forward may proceed into further design and the National Environmental Policy Act (NEPA) review to identify final recommendations. This study 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.



Recap: Level 1 Screening

Carried Forward Concepts/Options

Screened concepts may include one or more option (e.g., intersections, routes, or roadway elements, as detailed on individual concept displays). A total of 141 options were screened.

On Alignment

- **Rural Improvements**
 - Shoulder Widening, Passing Lanes, Turn Lanes, Roadway Signage, Wildlife Movements, and Geometric Improvements
- **Rural Widening**
- **Urban Improvements**
 - Access Management, Lane Reallocations, and Signal Operation Improvements
- **Urban Walking and Biking Improvements**
 - Connection to the Latah Trail, Bike Lanes on Roadways, Enhanced Pedestrian Crossing, and Mid-Block Crossing

New Alignment

- **New Corridors**
 - Moscow
 - Potlatch
- **New Routes for Urban Mobility**
 - A Street
 - Palouse River Drive
 - Styner Avenue

Eliminated Concepts/Options

- **Mountain View Drive to 6th Street**
- **Mountain View Drive to D Street**
- **Marked Crosswalks**
 - The Urban Walking and Biking Improvement Concept was carried forward as an element
 - One specific option, Marked Crosswalks, was eliminated



Level 2 Screening Criteria

Purpose & Need



Reduce Congestion

- Reduce congestion in downtown Moscow
- Improve roadway capacity
- Reduce travel times between Lewiston and Coeur d'Alene

Enhance Regional North-South Connection

- Provide a regional north-south connection that is not impacted by street parking

Accommodate Walking and Biking

- Accommodate safe, multimodal facilities and connections through downtown Moscow

Promote Safety

- Provide a facility that corrects geometric deficiencies in accordance with ITD standards
- Improve intersection safety, including at the US-95/3rd Street intersection or US-95/SH-8 intersection
- Include design features that have the potential to reduce crashes

Feasibility and Goals



Community

- Avoid and minimize property impacts
- Minimize property impact costs
- Support local and regional planning efforts

Environmental Resources

- Avoid and minimize impacts on the built environment resources
- Avoid and minimize impacts on the natural environment resources

Implementation

- Connect with future projects
- Consider ease of implementation (permitting, construction complexity, duration)
- Consider the ability to proceed with phased implementation



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

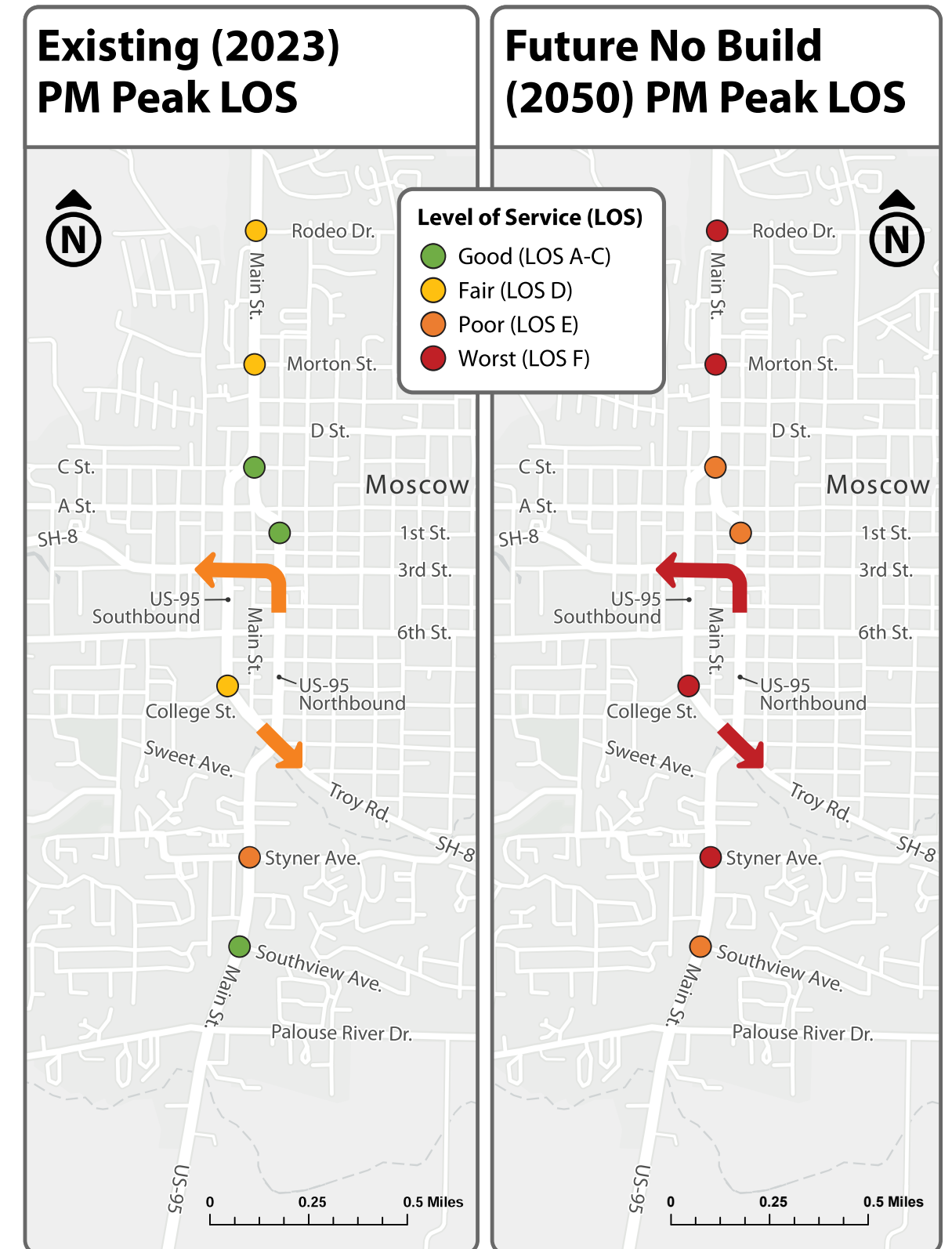
US-95 traffic flow would remain stable, but movements from side streets onto or across US-95 would experience significant delays at:

- 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 3rd Street.
- Eastbound from Jackson Street (US-95) onto SH-8. Queuing on Jackson Street will cause delays on College Street.



Level 2 Traffic Analysis Summary

Concepts/Options Carried Forward Through Traffic Analysis

- **New Corridors: 17 Concepts**
 - Northeastern corridor concepts did not provide traffic benefits compared with other corridors.
 - New corridor concepts to the south and west of Moscow met the Purpose & Need.
- **Rural Widening and Rural Improvement Concepts**
 - Both concepts passed through traffic analysis.
- **Signal Operation Improvements**

Additional information about these concepts will be detailed on the following displays.

Concepts/Options Eliminated Due to Traffic Analysis

On their own, these concepts do not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.

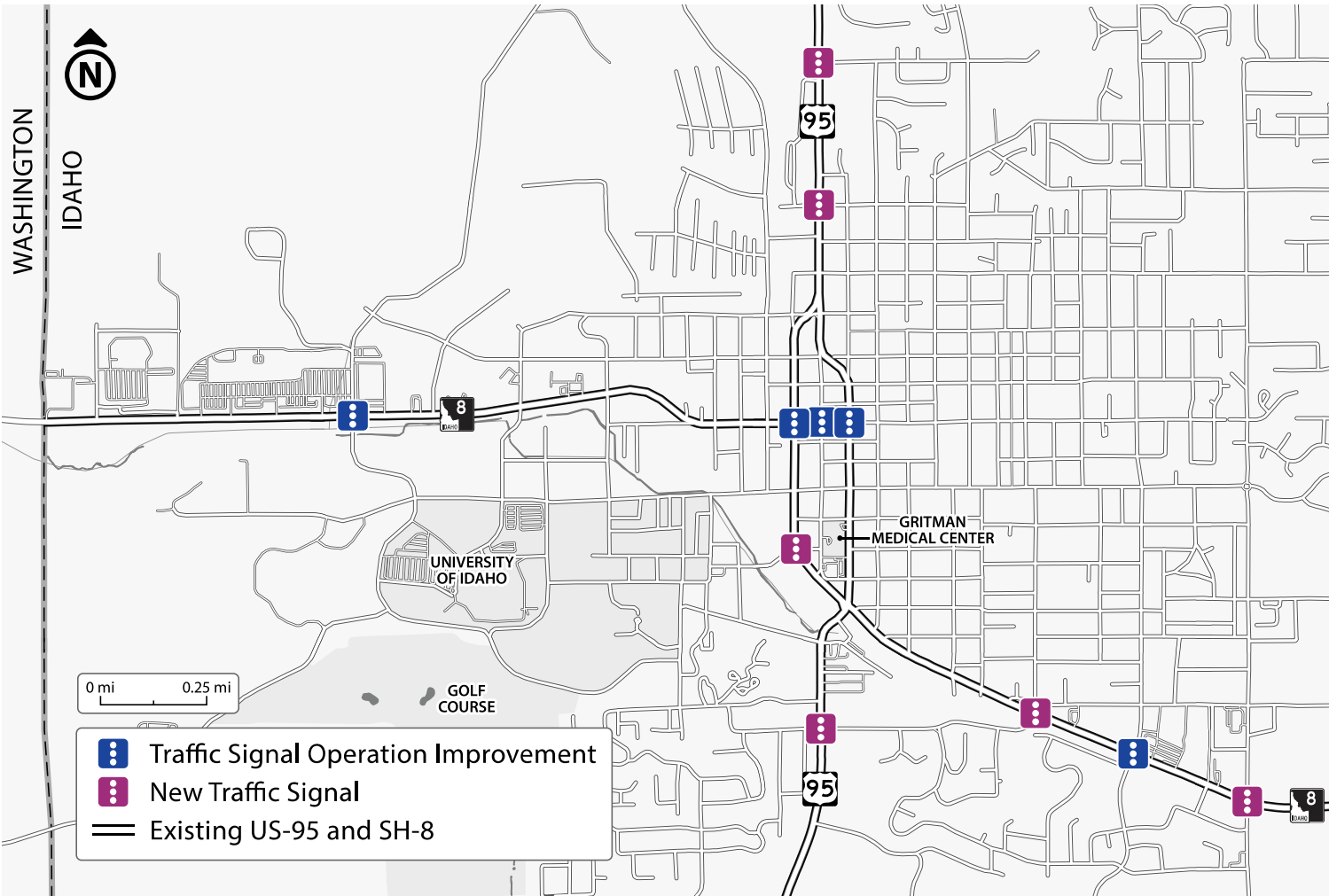
- **A Street**
- **Access Management**
- **Lane Reallocations**
- **Palouse River Drive**
 - As a stand-alone concept, Palouse River Drive did not meet traffic performance need. Palouse River Drive will be a component of several New Corridor Concepts in Level 3 and will potentially be addressed as an off-system improvement for other studies.
- **Styner Avenue**
 - Eliminating the Styner concept using traffic data does not preclude it from being analyzed as part of the crosswalk concepts that were carried forward.



Concept: Urban Improvements

Targeted Roadway Improvements in Moscow on the Current Highway Alignment

Option: Signal Operation Improvements
Level 2 Screening Result: Carried Forward



Key Components

Optimization of signal timing, including queue management and a review of the overnight flashing operation downtown, will be needed to recalibrate the network as part of any concept advanced out of Level 2 Screening, including the No Build option.

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

Results

The Signal Operation Improvements Option was carried forward for refinement in Level 3.



Concept: Urban Improvements

Targeted Roadway Improvements in Moscow on the Current Highway Alignment

Option: Urban Walking and Bike Improvements
Level 2 Screening Result: **Carried Forward**

Key Components

Targeted improvements for walking and biking facilities would be considered for the current highway system.

Results

While the details of specific improvement elements could be identified and refined in Level 3, we anticipate considering options such as:

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



Examples of a bike lane and crosswalk

New Corridor and Palouse River Drive Concepts

Level 2 New Corridors Considered

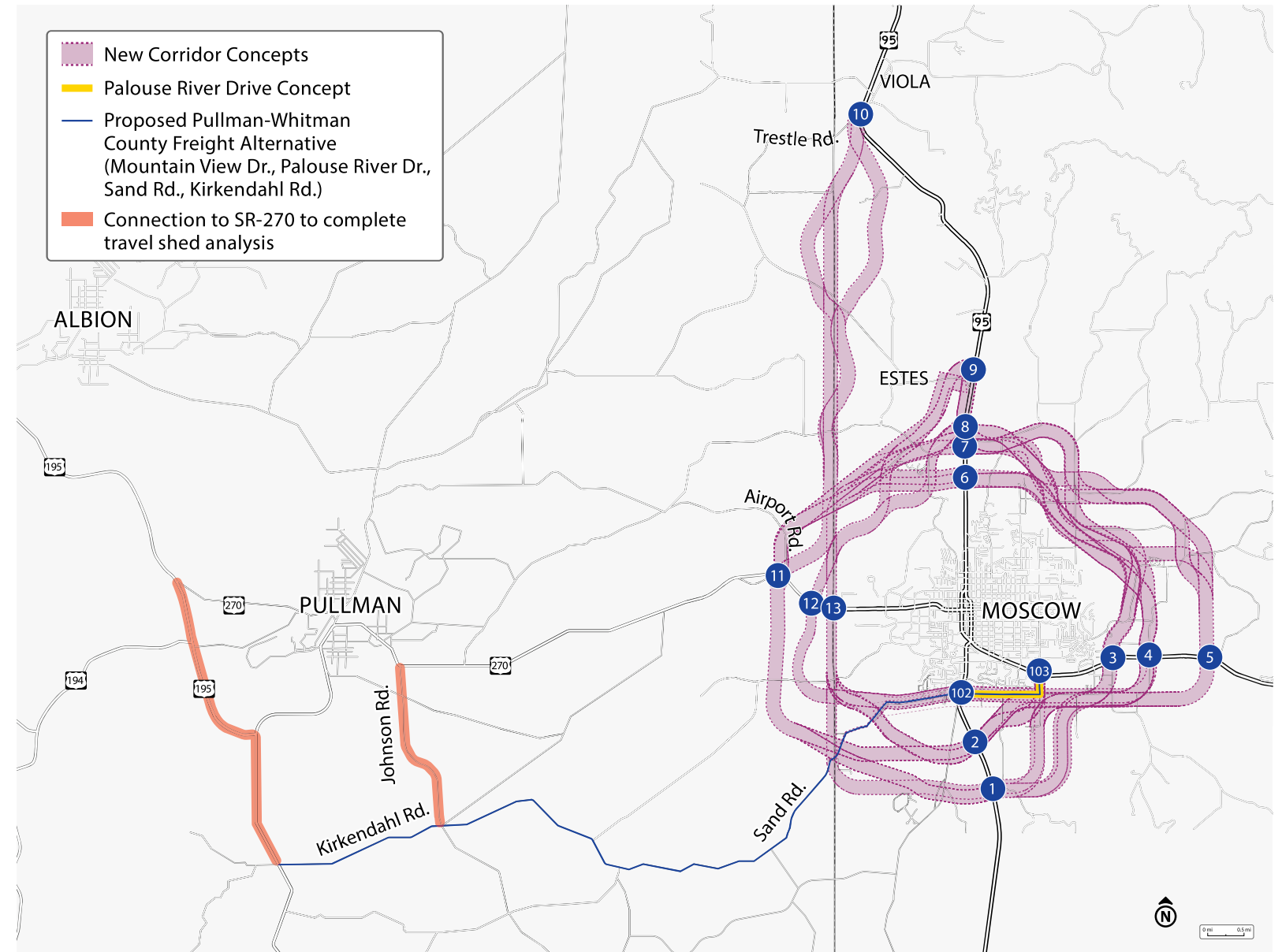
Thirteen intersections near Moscow and two near Potlatch passed Level 1 Screening.

In Level 2, Palouse River Drive was considered as:

- A stand-alone concept
- A connection to other New Corridors
- A component of the Pullman-Whitman County Freight Alternatives Study, which occurred concurrently with the US-95 Study and identified an off-system improvement for the on-system network for agricultural freight

Supporting the Pullman-Whitman Study

While the Pullman-Whitman Study's alternatives were not included as concepts in the US-95 Study, the traffic data associated with its preferred alternative provided important insights into freight movement and the potential impact on overall traffic patterns in the region.



Corridor widths and the associated impact areas presented herein are conceptual and intended for planning-level analysis only, and should not be relied upon for precise delineation or quantification of environmental impacts.



New Corridor Travel Times

Overview

Congestion mitigation is a primary purpose of this study.

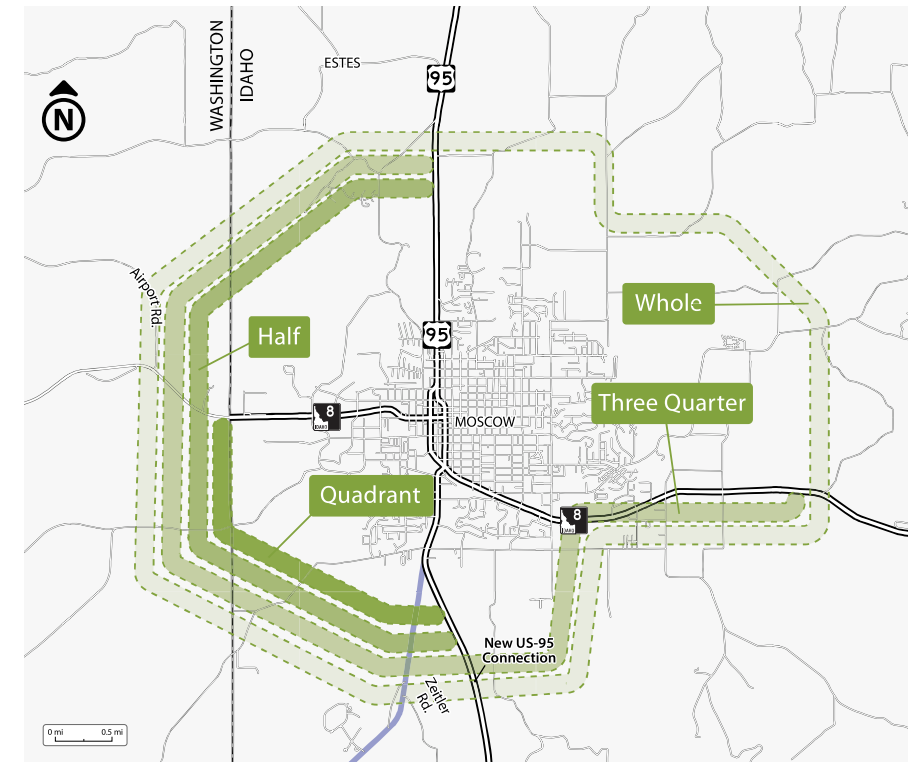
To analyze New Corridor Concepts and their ability to address congestion, we considered intersection combinations of quadrants, halves, three-quarters, and whole alignments.

Assessing Travel Time for New Corridors

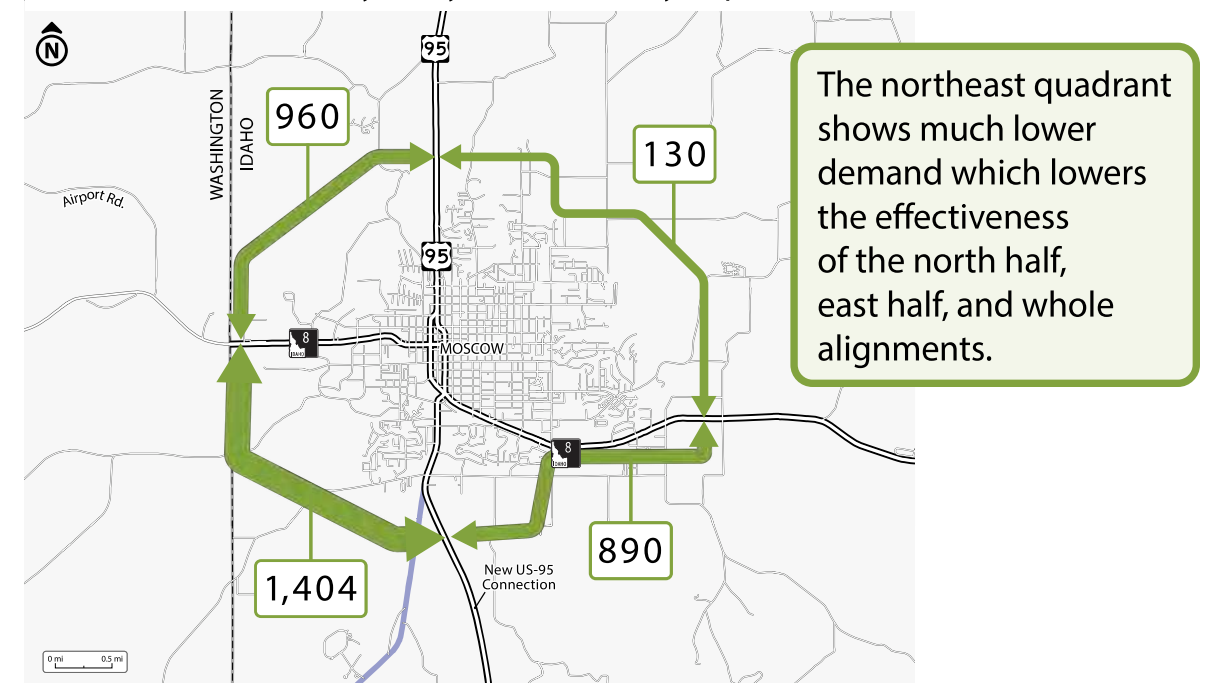
Travel time through downtown Moscow was assessed using Google Maps travel-time estimates for each Origin-Destination (O-D) pair. O-D measures the number of vehicles passing between two points.

Assumptions and Benchmarks

- Assumed drivers will opt for the shortest travel time
- Set a 30 mph average trip speed
- Used congested conditions (PM peak) as a benchmark
- Used a 2050 traffic growth factor of 2.0 on the western portion of SH-8 and 1.4 for the remainder of Moscow highways



New Corridor Quadrant Demand Results
Measured by the year 2025 daily trips



Ranking New Corridors

Density

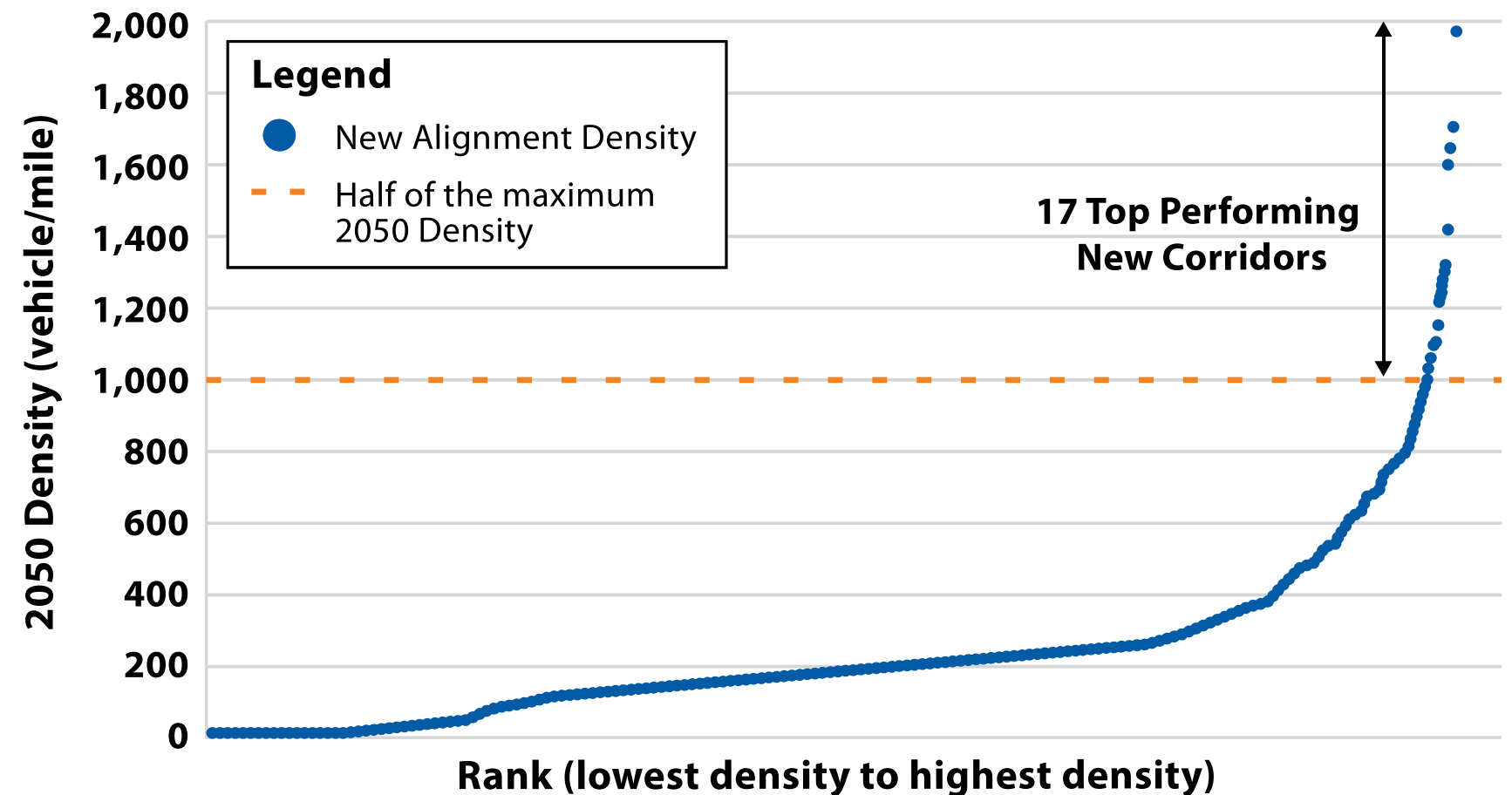
Density is a measure of the New Corridor utilization — this can be thought of as the “draw” or number of vehicle trips removed from the existing roadway per mile of new road.

- Density is useful because it normalizes the travel demand of the corridor by distance.
- General finding: Routes closer to town are more attractive and may be easier to construct.

Results

Using projected year 2050 Density, 17 Corridors ranked as top performers.

Density of New Corridor Concepts

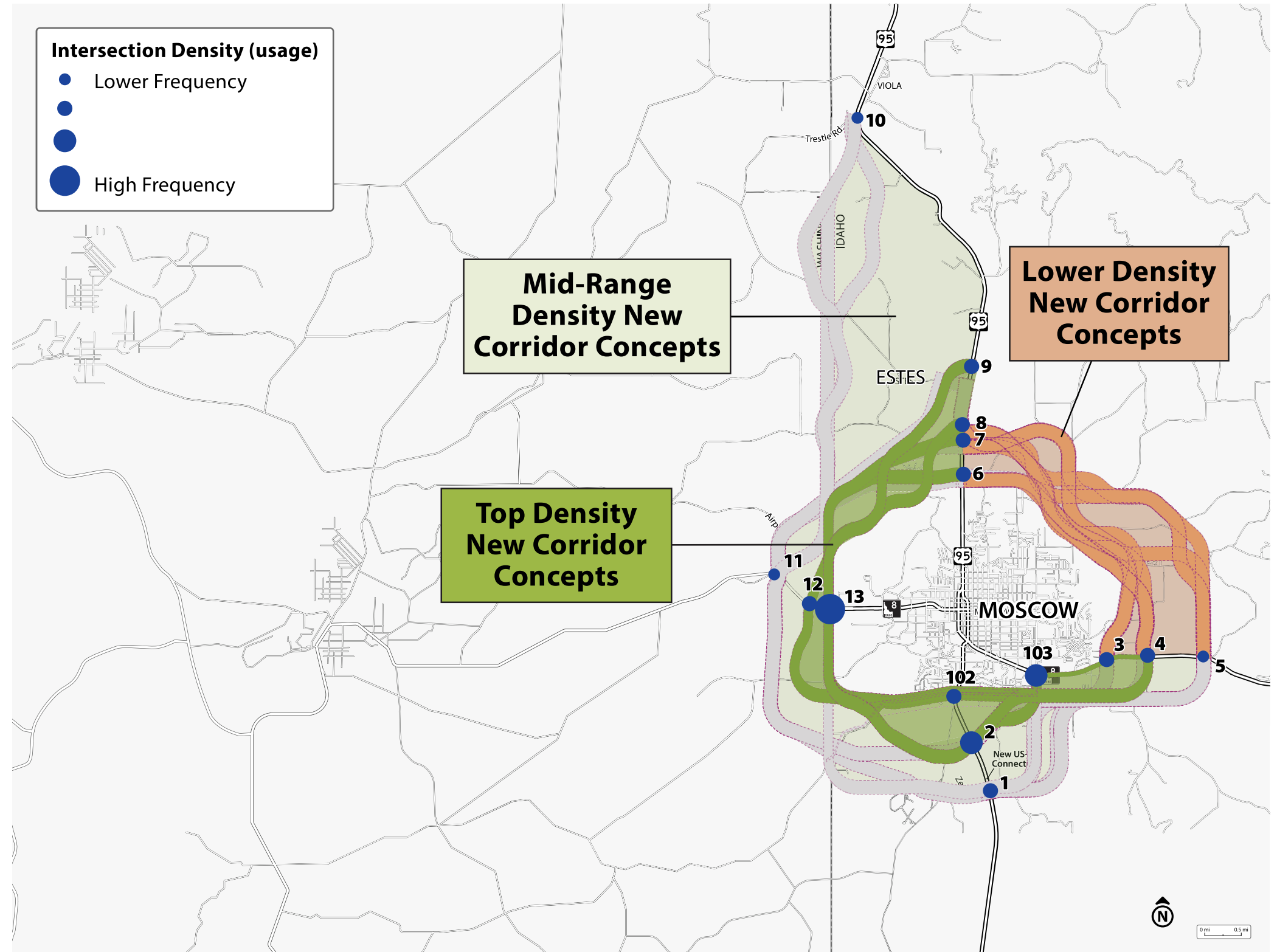


Top Performing New Corridors

Top 17 New Corridor Concepts by Density

- Southern half
- Western half
- Multiple three-quarter alignments
- No quadrants were in the top performing group as stand-alone concepts, including the Palouse River Drive quadrant

The 17 top performing New Corridor Concepts are predicted to remove about 10 to 20% of traffic from downtown Moscow.



Concept: Moscow New Corridors

New Alignment

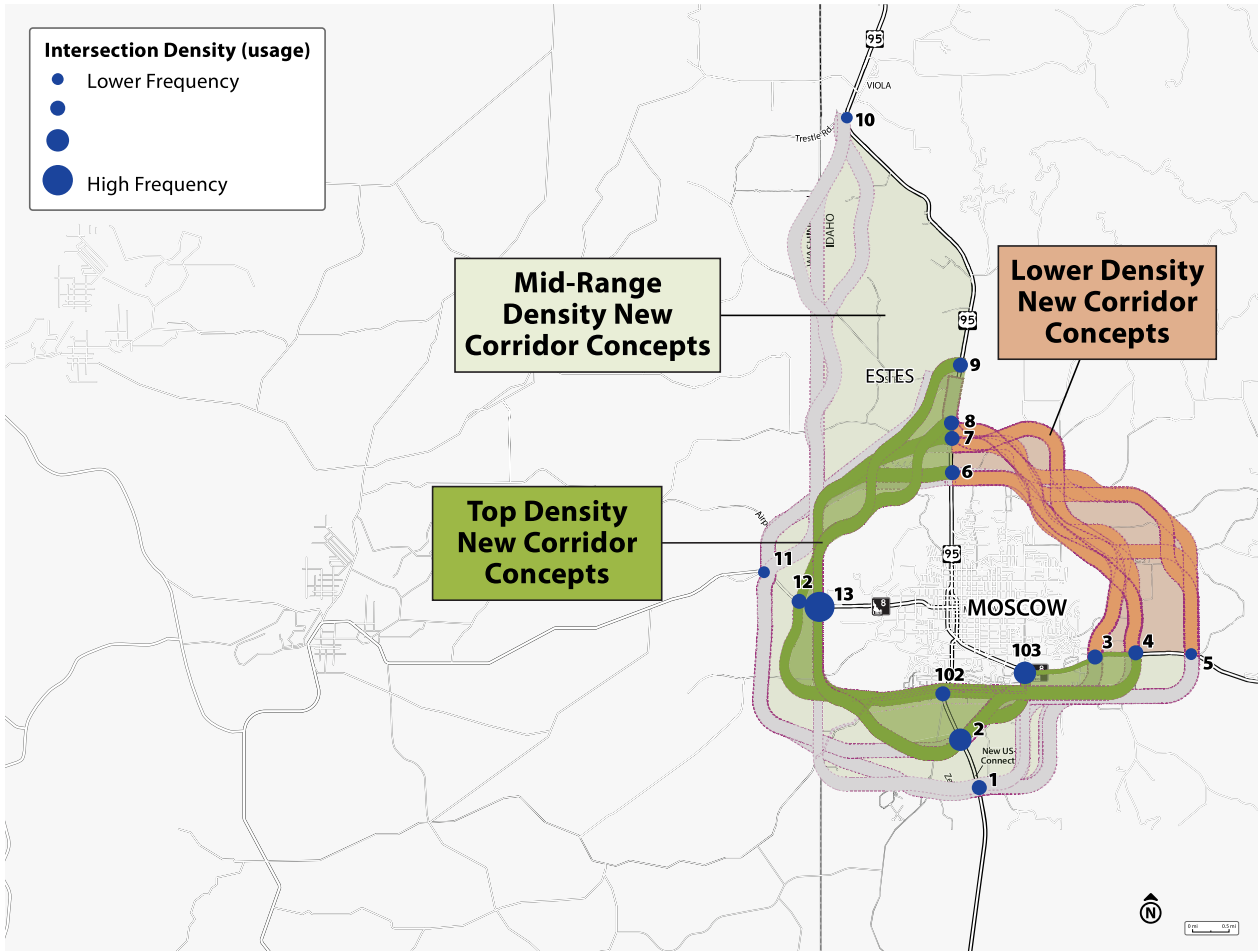
Level 2 Screening Result: 17 Top Performing New Corridors Carried Forward

Key Components

Intersections were identified as helpful starting points for studying potential new corridors. New corridors are drawn at 700-1,000 foot widths. Intersections, connecting corridors, and new alignment widths will be refined in Level 3 and in any future project development. For example, Intersection 2 will move due to recent development and growth.

Results

Top Performing New Corridor Concepts				Initial Intersection Locations
Intersection Location				
East	South	West	North	
103	102	13		1 Zieter/Cameron Road
103	2	13	8	2 Private Road
103	2	13	9	3 Lenville Road
103	2	13		4 Mill Road
103	2	13	7	5 Pine Crest Road
103	102	13	6	6 North Moscow City Limit
103	102	13	7	7 Foothill Road
103	102	13	8	8 Almon Street
103	2	12	8	9 Estes Road
103	102	13	9	10 Viola
	2	13	8	11 Airport Road
103	2	13	6	12 West of State Line
	2	13	9	13 State Line
103	102	12		102 Palouse River Drive
103	1	13		103 Mountain View Drive
4	2	13	8	
4	2	13	9	



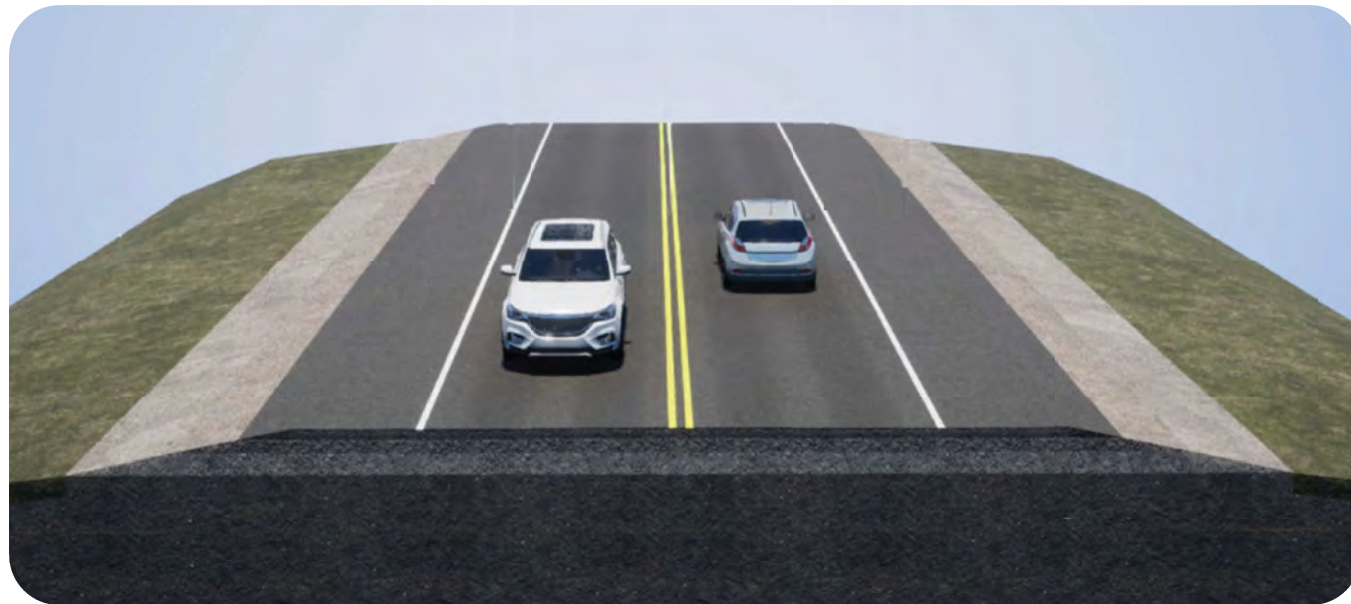
Concept: Moscow New Corridors, cont.

New Alignment

**Level 2 Screening Result: 17 Top
Performing New Corridors Carried Forward**

Graphic Examples of New Alignment Roadway Elements

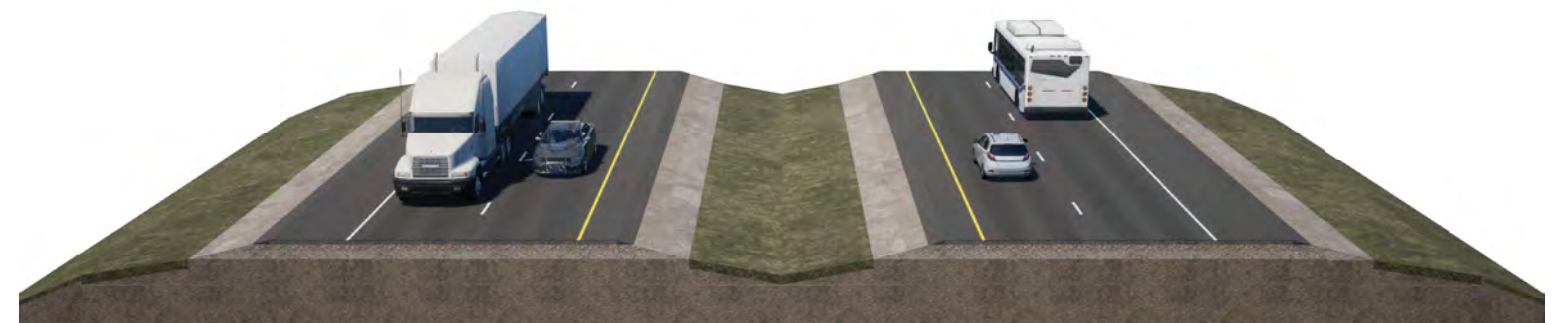
Because we build new roads to the latest design standards, many roadway elements would be determined by engineering best practices and technical data at the time of final design and construction. Specific roadway elements for a new alignment will be refined as we progress through the process.



Two-Lane Roadway



Four-Lane Highway with Center Turn Lane



Four-Lane Divided Highway



Concept: Rural Widening

On Alignment

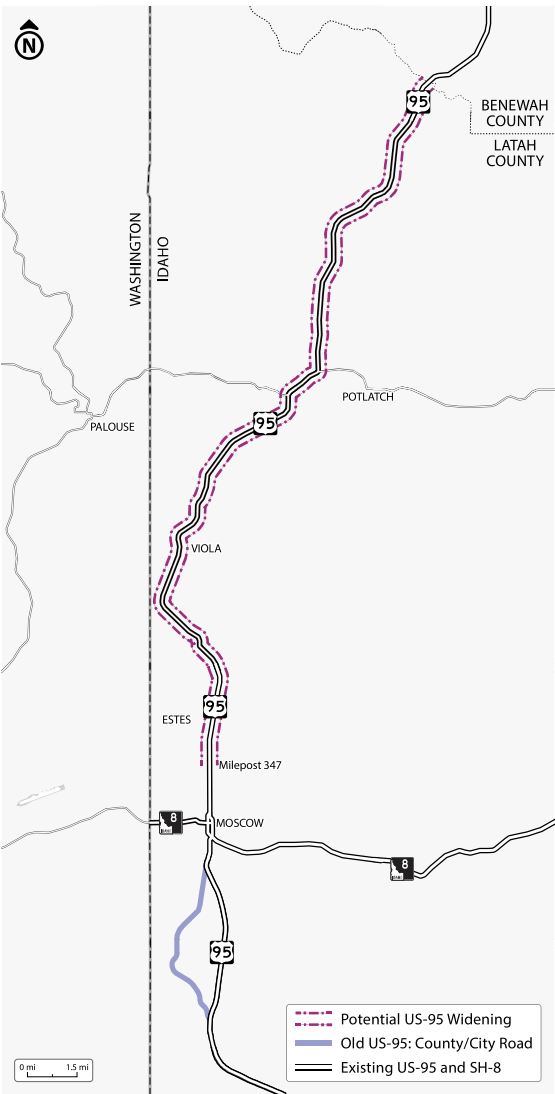
Level 2 Screening Results: **Carried Forward**

Key Components

As part of the Level 2 Screening, widening US-95 outside Moscow was considered on the current highway alignment, including consistent four-lane cross sections where possible. This would be considered from north of Moscow (starting at US-95 milepost 347) to the Latah/Benewah county line.

Results

The Rural Widening Concept was carried forward as part of the traffic screening.



Concept: Potlatch New Corridors

New Alignment | 14 to 16 or 14 to 17

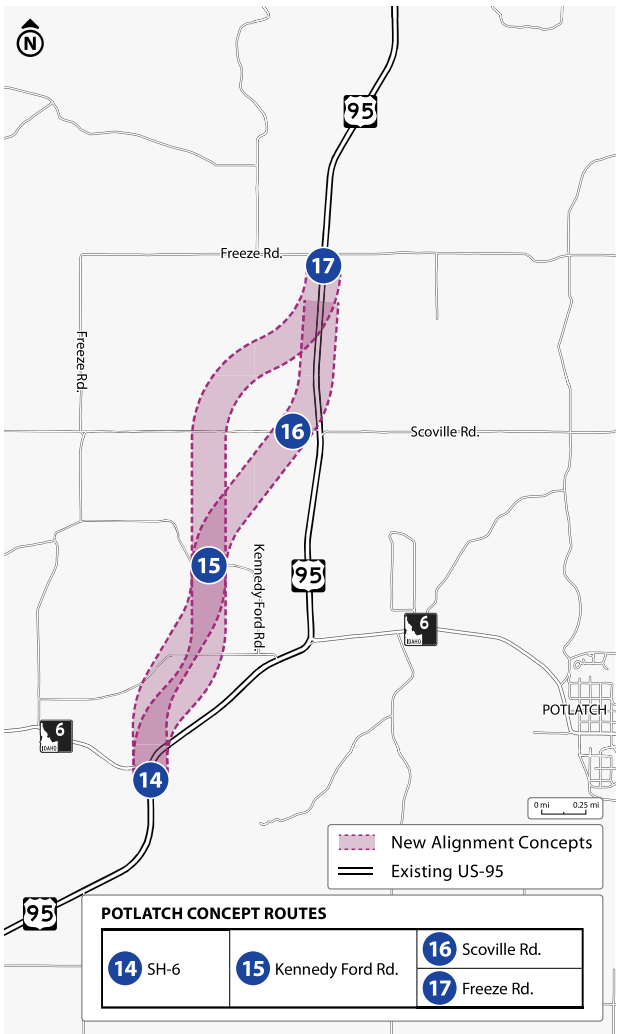
Level 2 Screening Results: **Carried Forward**

Key Components

The Potlatch New Corridor Concepts are intended to improve the geometry and thus safety of US-95 and the major intersection with SH-6 in Potlatch.

Results

Because traffic volumes in Potlatch are within the typical capacity for two-lane roads and stop-controlled intersections, the two Potlatch New Corridor Concepts were carried forward as part of the traffic screening.



Concept: Rural Improvement

On Alignment

Level 2 Screening Results: **Carried Forward**

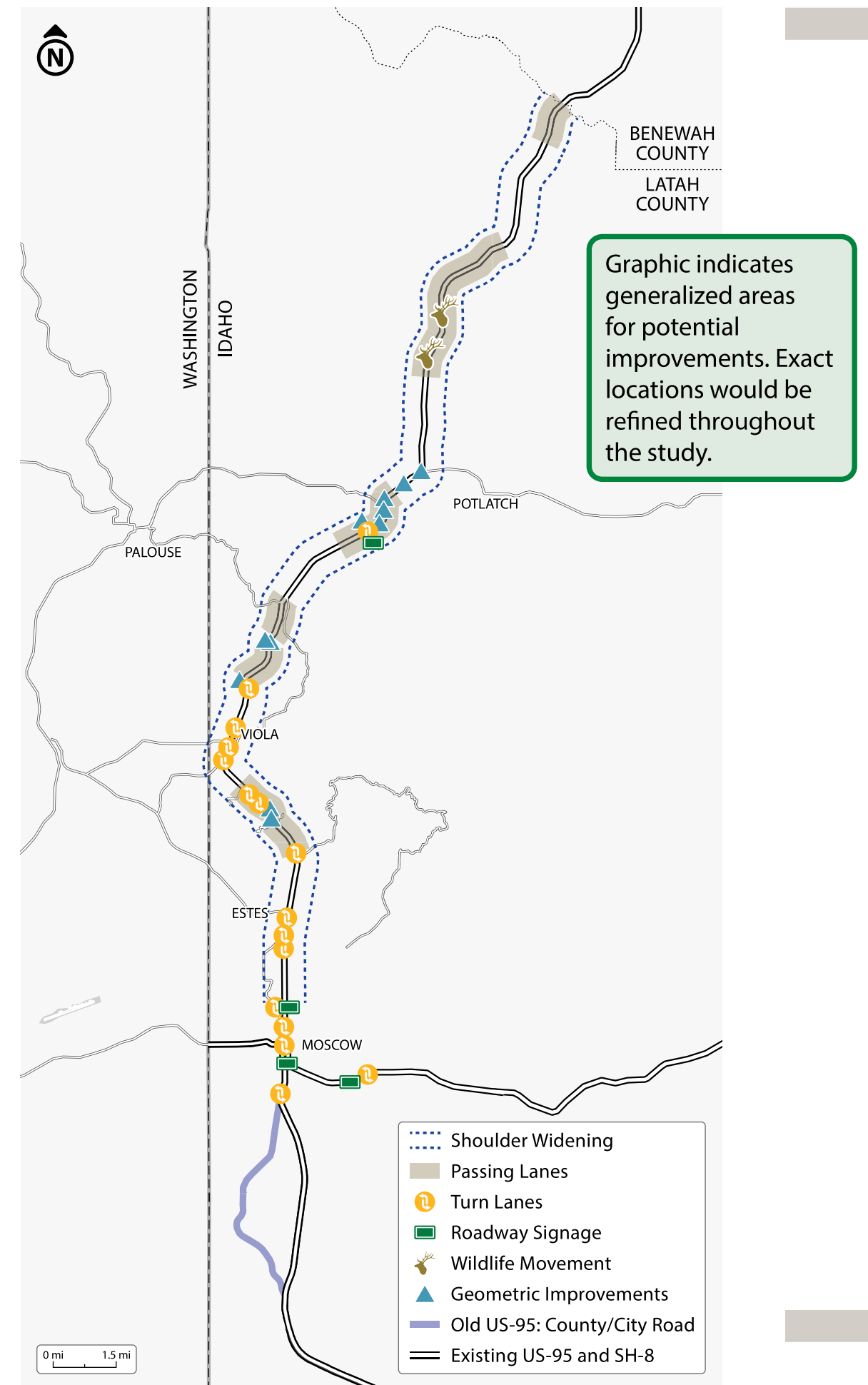
Key Components

Targeted roadway improvements outside Moscow city limits were considered as stand-alone improvements to the existing roadway. While some options address rural congestion, most primarily address safety.

Results

Each of the following options were carried forward through traffic analysis:

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



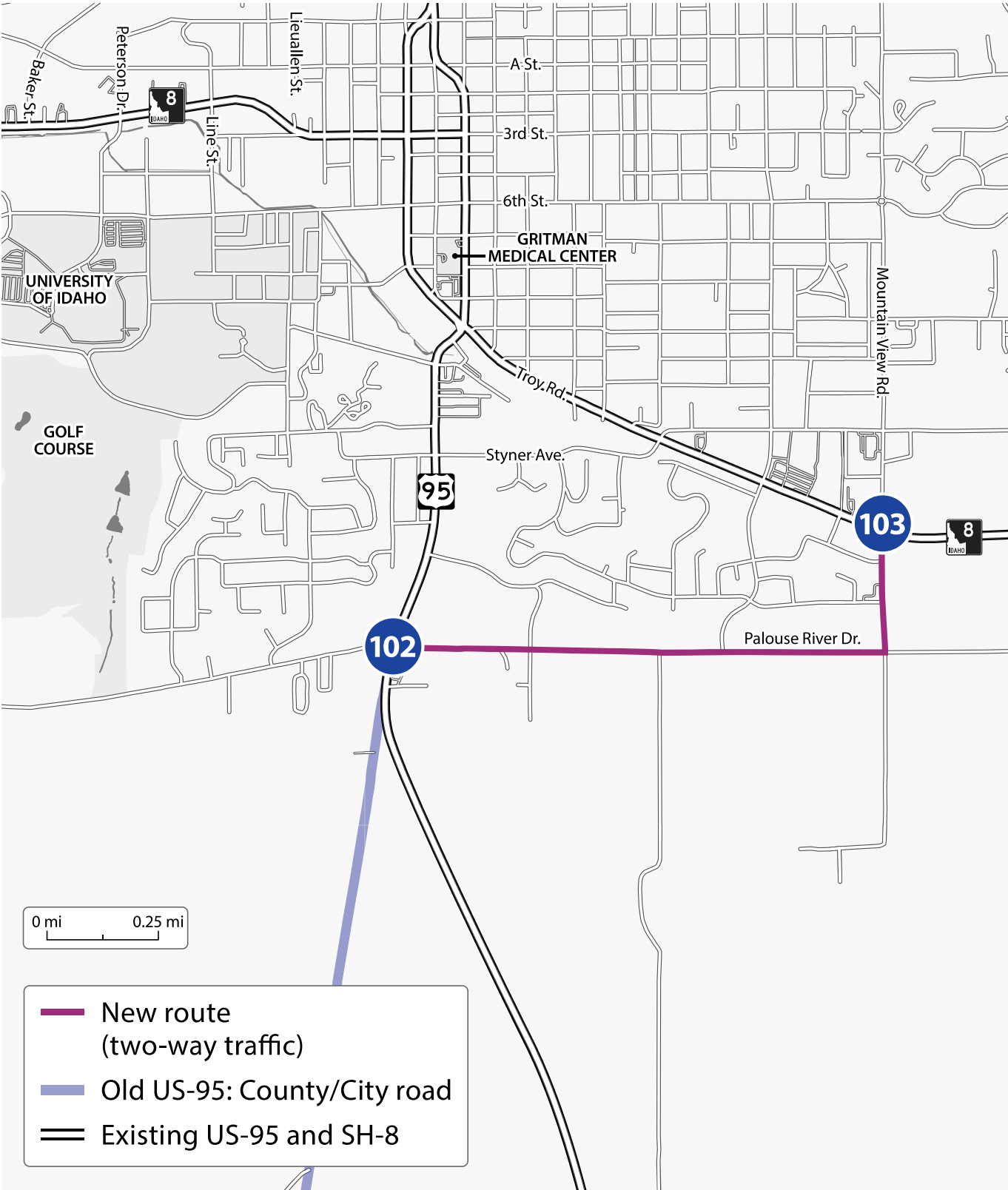
Concept: Palouse River Drive

New Routes for Urban Mobility | 103 to 102

Level 2 Screening Results: **Eliminated**

Results

The Palouse River Drive Concept as a stand-alone quadrant from 103 to 102 does not remove enough traffic from downtown Moscow to meet the Purpose & Need of this study. However, 103 to 102 appears in multiple top performing New Corridor Concepts and will proceed as a connecting element of those concepts.



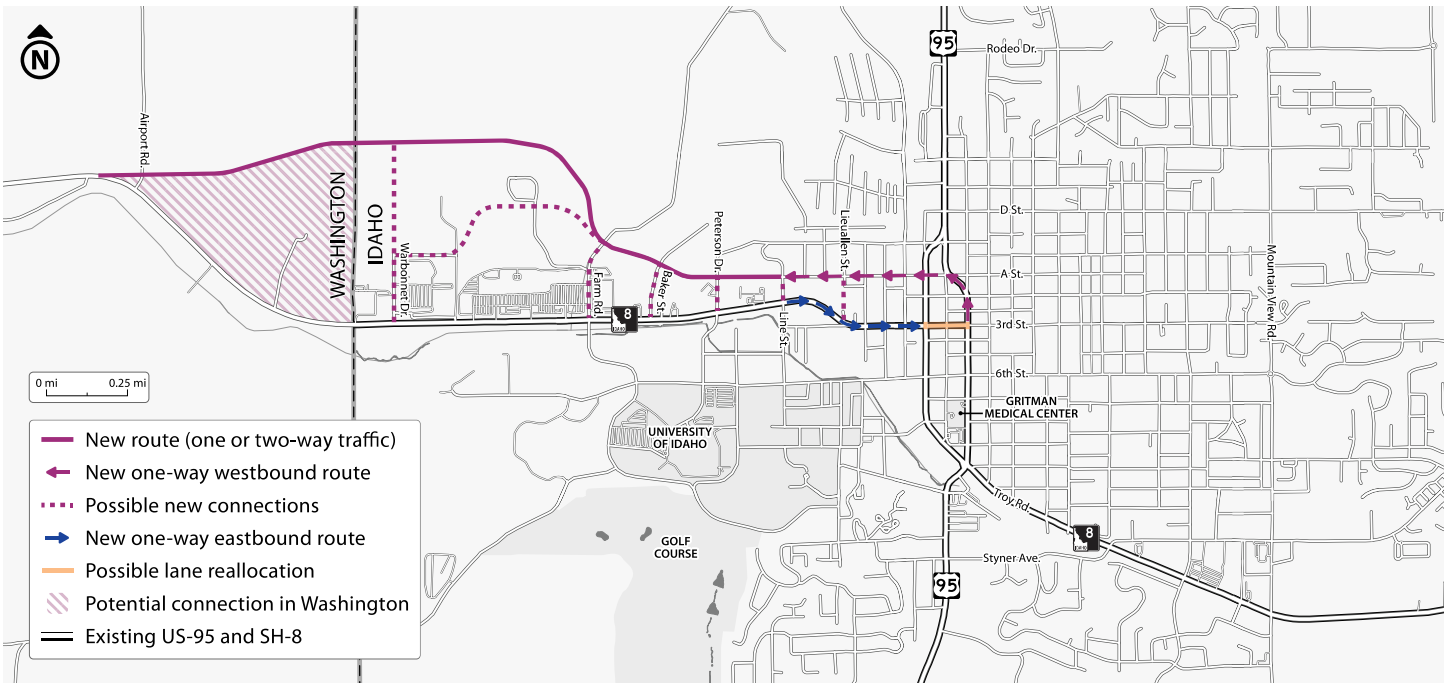
Concept: New Route - A Street

New Routes for Urban Mobility

Level 2 Screening Results: **Eliminated**

Results

This concept does not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.



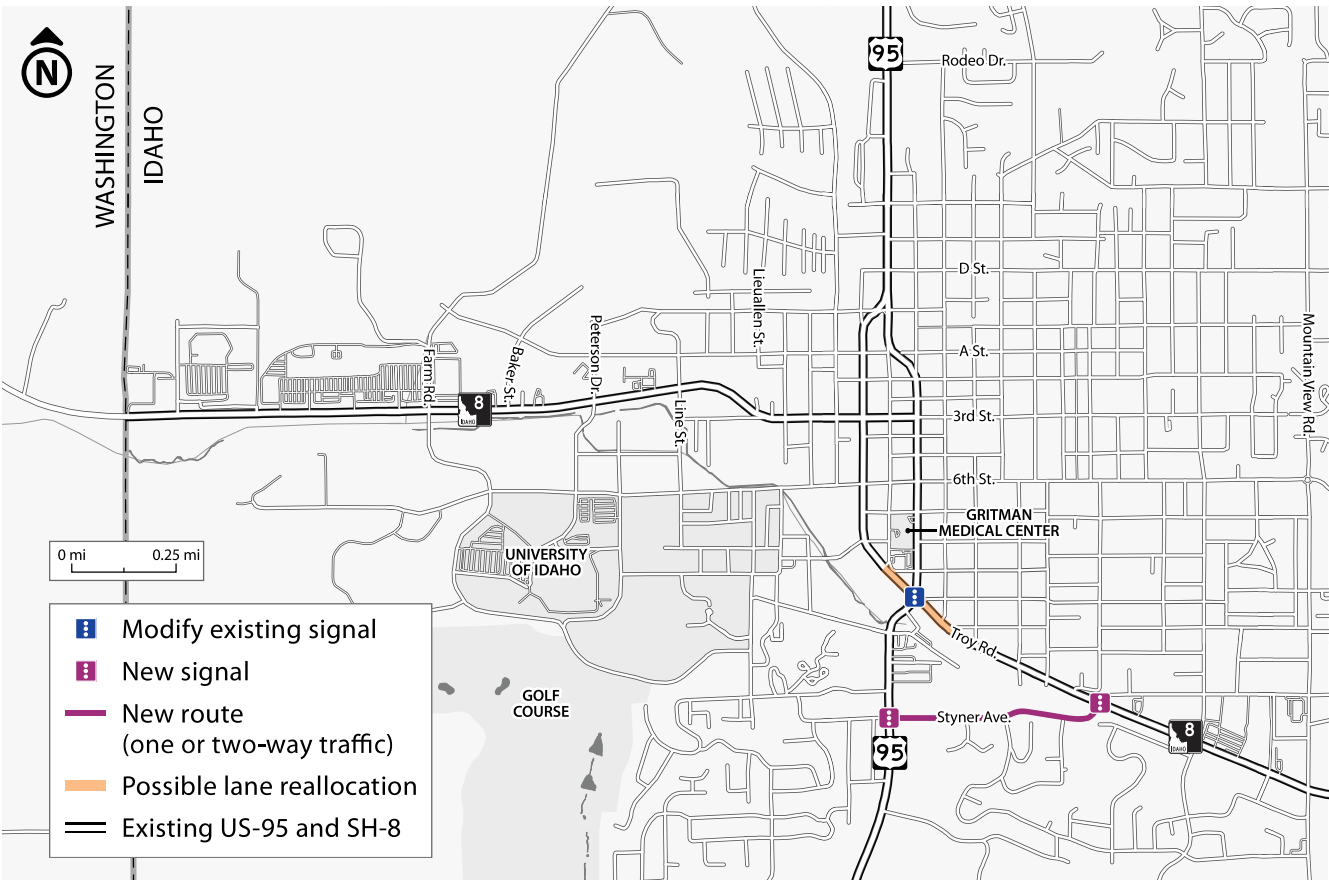
Concept: New Route - Styner Avenue

New Routes for Urban Mobility

Level 2 Screening Results: **Eliminated**

Results

This concept does not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.



Concept: Urban Improvements

Targeted Roadway Improvements in Moscow on the Current Highway Alignment

Option: Access Management
Level 2 Screening Results: Eliminated

Results

This concept does not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.



Concept: Urban Improvements

Targeted Roadway Improvements in Moscow on the Current Highway Alignment

Option: Lane Reallocations
Level 2 Screening Results: Eliminated

Results

This concept does not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.



Travel Patterns in the Study Area

Commuting Patterns

For those living in Moscow and Troy census tracts

Employment Location	Share
Moscow (inter-city), ID	47%
Pullman, WA	18%
Lewiston, ID	5%
Coeur d'Alene, ID	2%
All Others	28%

Through Trips

Greater than 10 miles through downtown Moscow

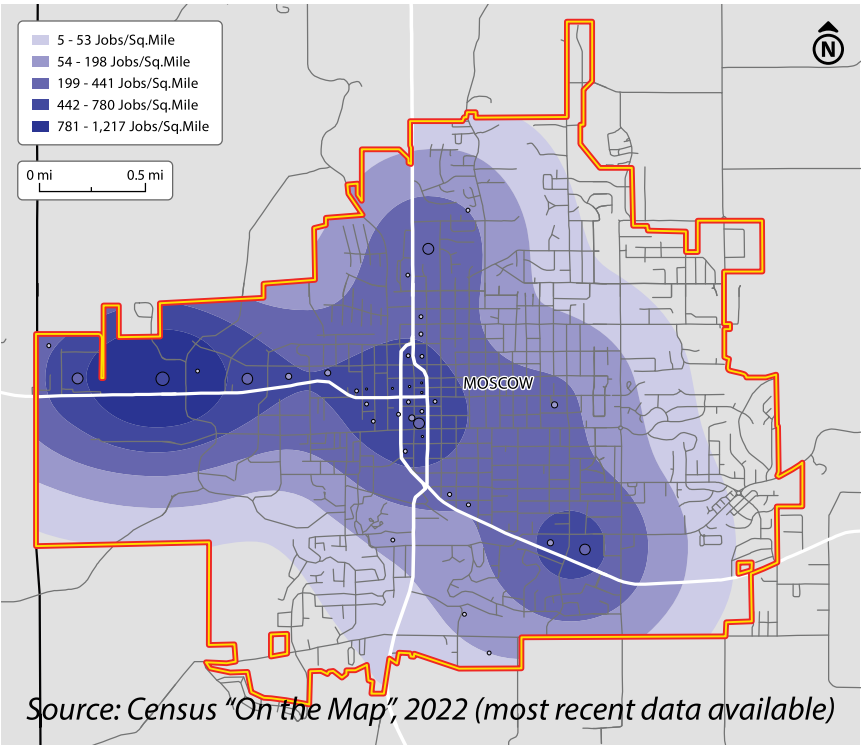
General Travel Direction Through Moscow				
	South to North	North to South	East to West	West to East
Percent of trips	39%	35%	12%	14%

Economic Activity in Moscow

Providing Economic Opportunities Through Transportation

Supporting safety, mobility, and economic opportunity in the downtown Moscow community is an important part of this study. This includes the ability to walk, bike, drive, and park downtown to work and support local businesses.

The study team is considering New Corridor Concepts that address regional mobility and remove through-trip congestion from downtown Moscow. This allows better access for local users of the facilities and economic opportunities for businesses and employers.



Retail employer locations in Moscow



Community Planning and Implementation

Level 2 Planning Considerations

As part of the Level 2 Screening and data collection, multiple planning documents were considered, including:

- *City of Moscow & the University of Idaho 'A' Street Master Plan and Preliminary Design*
- *Moscow Comprehensive Plan*
- *Moscow Multimodal Transportation Plan*
- *Pullman-Whitman County Freight Alternatives Study*
- *University of Idaho Long-Range Campus Development Plan*

Additionally, broader community growth and development were considered to ensure proposed concepts align with local plans and anticipated future needs.

Implementation

The study team considered the potential for each concept to:

- Connect with future projects
- Provide ease of implementation, including permitting, construction complexity, and duration
- Proceed with phased implementation

Environmental Considerations

In Level 1, the initial screening identified considerable environmental issues and determined further detailed analysis was necessary.

In Level 2, quantitative data was collected and analyzed for each concept.

In Level 3, the study team will continue to refine the concepts to avoid and minimize impacts on natural and built environmental resources. This includes:

- Agricultural
- Business
- Freshwater emergent wetlands
- Flood zones
- Farmland
- Hazmat
- Natural streams
- Noise
- Palouse Prairie Remnants
- Protected land (Land and Water Conservation Fund)
- Recreational sites, parks, and trails
- Residential

Community Outreach

Programmed Projects

Some long-term projects identified in the US-95 Palouse Region Study may require additional environmental review under NEPA before moving forward. However, certain near-term projects can advance to programming sooner. As a result of community outreach for this study and the SH-8 Traffic Study, several projects have already been programmed by ITD:

- New traffic signal at Mountain View Drive and SH-8
- Little Bear Creek Bridge in Troy
- In partnership with the City of Moscow, a new crosswalk near Gritman Medical Center and sidewalks at the US-95 and SH-8 intersection
- Additional project details are available on the District 2 project display



Public feedback through 46 interviews, three workshops, and two previous public meetings has been an important part of identifying these projects — we're thankful for your input!



Level 2 Evaluation - Scoring

Corridor widths and the associated impact areas presented herein are conceptual and intended for planning-level analysis only, and should not be relied upon for precise delineation or quantification of environmental impacts.

		Reduce Congestion				Enhance Regional North-South Connection		Accommodate Walking and Biking	Promote Safety				Feasibility and Goals						
Level 2 Screening Concepts	Concept Descriptions	Reduce congestion through improved travel time reliability				Enhance regional north-south connection between Lewiston and Coeur d'Alene		Accommodate walking and biking where appropriate on the U.S. highway system	Promote safety by addressing geometric and operational deficiencies				Community		Environmental Resources		Implementation	SCORE	
No Build																			-7
		-1	-1	-1	0	-1	-1	-1	-1	-1	-1	-1	+1	+1	0	+1	+1	-1	
ON-ALIGNMENT RURAL CONCEPTS																			
Concept: Rural Improvements	Widening US-95 Outside Moscow on the Current Highway Alignment																		2
		-1	-1	+1	+1	-1	-1	0	+1	+1	-1	+1	-1	+1	+1	0	0	+1	
	Targeted Roadway Improvements Outside Moscow on the Current Highway Alignment																		
	Option: Shoulder Widening																		-2
		-1	-1	-1	0	-1	-1	0	+1	-1	-1	+1	0	+1	+1	0	0	+1	
Option: Passing Lanes																		3	
	-1	-1	+1	+1	-1	-1	0	+1	+1	-1	+1	0	+1	+1	0	0	+1		
Concept: Rural Improvements	Option: Turn Lanes																		1
		-1	-1	+1	+1	-1	-1	0	+1	-1	-1	+1	0	+1	+1	0	0	+1	
	Option: Roadway Signage																		-3
		-1	-1	0	0	-1	-1	0	-1	-1	-1	+1	0	+1	+1	0	0	+1	
	Option: Wildlife Movement																		-3
-1		-1	0	0	-1	-1	0	-1	-1	-1	+1	0	+1	+1	0	0	+1		
Option: Geometric Improvements																		1	
	-1	-1	-1	+1	-1	-1	0	+1	+1	-1	+1	0	+1	+1	0	0	+1		
ON-ALIGNMENT URBAN CONCEPTS																			
Concept: Urban Improvements	Targeted Roadway Improvements in Moscow on the Current Highway Alignment																		
	Option: Signal Operation Improvements																		2
Concept: Urban Walking and Biking Improvements	Standalone Improvements for Walking and Biking in Moscow on the Current Highway Alignment																		
		Option: Improved Connection to Latah Trail:																	
	Option: Bike Lanes on Roadway																		2
		-1	-1	0	0	0	0	+1	0	0	+1	+1	0	0	+1	0	0	0	
	Option: Enhanced Pedestrian Crossing																		2
		-1	-1	0	0	0	0	+1	0	0	+1	+1	0	0	+1	0	0	0	
Option: Mid-Block Crossing																		0	
	-1	-1	0	0	0	0	+1	0	0	-1	+1	0	0	+1	0	0	0		



Level 2 Evaluation - Scoring

Corridor widths and the associated impact areas presented herein are conceptual and intended for planning-level analysis only, and should not be relied upon for precise delineation or quantification of environmental impacts.

		Reduce Congestion				Enhance Regional North-South Connection		Accommodate Walking and Biking	Promote Safety				Feasibility and Goals						
Level 2 Screening Concepts	Concept Descriptions	Reduce congestion through improved travel time reliability				Enhance regional north-south connection between Lewiston and Coeur d'Alene		Accommodate walking and biking where appropriate on the U.S. highway system	Promote safety by addressing geometric and operational deficiencies				Community		Environmental Resources		Implementation	SCORE	
NEW CORRIDORS																			
Concept: New Corridor - Mountain View Drive to Palouse River Drive to State Line	New Corridor Concept from 103 to 102 to 13																		1
		0	+1	+1	+1	-1	-1	+1	0	0	+1	+1	-1	0	0	-1	-1	0	
Concept: New Corridor - Mountain View Drive to Private Road to State Line to Almon Street	New Corridor Concept from 103 to 2 to 13 to 8																		6
		0	+1	+1	+1	+1	+1	+1	0	0	+1	+1	+1	-1	0	-1	-1	0	
Concept: New Corridor - Mountain View Drive to Private Road to State Line to Estes Road	New Alignment Concept from 103 to 2 to 13 to 9																		6
		0	+1	+1	+1	+1	+1	+1	0	0	+1	+1	+1	-1	0	-1	-1	0	
Concept: New Corridor - Mountain View Drive to Private Road to State Line	New Corridor Concept from 103 to 2 to 13																		2
		0	+1	+1	+1	-1	-1	+1	0	0	+1	+1	+1	-1	0	-1	-1	0	
Concept: New Corridor - Mountain View Drive to Private Road to State Line to Foothill Road	New Corridor Concept from 103 to 2 to 13 to 7																		6
		0	+1	+1	+1	+1	+1	+1	0	0	+1	+1	+1	-1	0	-1	-1	0	
Concept: New Corridor - Mountain View Drive to Palouse River Drive to State Line to North Moscow City Limit	New Corridor Concept from 103 to 102 to 13 to 6																		6
		+1	+1	+1	+1	+1	+1	+1	0	0	+1	+1	-1	0	0	-1	-1	0	
Concept: New Corridor - Mountain View Drive to Palouse River Drive to State Line to Foothill Road	New Corridor Concept from 103 to 102 to 13 to 7																		6
		+1	+1	+1	+1	+1	+1	+1	0	0	+1	+1	-1	0	0	-1	-1	0	
Concept: New Corridor - Mountain View Drive to Palouse River Drive to State Line to Almon Street	New Corridor Concept from 103 to 102 to 13 to 8																		6
		+1	+1	+1	+1	+1	+1	+1	0	0	+1	+1	-1	0	0	-1	-1	0	
Concept: New Corridor - Mountain View Drive to Private Road to West of State Line to Almon Street	New Corridor Concept from 103 to 2 to 12 to 8																		5
		-1	+1	+1	+1	+1	+1	+1	0	0	+1	+1	+1	-1	0	-1	-1	0	
Concept: New Corridor - Mountain View Drive to Palouse River Drive to State Line to Estes Road	New Corridor Concept from 103 to 102 to 13 to 9																		7
		+1	+1	+1	+1	+1	+1	+1	0	0	+1	+1	0	0	0	-1	-1	0	
Concept: New Corridor - Private Road to State Line to Estes Road	New Corridor Concept from 2 to 13 to 9																		5
		-1	+1	+1	+1	+1	+1	+1	0	0	+1	+1	+1	-1	0	-1	-1	0	
Concept: New Corridor - Mountain View Drive to Palouse River Drive to West of State Line	New Corridor Concept from 103 to 102 to 12																		0
		-1	+1	+1	+1	-1	-1	+1	0	0	+1	+1	0	-1	0	-1	-1	0	
Concept: New Corridor - Mountain View Drive to Zeitler Road to State Line	New Corridor Concept from 103 to 1 to 13																		1
		-1	+1	+1	+1	-1	-1	+1	0	0	+1	+1	+1	-1	0	-1	-1	0	
Concept: New Corridor - Mill Road to Private Road to State Line to Almon Street	New Corridor Concept from 4 to 2 to 13 to 8																		4
		-1	+1	+1	+1	+1	+1	+1	0	0	+1	+1	0	-1	0	-1	-1	0	
Concept: New Corridor - Mill Road to Private Road to State Line to Estes Street	New Corridor Concept from 4 to 2 to 13 to 9																		4
		-1	+1	+1	+1	+1	+1	+1	0	0	+1	+1	0	-1	0	-1	-1	0	
Concept: Private Road to State Line to Almon Street	New Corridor Concept from 2to 13 to 8																		5
		-1	+1	+1	+1	+1	+1	+1	0	0	+1	+1	+1	-1	0	-1	-1	0	
Concept: Mountain View Drive to Private Road to State Line to North Moscow City Limit	New Corridor Concept from 103 to 2 to 13 to 6																		6
		0	+1	+1	+1	+1	+1	+1	0	0	+1	+1	+1	-1	0	0	0	0	
Concept: Potlatch - SH-6 to Scoville Road	New Corridor Concept from 14 to 16																		-3
		-1	-1	-1	+1	-1	-1	-1	+1	+1	-1	+1	+1	-1	0	0	0	0	
Concept: Potlatch - SH-6 to Freeze Road	New Corridor Concept from 14 to 17																		-3
		-1	-1	-1	+1	-1	-1	-1	+1	+1	-1	+1	+1	-1	0	0	0	0	



Next Steps: Level 3 Concept and Criteria Refinement

Refinement of Intersections and Corridor Locations

As a result of the Level 2 comparative evaluation, the study team intends to refine the concepts to:

- Focus on the highest-performing intersection locations along SH-8 and US-95.
- Connect the refined intersection locations identified as top performers in the density analysis.
- Eliminate redundant or lower-performing combinations.
- Reduce corridor length where possible to increase efficiency and reduce impacts.
- Minimize property and environmental impacts while preserving congestion relief potential.

Level 3 Screening Criteria

Level 3 will apply the same screening criteria used in Level 2 with more specific performance measures.



Thank You for Participating

We appreciate you taking the time to provide feedback. Your input continues to be an important part of shaping this study.

Tell us what you think.

ITD will use your input to as we move toward the final evaluation phase in fall 2026.



www.us95sh8.com

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

While we always welcome comments, they can best be used by April 9:

In person

Return form to the sign-in desk before you leave

Online

Scan the QR code for the online survey

By mail

Attn: US-95 Palouse
Region Study Team
P.O. Box 837
Lewiston, ID 83501

Email

Send scanned form to:
info@us95sh8.com



US-95 Palouse Region Study: Level 2 Screening Results

The US-95 Palouse Region Study is following the Planning and Environmental Linkages (PEL) process. The intent of the study 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 2: Compared concepts using qualitative and quantitative planning-level data.

1. Gathered Data. The study team gathered and analyzed refined datasets for each concept, including traffic analysis.
2. Performed Comparative Analysis. The study team used the data to compare each concept's performance against the others, evaluating how well each one met the study's Purpose & Need, feasibility, and goals.

Results included:

- **Carried Forward:** Considered reasonable and feasible, and may be considered for further evaluation in this study or subsequent NEPA review and project development.
- **Eliminated:** Did not meet Purpose & Need, had a fatal flaw, or was considered unreasonable.
- **Not Recommended:** Will not be evaluated further due to comparatively negligible benefits or higher impacts.

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. 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 April 9 will be considered by the study teams. →



Level 2 Screening Criteria

Purpose & Need

Reduce Congestion

- Reduce congestion in downtown Moscow
- Improve roadway capacity
- Reduce travel times between Lewiston and Coeur d'Alene



Enhance Regional North-South Connection

- Provide a regional north-south connection that is not impacted by street parking

Accommodate Walking and Biking

- Accommodate safe, multimodal facilities and connections through downtown Moscow

Promote Safety

- Provide a facility that corrects geometric deficiencies in accordance with ITD standards
- Improve intersection safety, including at the US-95/3rd Street intersection or US-95/SH-8 intersection
- Include design features that have the potential to reduce crashes

Feasibility and Goals

Community

- Avoid and minimize property impacts
- Minimize property impact costs
- Support local and regional planning efforts



Environmental Resources

- Avoid and minimize impacts on the built environment resources
- Avoid and minimize impacts on the natural environment resources

Implementation

- Connect with future projects
- Consider ease of implementation (permitting, construction complexity, duration)
- Consider the ability to proceed with phased implementation

Level 2 Traffic Analysis Summary

Concepts/Options Carried Forward Through Traffic Analysis

- **New Corridors: 17 Concepts**
 - Northeastern corridor concepts did not provide traffic benefits compared with other corridors.
 - New corridor concepts to the south and west of Moscow met the Purpose & Need.
- **Rural Widening and Rural Improvement Concepts**
 - Both concepts passed through traffic analysis.
- **Signal Operation Improvements**

Concepts/Options Eliminated Due to Traffic Analysis

On their own, these concepts do not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.

- **A Street**
- **Access Management**
- **Lane Reallocations**
- **Palouse River Drive**
 - As a stand-alone concept, Palouse River Drive did not meet traffic performance need. Palouse River Drive will be a component of several New Corridor Concepts in Level 3 and will potentially be addressed as an off-system improvement for other studies.
- **Styner Avenue**
 - Eliminating the Styner concept using traffic data does not preclude it from being analyzed as part of the crosswalk concepts that were carried forward.



Concept: Urban Improvements

Targeted Roadway Improvements in Moscow on the Current Highway Alignment

Option: Signal Operation Improvements

Level 2 Screening Result: Carried Forward

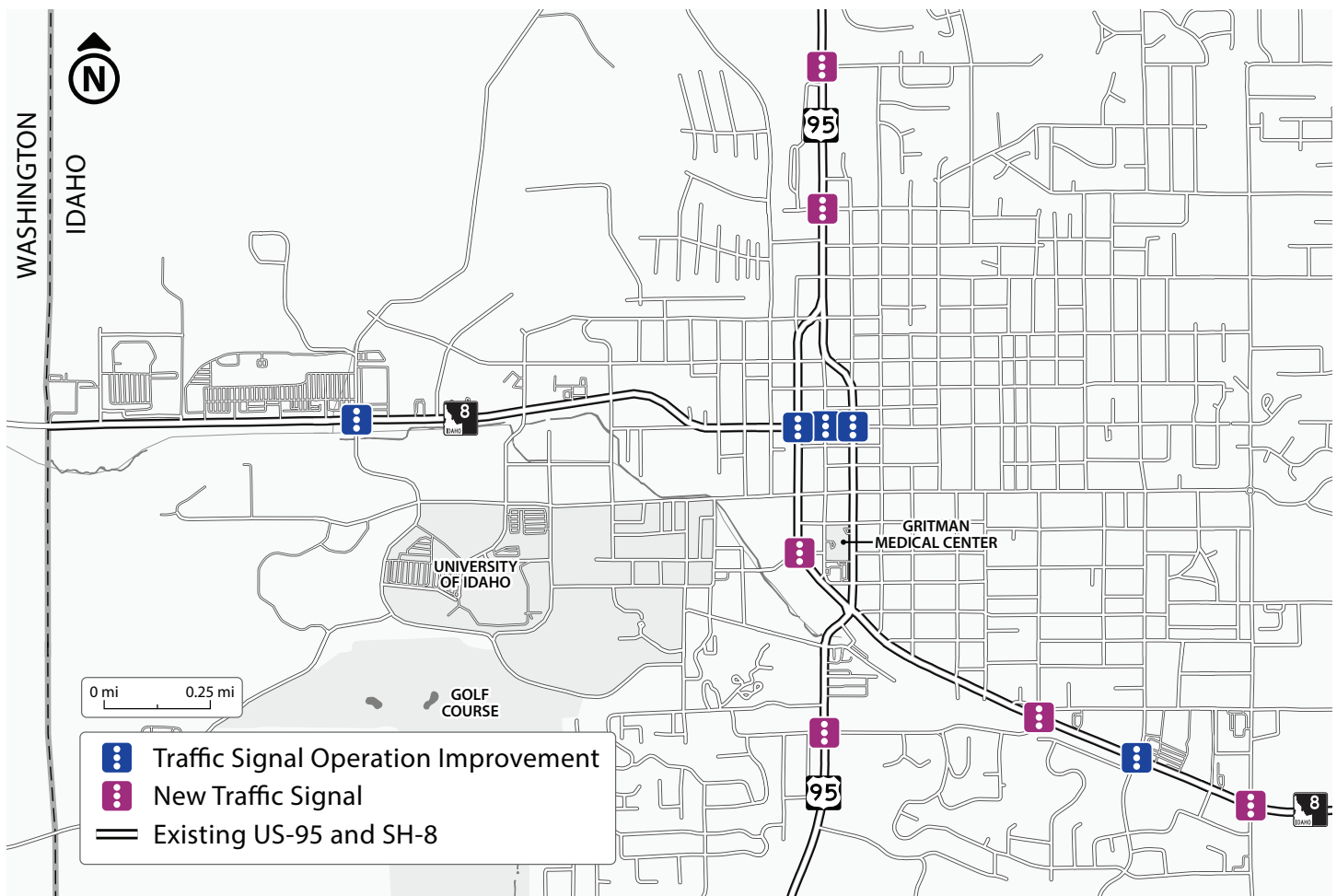
Key Components

Optimization of signal timing, including queue management and a review of the overnight flashing operation downtown, will be needed to recalibrate the network as part of any concept advanced out of Level 2 Screening, including the No Build option.

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

Results

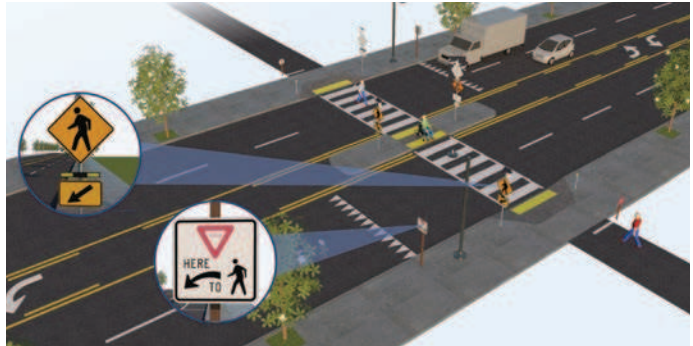
The Signal Operation Improvements Option was carried forward for refinement in Level 3.



Concept: Urban Improvements

Targeted Roadway Improvements in Moscow on the Current Highway Alignment

Option: Urban Walking and Bike Improvements
Level 2 Screening Result: Carried Forward



Examples of a bike lane and crosswalk

Key Components

Targeted improvements for walking and biking facilities would be considered for the current highway system.

Results

While the details of specific improvement elements could be identified and refined in Level 3, we anticipate considering options such as:

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

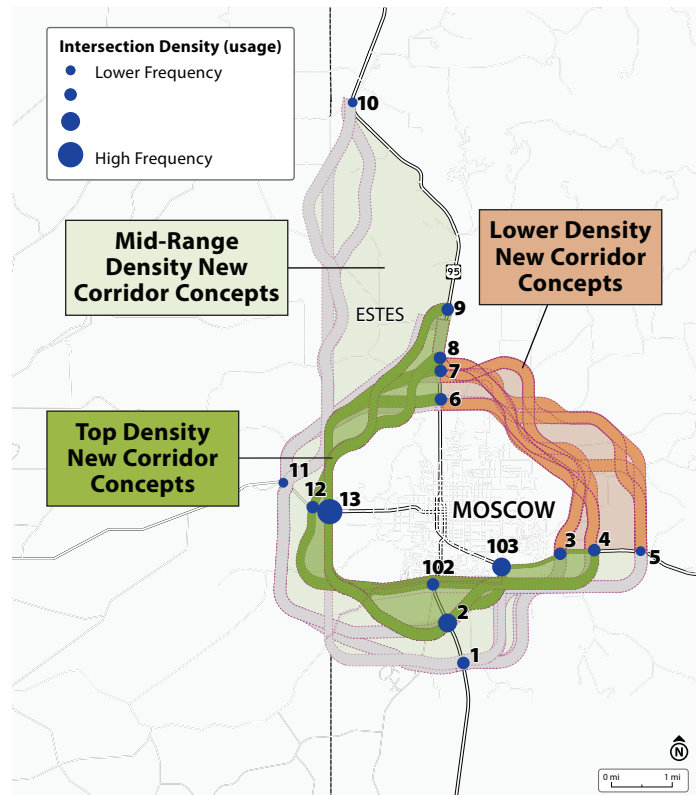
Concept: Moscow New Corridors

New Alignment

Level 2 Screening Result: 17 Top Performing New Corridors Carried Forward

Key Components

Intersections were identified as helpful starting points for studying potential new corridors. New corridors are drawn at 700-1,000 foot widths. Intersections, connecting corridors, and new alignment widths will be refined in Level 3 and in any future project development. For example, Intersection 2 will move due to recent development and growth.



Concept: Moscow New Corridors, cont.

New Alignment

Level 2 Screening Result: **17 Top Performing New Corridors Carried Forward**

Key Components

Intersections were identified as helpful starting points for studying potential new corridors. New corridors are drawn at 700-1,000 foot widths. Intersections, connecting corridors, and new alignment widths will be refined in Level 3 and in any future project development. For example, Intersection 2 will move due to recent development and growth.

Results

Top Performing New Corridor Concepts			
Intersection Location			
East	South	West	North
103	102	13	
103	2	13	8
103	2	13	9
103	2	13	
103	2	13	7
103	102	13	6
103	102	13	7
103	102	13	8
103	2	12	8
103	102	13	9
	2	13	8
103	2	13	6
	2	13	9
103	102	12	
103	1	13	
4	2	13	8
4	2	13	9
Initial Intersection Locations			
1 Zieter/Cameron Road	9 Estes Road		
2 Private Road	10 Viola		
3 Lenville Road	11 Airport Road		
4 Mill Road	12 West of State Line		
5 Pine Crest Road	13 State Line		
6 North Moscow City Limit	102 Palouse River Drive		
7 Foothill Road	103 Mountain View Drive		
8 Almon Street			

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.



Two-Lane Roadway



Four-Lane Highway with Center Turn Lane

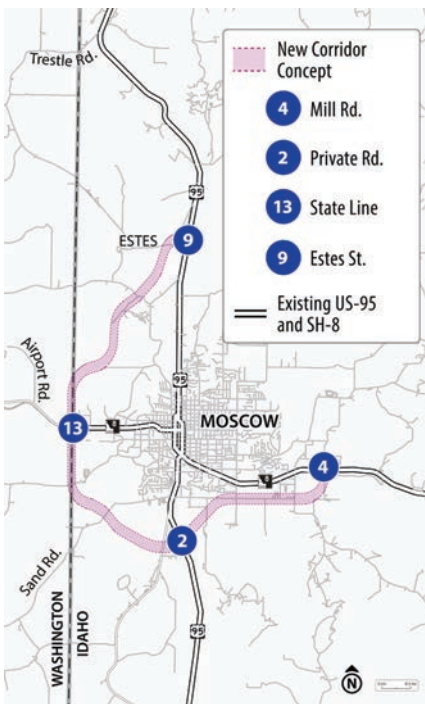


Four-Lane Divided Highway

Concept: Moscow New Corridors, cont.

New Alignment

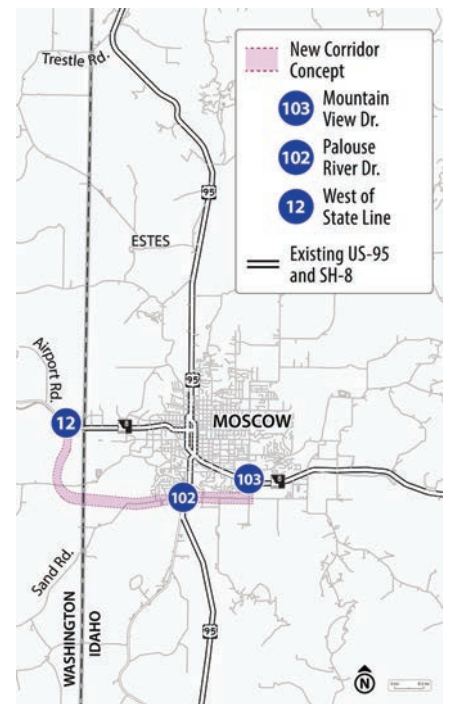
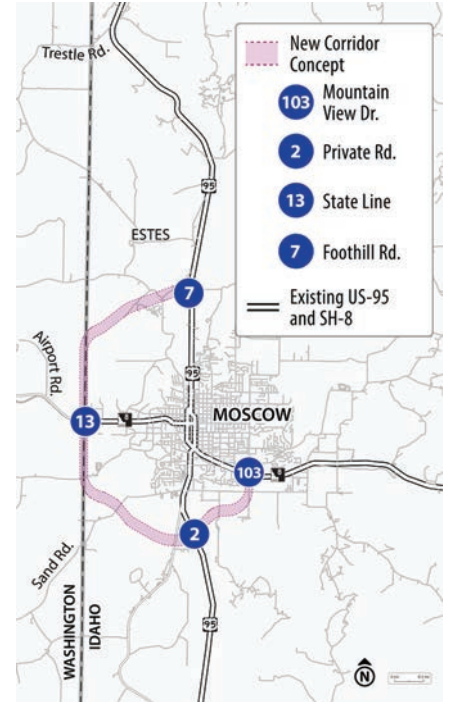
Level 2 Screening Result: **17 Top Performing New Corridors Carried Forward**



Concept: Moscow New Corridors, cont.

New Alignment

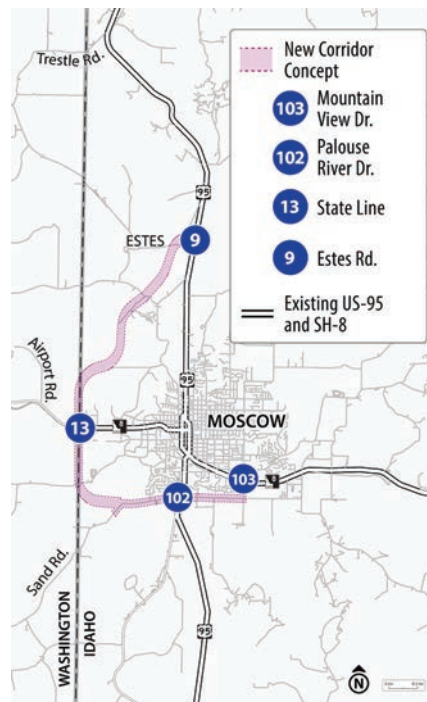
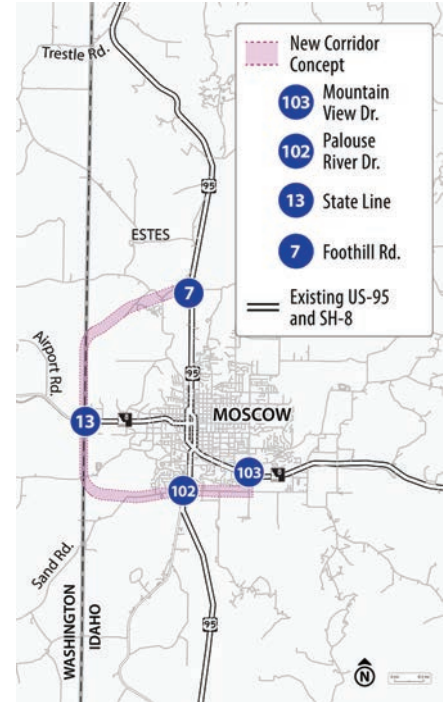
Level 2 Screening Result: **17 Top Performing New Corridors Carried Forward**



Concept: Moscow New Corridors, cont.

New Alignment

Level 2 Screening Result: **17 Top Performing New Corridors Carried Forward**



Concept: Rural Widening

On Alignment

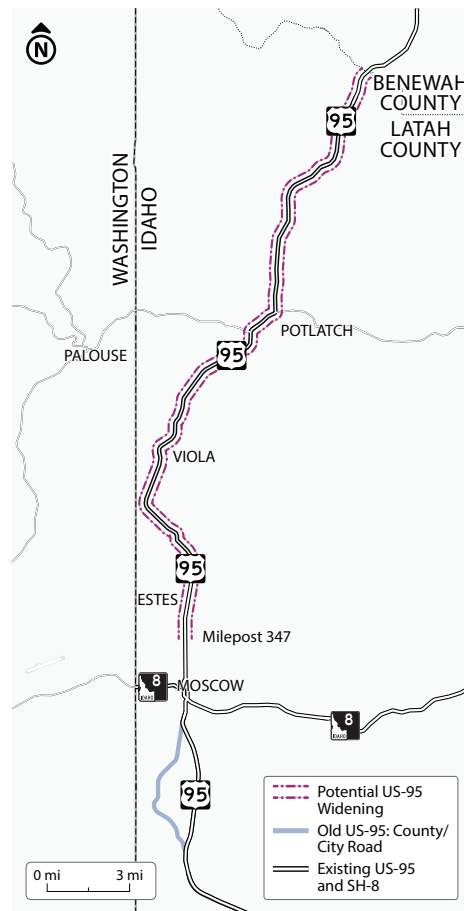
Level 2 Screening Result: **Carried Forward**

Key Components

As part of the Level 2 Screening, widening US-95 outside Moscow was considered on the current highway alignment, including consistent four-lane cross sections where possible. This would be considered from north of Moscow (starting at US-95 milepost 347) to the Latah/Benewah county line.

Results

The Rural Widening Concept was carried forward as part of the traffic screening.



Concept: Potlatch New Corridors

New Alignment | 14 to 16 or 14 to 17

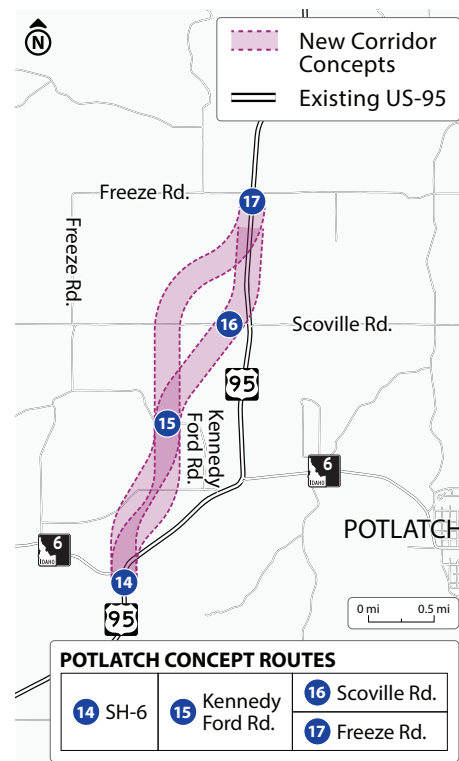
Level 2 Screening Result: **Carried Forward**

Key Components

The Potlatch New Corridor Concepts are intended to improve the geometry and thus safety of US-95 and the major intersection with SH-6 in Potlatch.

Results

Because traffic volumes in Potlatch are within the typical capacity for two-lane roads and stop-controlled intersections, the two Potlatch New Corridor Concepts were carried forward as part of the traffic screening.



Concept: Rural Improvement

On Alignment

Level 2 Screening Result: **Carried Forward**

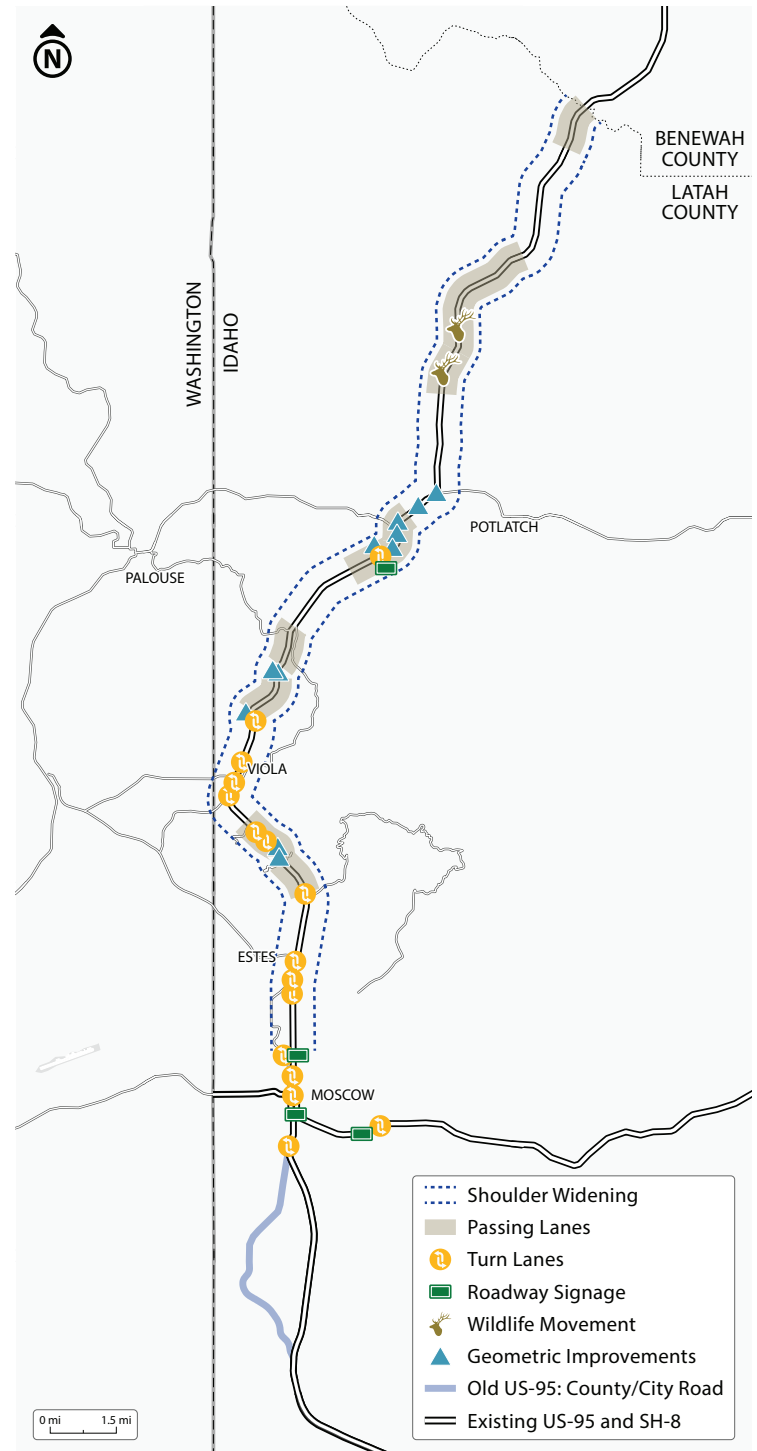
Key Components

Targeted roadway improvements outside Moscow city limits were considered as stand-alone improvements to the existing roadway. While some options address rural congestion, most primarily address safety.

Results

Each of the following options were carried forward through traffic analysis:

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



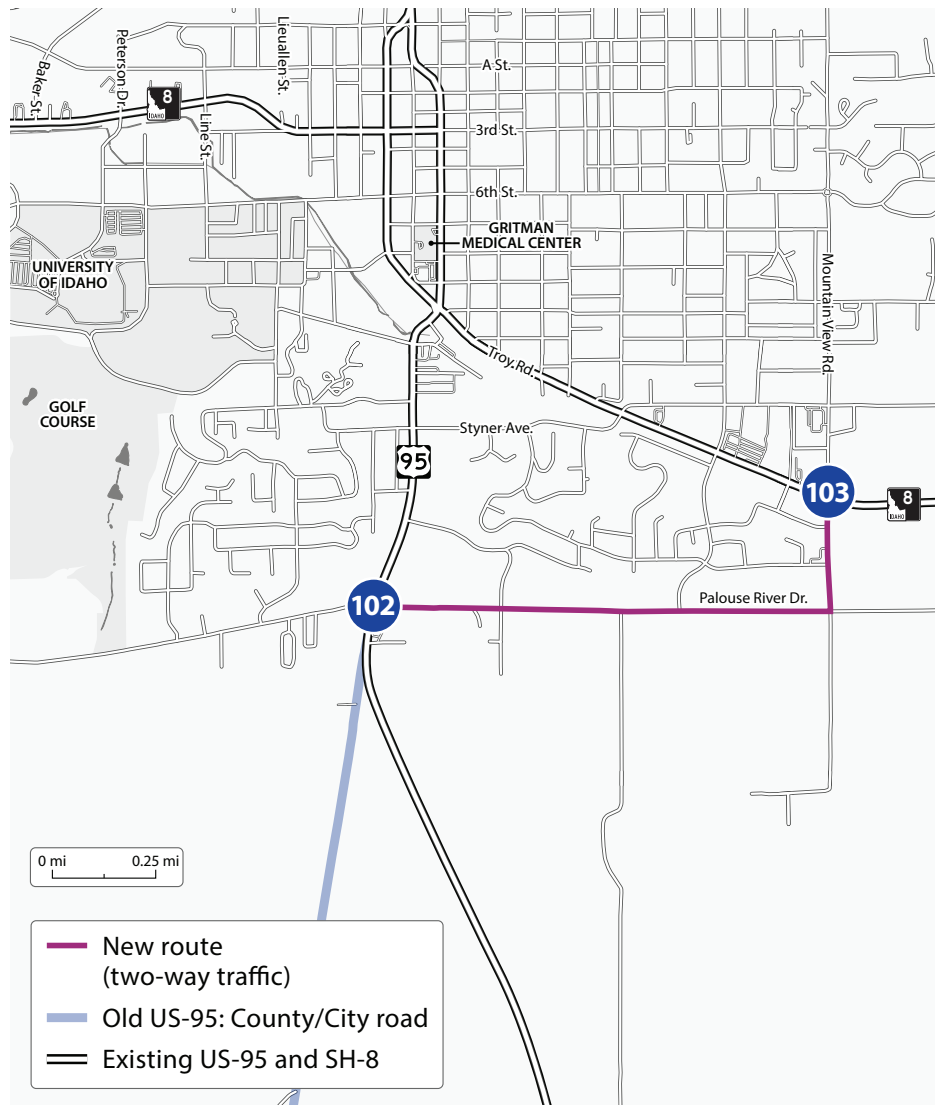
Concept: Palouse River Drive

New Routes for Urban Mobility | 103 to 102

Level 2 Screening Result: **Eliminated**

Results

The Palouse River Drive Concept as a stand-alone quadrant from 103 to 102 does not remove enough traffic from downtown Moscow to meet the Purpose & Need of this study. However, 103 to 102 appears in multiple top performing New Corridor Concepts and will proceed as a connecting element of those concepts.



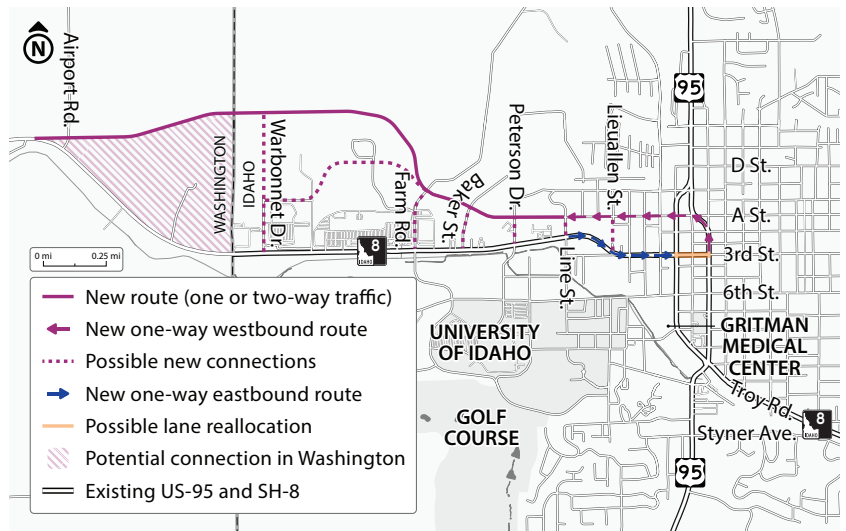
Concept: New Route - A Street

New Routes for Urban Mobility

Level 2 Screening Result: **Eliminated**

Results

This concept does not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.



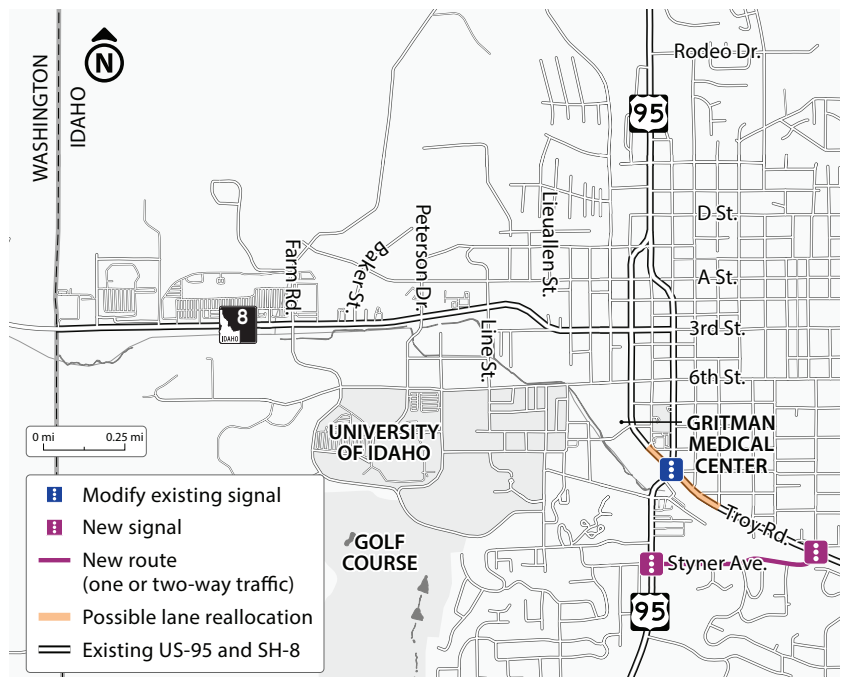
Concept: New Route - Styner Avenue

New Routes for Urban Mobility

Level 2 Screening Result: **Eliminated**

Results

This concept does not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.



Concept: Urban Improvements

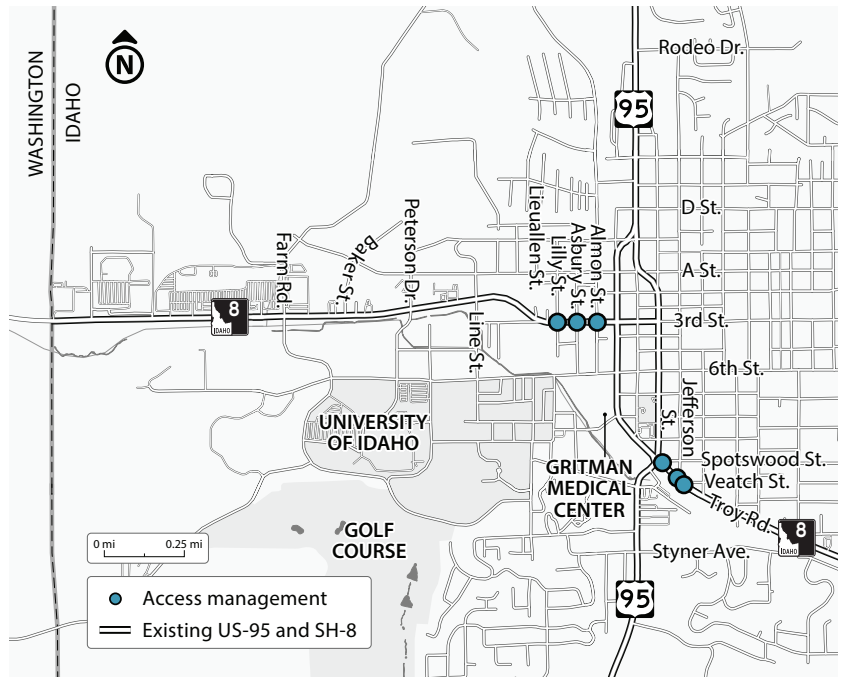
Targeted Roadway Improvements
in Moscow on the Current Highway
Alignment

Option: Access Management

Level 2 Screening Result: Eliminated

Results

This concept does not remove enough
traffic from downtown Moscow to meet the
Purpose & Need of the study.



Concept: Urban Improvements

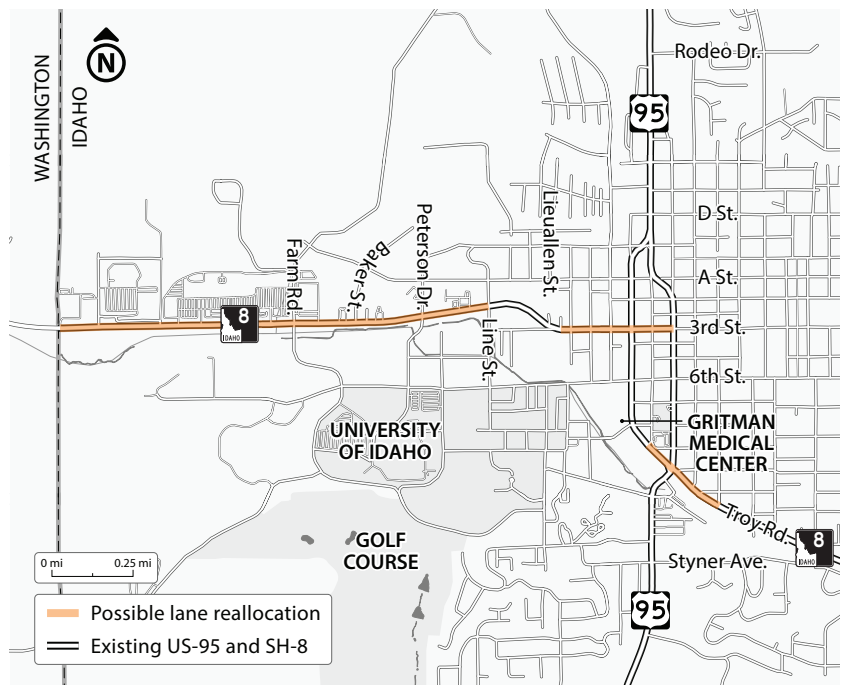
Targeted Roadway Improvements
in Moscow on the Current Highway
Alignment

Option: Lane Reallocations

Level 2 Screening Result: Eliminated

Results

This concept does not remove enough
traffic from downtown Moscow to meet the
Purpose & Need of the study.



Next Steps: Level 3 Concept and Criteria Refinement

Refinement of Intersections and Corridor Locations

As a result of the Level 2 comparative evaluation, the study team intends to refine the concepts to:

- Focus on the highest-performing intersection locations along SH-8 and US-95.
- Connect the refined intersection locations identified as top performers in the density analysis.
- Eliminate redundant or lower-performing combinations.
- Reduce corridor length where possible to increase efficiency and reduce impacts.
- Minimize property and environmental impacts while preserving congestion relief potential.

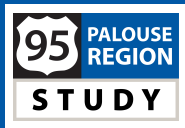
Level 3 Screening Criteria

Level 3 will apply the same screening criteria used in Level 2 with more specific performance measures.

For more details and an online feedback survey, please visit **us95sh8.com**. Comments submitted by April 9 will be considered by the study teams. →



US-95 Palouse Region Study



Participate in the
online public meeting:
www.us95sh8.com





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

Website: itd.idaho.gov/project/us-95-palouse-region-study

Email: info@us95sh8.com

Phone: 208-799-4218



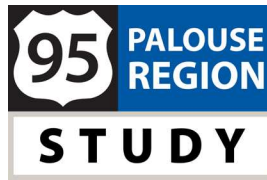
Thank you for your interest in the US-95 Palouse Region Study.

This survey includes a few general questions about what you like and dislike about the refined transportation concepts and criteria for the final evaluation phase in fall 2026. You may provide answers to any or all questions and are not required to respond to each. Comments received by April 9 will be considered by the study team.



US-95 Palouse Region Study

[illegible]



What do you like or dislike about the **US-95 Study Level 3 Screening criteria**?

Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the US-95 Palouse Region Study. 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 study

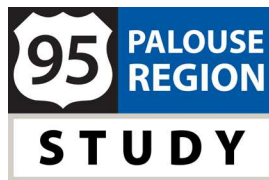
☐ I have a good understanding of the study

☐ I have a limited understanding of the study

☐ I have a clear and comprehensive understanding of the study

☐ I have a moderate understanding of the study





How did you hear about the US-95 Palouse Region Study public meeting?

- | | |
|---|---|
| ☐ Postcard | ☐ Media coverage - TV, newspaper |
| ☐ Public notice: social media | ☐ ITD website |
| ☐ Public notice: Moscow-Pullman Daily News | ☐ Email from study team |
| ☐ Public notice: Lewiston Tribune | ☐ Word of mouth |
| ☐ Other (please specify): _____ | |

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 this study, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the study, though you may unsubscribe from updates at any time.

Submit Your Comments

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 April 9, 2025, to:

Email: info@us95sh8.com

Mail: Idaho Transportation Department, District 2
Attn: US-95 Palouse Region Study Team
P.O. Box 837
Lewiston, ID 83501

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

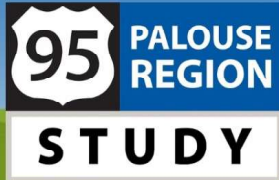


itd.idaho.gov/project/us-95-palouse-region-study/. —



This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.





Welcome to the March 2026 online open house. The comment period for this information closed April 9, 2026. Please contact the project team at info@us95sh8.com or visit the website to sign up for updates: itd.idaho.gov/project/us-95-palouse-region-study/



Welcome to the Online Public Meeting for the US-95 Palouse Region Study

The purpose of this meeting is to:

- Share refined transportation concepts from community input, additional data, and analysis
- Ask for your input as we move toward the final evaluation phase in fall 2026

How to participate:

- View displays and maps
- Provide your comments: [Take the survey](#)



We look forward to your participation and feedback!

Next

Questions?

Contact us at [208-799-4218](tel:208-799-4218)
Email: info@us95sh8.com.
Project website: itd.idaho.gov/project/us-95-palouse-region-study/



Questions? Contact Us

If you need special accommodations, please contact the team.

Phone: [208-799-4218](tel:208-799-4218)

Email: info@us95sh8.com

Web: itd.idaho.gov/project/us-95-palouse-region-study/

Address:
Idaho Transportation Department, District 2
P.O. Box 837 Lewiston, ID 83501



Your Safety • Your Mobility
Your Economic Opportunity





Overview and Updates

US-95 Palouse Region Study

The US-95 Study is following the Planning and Environmental Linkages (PEL) process. The intent of the study is to help ITD determine investments in the transportation network that will improve safety, mobility, and economic opportunity in the region.

- Level 1 Screening was completed in summer 2025
- Level 2 Screening is in progress in spring 2026
- Level 3 Screening is anticipated in fall 2026



SH-8 Moscow to Troy – Traffic Study

After reviewing crash data, potential new alignments, initial traffic analysis, and public input, ITD has redefined the scope of the study needed from Moscow to Troy as a Traffic Study. More details about this separate study may be found on ITD's project website: [SH-8 Traffic Study](#). Traffic analysis for SH-8 from Airport Road to Pine Crest Road is included in the US-95 Palouse Region Study.

US-95 Vision and Draft Purpose & Need

The Vision and Purpose & Need Statements were reviewed by stakeholders, agencies, and the public in spring 2024, and their 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

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
- Stand-alone 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 would be created to address the needs of this study area

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](#)

Questions? Contact Us

If you need special accommodations, please contact the team.

Phone: 208-799-4218

Email: info@us95sh8.com

Web: itd.idaho.gov/project/us-95-palouse-region-study/

Address:
Idaho Transportation Department, District 2
P.O. Box 837 Lewiston, ID 83501



Your Safety • Your Mobility
Your Economic Opportunity



Screening Process

Level One

Screened concepts for Purpose & Need and reasonability

The study team used generalized land use, planning, geotechnical, roadway engineering, traffic, safety, and environmental data. Concepts that did not meet Purpose & Need or that had a fatal flaw (an impact or combination of impacts that prohibit a concept from being built) were eliminated. Additional Level 1 Screening details are available online: [Level 1 Screening](#).

Level Two ★

Compared concepts using qualitative and quantitative planning-level data

- Gathered Data.** The study team gathered and analyzed refined datasets for each concept, including traffic analysis.
- Performed Comparative Analysis.** The study team used the data to compare each concept's performance against the others, evaluating how well each concept met the study's Purpose & Need, feasibility, and goals.

Results include:

Carried Forward: Considered reasonable and feasible, and may be considered for further evaluation in this study or subsequent NEPA review and project development.

Eliminated: Did not meet Purpose & Need, had a fatal flaw, or was considered unreasonable.

Not Recommended: Will not be evaluated further due to comparatively negligible benefits or higher impacts.

Level Three

Will analyze concepts using performance measures to refine recommendations

Concepts carried forward may proceed into further design and the National Environmental Policy Act (NEPA) review to identify final recommendations. This study 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.

Recap: Level 1 Screening

Carried Forward Concepts/Options

Screened concepts may include one or more options (e.g., intersections, routes, or roadway elements, as detailed on individual concept displays). A total of 141 options were screened.

On Alignment

- Rural Improvements**
 - Shoulder Widening, Passing Lanes, Turn Lanes, Roadway Signage, Wildlife Movement, and Geometric Improvements
- Rural Widening**
- Urban Improvements**
 - Access Management, Lane Reallocations, and Signal Operation Improvements
- Urban Walking and Biking Improvements**
 - Connection to the Latah Trail, Bike Lanes on Roadways, Enhanced Pedestrian Crossing, and Mid-Block Crossing

New Alignment

- New Corridors**
 - Moscow
 - Potlatch
- New Routes for Urban Mobility**
 - A Street
 - Palouse River Drive
 - Styner Avenue

Eliminated Concepts/Options

- Mountain View Drive to 6th Street**
- Mountain View Drive to D Street**
- Marked Crosswalks**
 - The Urban Walking and Biking Improvement Concept was carried forward as an element
 - One specific option, Marked Crosswalks, was eliminated

Level 2 Screening Criteria

Purpose & Need

Reduce Congestion

- Reduce congestion in downtown Moscow
- Improve roadway capacity
- Reduce travel times between Lewiston and Coeur d'Alene

Enhance Regional North-South Connection

- Provide a regional north-south connection that is not impacted by street parking

Accommodate Walking and Biking

- Accommodate safe, multimodal facilities and connections through downtown Moscow

Promote Safety

- Provide a facility that corrects geometric deficiencies in accordance with ITD standards
- Improve intersection safety, including at the US-95/3rd Street intersection or US-95/SH-8 intersection
- Include design features that have the potential to reduce crashes

Feasibility and Goals

Community

- Avoid and minimize property impacts
- Minimize property impact costs
- Support local and regional planning efforts

Environmental Resources

- Avoid and minimize impacts on the built environment resources
- Avoid and minimize impacts on the natural environment resources

Implementation

- Connect with future projects
- Consider ease of implementation (permitting, construction complexity, duration)
- Consider the ability to proceed with phased implementation

[Back](#)[Next](#)

Questions? Contact Us

If you need special accommodations, please contact the team.

Phone: 208-799-4218

Email: itd@us95sh8.com

Web: itd.idaho.gov/project/us-95-palouse-region-study/

Address:
Idaho Transportation Department, District 2
P.O. Box 837 Lewiston, ID 83501



Your Safety • Your Mobility
Your Economic Opportunity





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

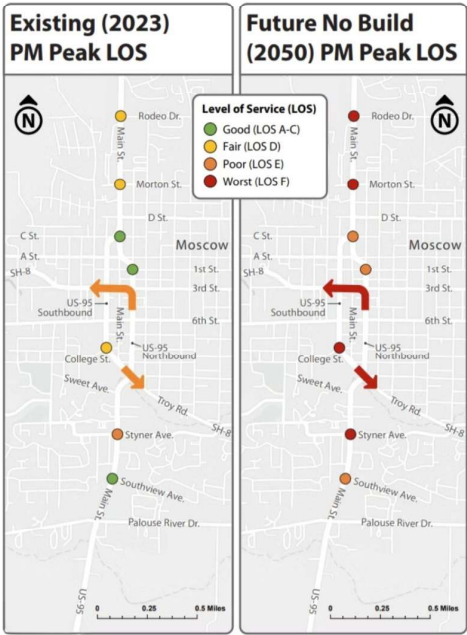
US-95 traffic flow would remain stable, but movements from side streets onto or across US-95 would experience significant delays at:

- 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 3rd Street.
- Eastbound from Jackson Street (US-95) onto SH-8. Queuing on Jackson Street will cause delays on College Street.



Level 2 Traffic Analysis Summary

Additional information about these concepts will be detailed on the meeting displays.

Concepts/Options Carried Forward Through Traffic Analysis

- New Corridors - 17 Concepts**
 - Northeastern corridor concepts did not provide traffic benefits compared with other corridors
 - New corridor concepts to the south and west of Moscow met the Purpose & Need
- Rural Widening and Rural Improvement Concepts**
 - Both concepts passed through traffic analysis.
- Signal Operation Improvements**

Concepts/Options Eliminated Due to Traffic Analysis

On their own, these concepts do not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.

- A Street**
- Access Management**
- Lane Reallocations**
- Palouse River Drive**
 - As a stand-alone concept, Palouse River Drive did not meet traffic performance need. Palouse River Drive will be a component of several New Corridor Concepts in Level 3 and will potentially be addressed as an off-system improvement for other studies.
- Styner Avenue**
 - Eliminating the Styner concept using the traffic data does not preclude it from being analyzed as part of the crosswalk concepts that were carried forward.

Back

Next



Questions? Contact Us

If you need special accommodations, please contact the team.

Phone: 208-799-4218

Email: info@us95sh8.com

Web: itd.idaho.gov/project/us-95-palouse-region-study/

Address:
Idaho Transportation Department, District 2
P.O. Box 837 Lewiston, ID 83501



Your Safety • Your Mobility
Your Economic Opportunity



Urban Improvement Concepts Carried Forward

Concept: Urban Improvements

Targeted Roadway Improvements in Moscow on the Current Highway Alignment

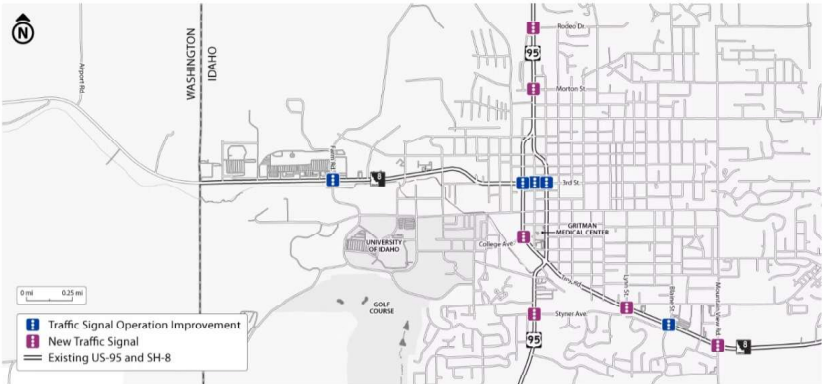
Option: Signal Operation Improvements
Level 2 Screening Result: Carried Forward

Key Components

Optimization of signal timing, including queue management and a review of the overnight flashing operation downtown, will be needed to recalibrate the network as part of any concept advanced out of Level 2 Screening, including the No Build option. Potential new traffic signal locations will be analyzed throughout the study process. New traffic signals may be warranted dependent on future traffic growth and other planning efforts.

Results

The Signal Operation Improvements Option was carried forward for refinement in Level 3.



Concept: Urban Improvements

Targeted Roadway Improvements in Moscow on the Current Highway Alignment

Option: Urban Walking and Bike Improvements
Level 2 Screening Result: Carried Forward

Key Components

Targeted improvements for walking and biking facilities would be considered for the current highway system.

Results

While the details of specific improvement elements could be identified and refined in Level 3, we anticipate considering options such as:

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



Examples of a bike lane and crosswalk

Back

Next



Questions? Contact Us

If you need special accommodations, please contact the team.

Phone: 208-799-4218

Email: info@us95sh8.com

Web: itd.idaho.gov/project/us-95-palouse-region-study/

Address:
Idaho Transportation Department, District 2
P.O. Box 837 Lewiston, ID 83501



Your Safety - Your Mobility
Your Economic Opportunity



New Corridor and Palouse River Drive Concepts

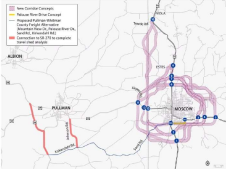
Level 2 New Corridors Considered

Thirteen transportation New Corridor concepts near Pullman passed Level 1 Screening. In Level 2, Palouse River Drive was considered as:

- A stand-alone concept
- A connection to other New Corridors
- A component of the Pullman-Whitman County Freight Alternatives Study, which occurred concurrently with the US-95 Study and identified key efficiency improvements for the on-system network for agricultural freight

Supporting the Pullman-Whitman Study

While the Pullman-Whitman Study's alternatives were not included as concepts in the US-95 Study, the traffic data associated with its preferred alternative provided important insights into freight movement and the potential impact on overall traffic patterns in the region.



[Click here to view larger PDF.](#)

Corridor widths and the associated impact areas presented herein are conceptual and intended for planning-level purposes only, and should not be relied upon for precise delineation or quantification of environmental impacts.

New Corridor Travel Times

Overview

Congestion mitigation is a primary purpose of this study.

To analyze New Corridor Concepts and their ability to address congestion, we considered intersection combinations of quadrants, halves, three-quarters, and whole alignments.



Assessing Travel Time for New Corridors

Travel time through downtown Moscow was assessed using Google Maps travel time estimates for each Origin-Destination (O-D) pair. O-D measures the number of vehicles passing between two points.

Assumptions and Benchmarks

- Assessed alternatives were for the shortest travel time.
- Set a 50 mph average trip speed.
- Used congested conditions (PM peak) as a benchmark.
- Used a 2050 traffic growth factor of 2.0 on the western portion of SH-6 and 1.4 for the remainder of Moscow highways.

Ranking New Corridors

Density

Density is a measure of the New Corridor utilization — this can be thought of as the “draw” or number of vehicle trips removed from the existing roadway per mile of new road.

- Density is useful because it normalizes the travel demand of the corridor by distance.
- Corridor location relative to town, an area attraction and the bridge to downtown.

Results

Using projected year 2050 Density, 17 Corridors ranked as top performers.

Top Performing New Corridors

Top 17 New Corridor Concepts by Density

- Southern half
- Western half
- Multiple three-quarter alignments
- No quadrants were in the top performing group as stand-alone concepts, including the Palouse River Drive quadrant.

The 17 top performing New Corridor Concepts are predicted to remove about 10 to 20% of traffic from downtown Moscow.

[Click here to view larger PDF.](#)

Concept: Moscow New Corridors

New Alignment

Level 2 Screening Result: 17 Top Performing New Corridors Carried Forward

Key Components

Intersections were identified as helpful starting points for studying potential new corridors. New corridors are drawn at 500 to 1000-foot widths. Intersections, connecting corridors, and new alignment widths will be refined in Level 3 of this study and in any future project development. For example, Intersection 2 will move due to recent development and growth.

Results

Graphic Examples of New Alignment Roadway Elements

Examples are built from east to the west 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.

Two-Lane Roadway

Four-Lane Highway with Center Turn Lane

Four-Lane Divided Highway

[Click here](#) to view a PDF of the Top 17 Moscow New Corridor Concepts

Back

Next



Questions? Contact Us

If you need special accommodations, please contact the team.

Phone: 208.799.5291

Email: info@us95id.com

Web: us95id.com/US95-Palouse-Region

Address: Idaho Transportation Department, District 2

P.O. Box 837 Lewiston, ID 83501



Your Safety. Your Ability.
Your Business Opportunity.



Your Safety. Your Ability.
Your Business Opportunity.



Rural Concepts Carried Forward

Concept: Rural Widening

On Alignment

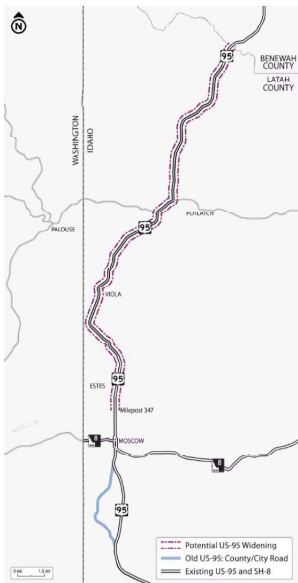
Level 2 Screening Result: **Carried Forward**

Key Components

As part of the Level 2 Screening, widening US-95 outside Moscow was considered on the current highway alignment, including consistent four-lane cross sections where possible. This would be considered from north of Moscow (starting at US-95 milepost 347) to the Latah/ Benewah county line.

Results

The Rural Widening Concept was carried forward as part of the traffic screening.



Concept: Potlatch New Corridors

New Alignment | 14 to 16 or 14 to 17

Level 2 Screening Result: **Carried Forward**

Key Components

The Potlatch New Corridor Concepts are intended to improve the geometry and thus safety of US-95 and the major intersection with SH-6 in Potlatch.

Results

Because traffic volumes in Potlatch are within the typical capacity for two-lane roads and stop-controlled intersections, the two Potlatch New Corridor Concepts were carried forward as part of the traffic screening.



Concept: Rural Improvements

On Alignment

Level 2 Screening Result: **Carried Forward**

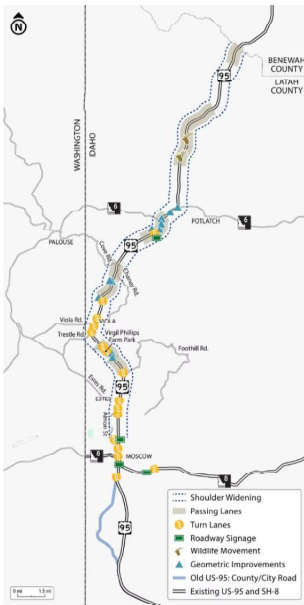
Key Components

Targeted roadway improvements outside Moscow city limits were considered as standalone improvements to the existing roadway. While some options address rural congestion, most primarily address safety.

Results

Each of the following options were carried forward through traffic analysis:

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



[Click here to view larger PDF.](#)

Back

Next



Questions? Contact Us

If you need special accommodations, please contact the team.

Phone: 208-799-4218

Email: info@us95sh8.com

Web: itd.idaho.gov/project/us-95-palouse-region-study/

Address:
Idaho Transportation Department, District 2
P.O. Box 837 Lewiston, ID 83501



Your Safety • Your Mobility
Your Economic Opportunity



Eliminated Concepts

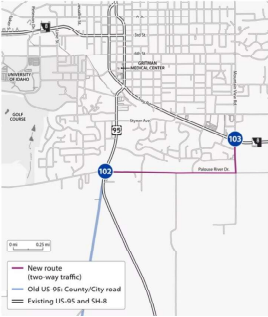
Concept: Palouse River Drive

New Routes for Urban Mobility | 103 to 102

Level 2 Screening Result: **Eliminated**

Results

Palouse River Drive Concept as a standalone quadrant from 103 to 102 does not remove enough traffic from downtown Moscow to meet the Purpose & Need of this study. However, 103 to 102 appears in multiple top performing New Corridor Concepts and will proceed as a connecting element of those concepts.



Concept: New Route - A Street

New Routes for Urban Mobility

Level 2 Screening Result: **Eliminated**

Results

This concept does not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.



Concept: New Route - Styner Avenue

New Routes for Urban Mobility

Level 2 Screening Result: **Eliminated**

Results

This concept does not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.

Concept: New Route - Urban Improvements

Targeted Roadway Improvements in Moscow on the Current Highway Alignment

Option: Access Management

Level 2 Screening Result: **Eliminated**

Results

This concept does not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.

Concept: New Route - Urban Improvements

Targeted Roadway Improvements in Moscow on the Current Highway Alignment

Option: Lane Reallocations

Level 2 Screening Result: **Eliminated**

Results

This concept does not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.

Back

Next



Questions? Contact Us

If you need special accommodations, please contact the team.

Phone: 208-799-4218

Email: info@us95sh8.com

Web: <http://idaho.gov/projects/us-95-palouse-region-study/>

Address: Idaho Transportation Department, District 2
P.O. Box 837 Lewiston, ID 83501



Your Safety • New Mobility
Your Economic Opportunity





Travel Patterns in the Study Area

Commuting Patterns

For those living in Moscow and Troy census tracts

Employment Location	Share
Moscow (inter-city), ID	47%
Pullman, WA	18%
Lewiston, ID	5%
Coeur d'Alene, ID	2%
All Others	28%

Through Trips

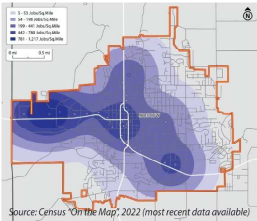
Greater than 10 miles through downtown Moscow

General Travel Direction Through Moscow				
	South to North	North to South	East to West	West to East
Percent of trips	39%	35%	12%	14%

Economic Activity in Moscow

Providing Economic Opportunities Through Transportation

Supporting safety, mobility, and economic opportunity in the downtown Moscow community is an important part of this study. This includes the ability to walk, bike, drive, and park downtown to work and support local businesses.



Retail employer locations in Moscow

The study team is considering New Corridor Concepts that address regional mobility and remove through trip congestion from downtown Moscow. This allows better access for local users of the facilities and economic opportunities for businesses and employers.

Community Planning and Implementation

Level 2 Planning Considerations

As part of the Level 2 Screening and data collection, multiple planning documents were considered, including:

- City of Moscow & The University of Idaho 'A' Street Master Plan and Preliminary Design
- Moscow Comprehensive Plan
- Moscow Multimodal Transportation Plan
- Pullman-Whitman County Freight Alternatives Study
- University of Idaho Long-Range Campus Development Plan

Additionally, broader community growth and development were considered to ensure proposed concepts align with local plans and anticipated future needs.

Implementation

The study team considered the potential for each concept to:

- Connect with future projects
- Provide ease of implementation, including permitting, construction complexity, and duration
- Proceed with phased implementation

Environmental Considerations

In Level 1, the initial screening identified considerable environmental issues and determined further detailed analysis was necessary.

In Level 2, quantitative data was collected and analyzed for each concept.

In Level 3, the study team will continue to refine the concepts to avoid and minimize impacts on natural and built environmental resources. This includes:

- Agricultural
- Business
- Freshwater emergent wetlands
- Flood zones
- Farmland
- Hazmat
- Natural streams
- Noise
- Palouse Prairie Remnants
- Protected land (Land and Water Conservation Fund)
- Recreational sites, parks, and trails
- Residential

Community Outreach

Programmed Projects

Some long-term projects identified in the US-95 Palouse Region Study may require additional environmental review under NEPA before moving forward. However, certain near-term projects can advance to programming sooner.

As a result of community outreach for this study and the SH-8 Traffic Study, several projects have already been programmed by ITD:

- New traffic signal at Mountain View Drive and SH-8
- Little Bear Creek Bridge in Troy
- In partnership with the City of Moscow, a new crosswalk near Urtman Medical Center and sidewalks at the US-95 and SH-8 intersection
- Additional project details are available on the District 2 project display

Public feedback through 46 interviews, three workshops, and two previous public meetings has been an important part of identifying these projects — we're thankful for your input!

[Click here to view a larger PDF.](#)

[Back](#)

[Next](#)



Questions? Contact Us

If you need special accommodations, please contact the team.

Phone: 208-792-4218

Email: info@us95sh8.com

Web: id.idaho.gov/project/us-95-palouse-region-study/

Address:
Idaho Transportation Department, District 2
P.O. Box 837 Lewiston, ID 83501



Your Safety • Your Mobility
Your Economic Opportunity



95

PALOUSE
REGION

STUDY



Level 2 Evaluation - Scoring

Corridor widths and the associated impact areas presented herein are conceptual and intended for planning-level analysis only, and should not be relied upon for precise delineation or quantification of environmental impacts.

		Reduce Congestion		Enhance Regional North-South Connection		Accommodate Walking and Biking		Promote Safety		Feasibility and Goals						
Level 2 Screening Concepts	Concept Descriptions	Reduce congestion through improved travel time reliability		Enhance regional north-south connection between Lewiston and Coeur d'Alene		Accommodate walking and biking where appropriate on the U.S. highway system		Promote safety by addressing geometric and operational deficiencies		Community		Environmental Resources		Implementation	SCORE	
No Build															-7	
ON-ALIGNMENT RURAL CONCEPTS																
Concept: Rural Improvements	Widening US-40 Double-Ended to Four-Lane Highway Alignment														2	
	Targeted Shoulder Repairs to Improve Shoulder Width and Shoulder Slope on the Current Highway Alignment															
	Options: Shoulder Widening															-2
	Options: Parking Lanes															3
Concept: Rural Improvements	Options: Turn Lanes														1	
	Options: Roadway Signage														-3	
	Options: Wildlife Management															-3
	Options: Geometric Improvements															1
ON-ALIGNMENT URBAN CONCEPTS																
Concept: Urban Improvements	Targeted Shoulder Repairs to Improve on the Current Highway Alignment															
	Options: Signal Operation Improvements															2
Concept: Urban Walking and Biking Improvements	Transformative Improvements for Walking and Biking to Enhance on the Current Highway Alignment													<		

		Reduce Congestion	Enhance Regional North-South Connection	Accommodate Walking and Biking	Promote Safety	Feasibility and Goals				SCORE
Level 2 Screening Concepts	Concept Descriptions	Reduce congestion through improved travel time reliability	Enhance regional north-south connection between Lewiston and Coeur d'Alene	Accommodate walking and biking where appropriate on the U.S. highway system	Promote safety by addressing geometric and operational deficiencies	Community	Environmental Resources	Implementation		
NEW CORRIDORS										
Concept: New Corridor - Alameda View Drive to Palouse River Drive to State Line	New Corridor Concept from 100 to 102 to 10									1
Concept: New Corridor - Alameda View Drive to Palouse River Drive to State Line to River Street	New Corridor Concept from 100 to 102 to 10 to 10									6
Concept: New Corridor - Alameda View Drive to Palouse River Drive to State Line to River Street	New Corridor Concept from 100 to 102 to 10 to 10									6
Concept: New Corridor - Alameda View Drive to Palouse River Drive to State Line to River Street	New Corridor Concept from 100 to 102 to 10 to 10									2
Concept: New Corridor - Alameda View Drive to Palouse River Drive to State Line to River Street	New Corridor Concept from 100 to 102 to 10 to 10									6
Concept: New Corridor - Alameda View Drive to Palouse River Drive to State Line to River Street	New Corridor Concept from 100 to 102 to 10 to 10									6
Concept: New Corridor - Alameda View Drive to Palouse River Drive to State Line to River Street	New Corridor Concept from 100 to 102 to 10 to 10									6
Concept: New Corridor - Alameda View Drive to Palouse River Drive to State Line to River Street	New Corridor Concept from 100 to 102 to 10 to 10									5
Concept: New Corridor - Alameda View Drive to Palouse River Drive to State Line to River Street	New Corridor Concept from 100 to 102 to 10 to 10									7
Concept: New Corridor - Alameda View Drive to Palouse River Drive to State Line to River Street	New Corridor Concept from 100 to 102 to 10 to 10									5
Concept: New Corridor - Alameda View Drive to Palouse River Drive to State Line to River Street	New Corridor Concept from 100 to 102 to 10 to 10									0
Concept: New Corridor - Alameda View Drive to Palouse River Drive to State Line to River Street	New Corridor Concept from 100 to 102 to 10 to 10									1
Concept: New Corridor - Hill Road to Palouse River Drive to State Line to River Street	New Corridor Concept from 10 to 20 to 10 to 10									4
Concept: Palouse - Hill Road to Palouse River Drive to State Line to River Street	New Corridor Concept from 10 to 20 to 10 to 10									4
Concept: Palouse Road to State Line to River Street	New Corridor Concept from 20 to 10 to 10									5
Concept: Alameda View Drive to Palouse River Drive to State Line to River Street	New Corridor Concept from 100 to 102 to 10 to 10									6
Concept: Palouse - Hill Road to Palouse River Drive to State Line to River Street	New Corridor Concept from 10 to 20 to 10 to 10									-3
Concept: Palouse - Hill Road to Palouse River Drive to State Line to River Street	New Corridor Concept from 10 to 20 to 10 to 10									-3

[Click here to view larger PDF.](#)

Back

Next

Questions? Contact Us

If you need special accommodations, please contact the team.

Phone: 208-799-4218

Email: info@us95sh8.com

Web: itd.idaho.gov/project/us-95-palouse-region-study/

Address:
Idaho Transportation Department, District 2
P.O. Box 837 Lewiston, ID 83501



Your Safety • Your Mobility
Your Economic Opportunity





Next Step: Level 3 Concept and Criteria Refinement

Refinement of Intersections and Corridor Locations

As a result of the Level 2 comparative evaluation, the study team intends to refine the concepts to:

- Focus on the highest-performing intersection locations along SH-8 and US-95.
- Connect the refined intersection locations identified as top performers in the density analysis.
- Eliminate redundant or lower-performing combinations.
- Reduce corridor length where possible to increase efficiency and reduce impacts.
- Minimize property and environmental impacts while preserving congestion relief potential.

Level 3 Screening Criteria

Level 3 will apply the same screening criteria used in Level 2 with more specific performance measures.



Thank You for Participating

Tell us what you think.

ITD will use your input to as we move toward the final evaluation phase in fall 2026.

**While we always welcome comments,
they can best be used by April 9**

Online

The survey closed 4/9/26 -
thank you for participating!

By mail

Attn: US-95 Study Palouse
Region Study Team
P.O. Box 837
Lewiston, ID 83501

Back

Home



Questions? Contact Us

If you need special accommodations, please
contact the team.

Phone: [208-799-4718](tel:208-799-4718)

Email: info@us95sh8.com

Web: itd.idaho.gov/project/us-95-palouse-region-study/

Address:
Idaho Transportation Department, District 2
P.O. Box 837 Lewiston, ID 83501



Your Safety • Your Mobility
Your Economic Opportunity



Appendix C. Attendance

- Sign-In Sheets
 - Public Meeting – March 26, 2026
- Online Meeting Metrics



Idaho Transportation Department Sign-In Sheet

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Matt Winckler				
Wayne Olson				
Eldon Hodges Lori Kenner				
Russ Qualls				
Chad Shelton				
Geoff Richard				
Sandra+Everett Paul				
Jim Mital				

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)). Sign-in sheets 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.



Idaho Transportation Department Sign-In Sheet

7

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
MICHAEL SPENCER				
Dexter Jones				
Jamin Smithger				
Paul Garfield				
Peto Rubich				
Kevin Lester				
Joan Lester				



Idaho Transportation Department Sign-In Sheet

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
James and Aimee Mobley				
Stuart Tolman				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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)). Sign-in sheets 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.



Idaho Transportation Department Sign-In Sheet

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Jeff Biddy				
DAN DAENERT				
Carla Olson				
Kim Clements				
Robert Clements				
Jill Huffman Kip Huffman				
Keith Koff Heidi Koff				
Tracy Young Rachael Young				
Marcella Kibler				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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)). Sign-in sheets 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.



Idaho Transportation Department Sign-In Sheet

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Edward Sah				
Jim Steury				
Scott Brown				
SARA FRAZIER				
Conie Coburn				
Kim Capitul				
Jennifer Halvorsen				
C Weiland				
JAY SHOWALTER				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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)). Sign-in sheets 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.



Idaho Transportation Department Sign-In Sheet

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Michelle Wheeland				
Heather Lannigan				
Michael Haseltine				
DAVID K. Smith				
Milena Stoszek				
Jim King				
Zach Wnek				
Cyndi Faircloth				
Nick Bitts				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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)). Sign-in sheets 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.



Idaho Transportation Department Sign-In Sheet

9

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Diane Noel				
Louise Sweeney				
Lucinda Fiske				
DAVID WHELAN				
JEFF LANNIGAN				
Lynn McCollough				
Mike McCollough				
Gary Olson				
Jeff Rumney				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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)). Sign-in sheets 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.



Idaho Transportation Department Sign-In Sheet

10

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Noah Marshall				
Sam Young				
Henrienne Westberg				
RAY ANDERSON				
Jesse Esfy				
Karee / Don Head				
DAVID HALL				
Tim Bazzler				
CarrieAnn Hewitt				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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)). Sign-in sheets 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.



26

Idaho Transportation Department Sign-In Sheet

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
DUNCAN FELLER				
MELODY FELLER				
Timothy L Taylor				
Wm Kirschen MARY GEARY				
ERIC LA CROIX ELIZABETH O'NEILL				
Terry Metzker				
Leah Latta				
Marilyn Moore				
Stephanie Baszler				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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)). Sign-in sheets 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.



Idaho Transportation Department Sign-In Sheet

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
RICHARD BE RWS				
KATHLEEN BENTON				
Marteen Weber				
Scott Plummer				
Joey Cornstock				
Melody Feller				
Robert Johnson				
Jeff & Carol Shrewsberry				
Les & Betty Dicks				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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)). Sign-in sheets 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.



Idaho Transportation Department Sign-In Sheet

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Marie Mitchell				
Ben Calabroff				
Gail Cochran				
Andy Carlson				
BEN RIDDERING				
James Allison				
Leonard Garrison				
Kate Jaechel				
ERIN TALBOT				



Idaho Transportation Department Sign-In Sheet

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Dale Freeman				
Ed Simpson				
M. Mayhew				
Victor Haenny				
Carolyn Haenny				
Joanna Rudolph				
Doug Rudolph				
Jane Nelson				
Linda Edwards				



10

Idaho Transportation Department Sign-In Sheet

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Richard Wood				
Erica Greg Jarntain				
Jeremy Comstock				
Don Schoenberg				
Sean Bussow				
Paul McDaniel				
RICHARD LIND				
Margaret Dibble				
Ronnie Grah				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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)). Sign-in sheets 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.



10

Idaho Transportation Department Sign-In Sheet

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Shannon Roddering				
Barbara Heller				
Becky Chastain				
Danny Hood				
Jeff + Karen Hill				
Molly Pannkuk				
Hannah Huffer				
Jeremy Bous				
Walter Wraams				

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)). Sign-in sheets 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.



Idaho Transportation Department Sign-In Sheet

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
SHERI S.X				
R. Skrzypchak				
Elisabeth Brackney				
IAN VON LINDERN				
Kathy Dawes				
Brad Jaeddel				
JOANN KUPPEL				
Richard Gaylo				
Charles Graham				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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)). Sign-in sheets 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.



Idaho Transportation Department Sign-In Sheet

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Paula Ousbolt				
Van Thompson				
DENNIS Comstock				
Steven LaDuke				
Chuck Bond				
Louise Regelin				
Sam Gunkle				
Steve Fiske				
Calvin May				

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)). Sign-in sheets 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.



Idaho Transportation Department Sign-In Sheet ⁽⁹⁾

US-95 Palouse Region Study Public Meeting | Best Western Plus University Inn, 1516 Pullman Road, Moscow, ID 83843 | March 26, 2026, 4 to 7 p.m. PT

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Richard Koster				
Jeffrey K. LORRY				
Jan Hardisty				
Bonnie Thompson				
Kappy Bruen				
Joy Swing				
Dev Zalus				
Emy Carpenter				
Alec Comstock				

Traffic Overview

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

Mar 19 - Yesterday

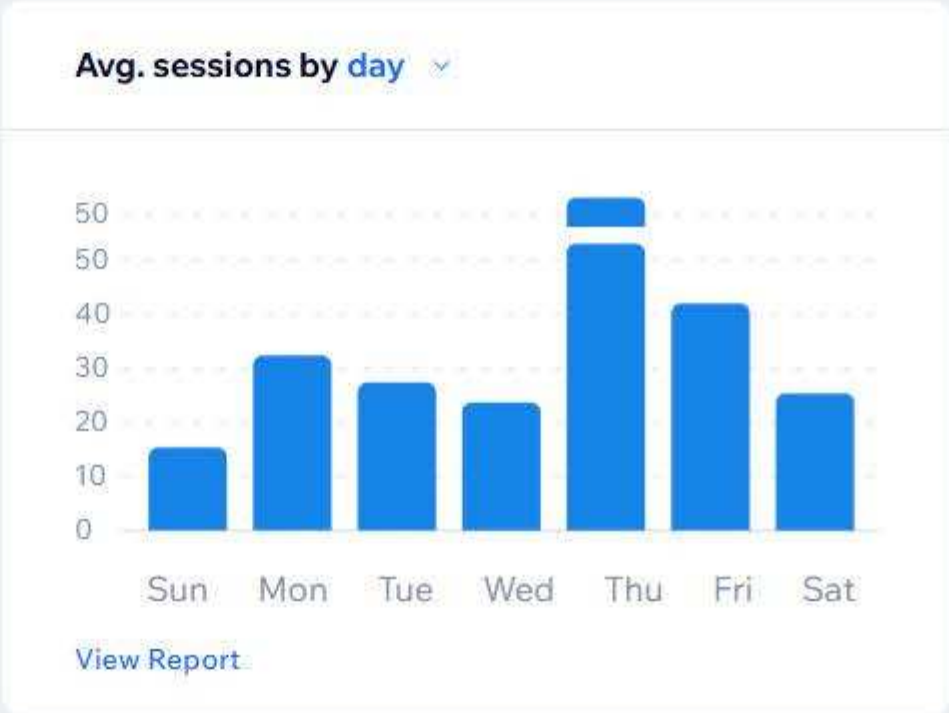
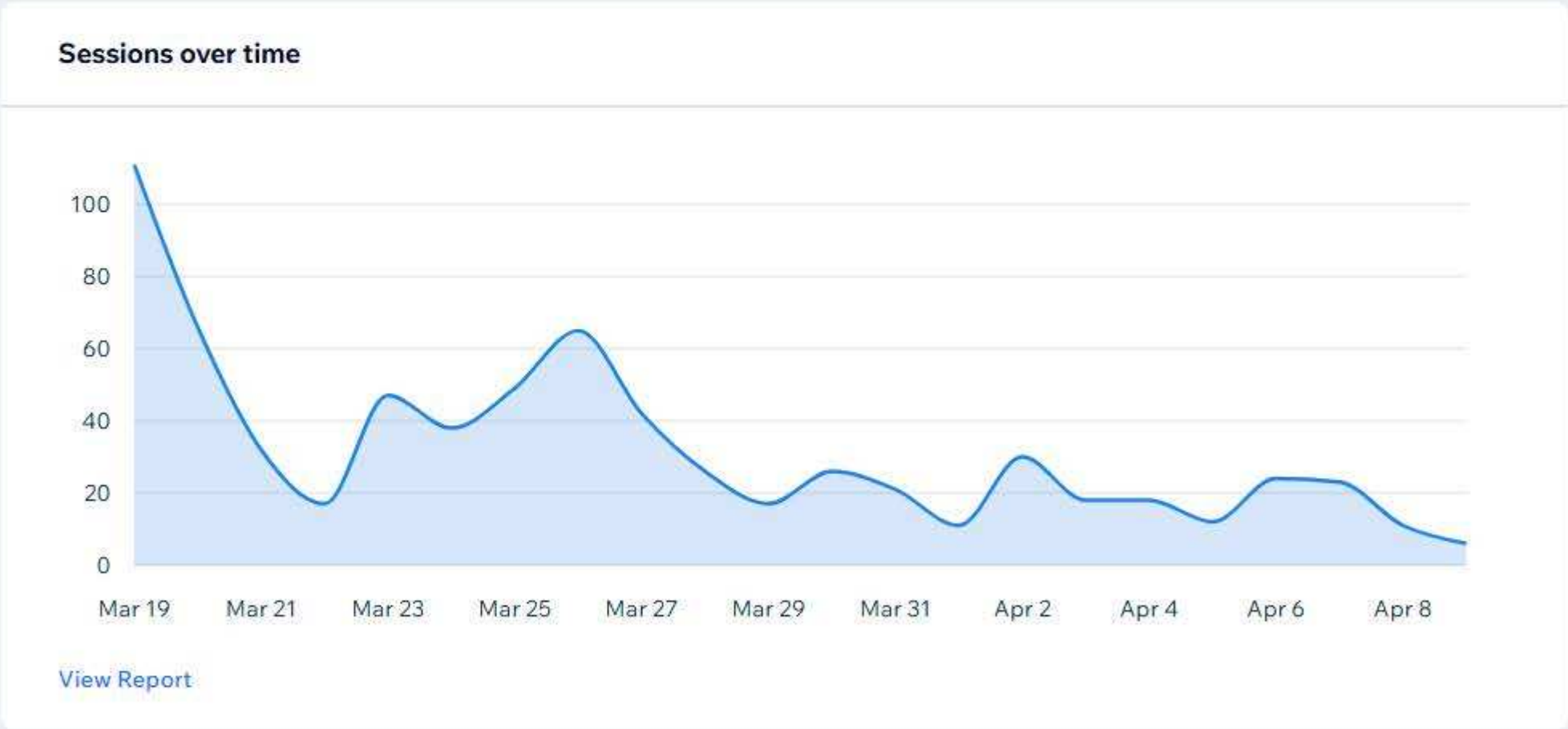
 compared to previous period (Feb 25 - Mar 18, 2026)

Site sessions

708 ↑ 174%

Unique visitors

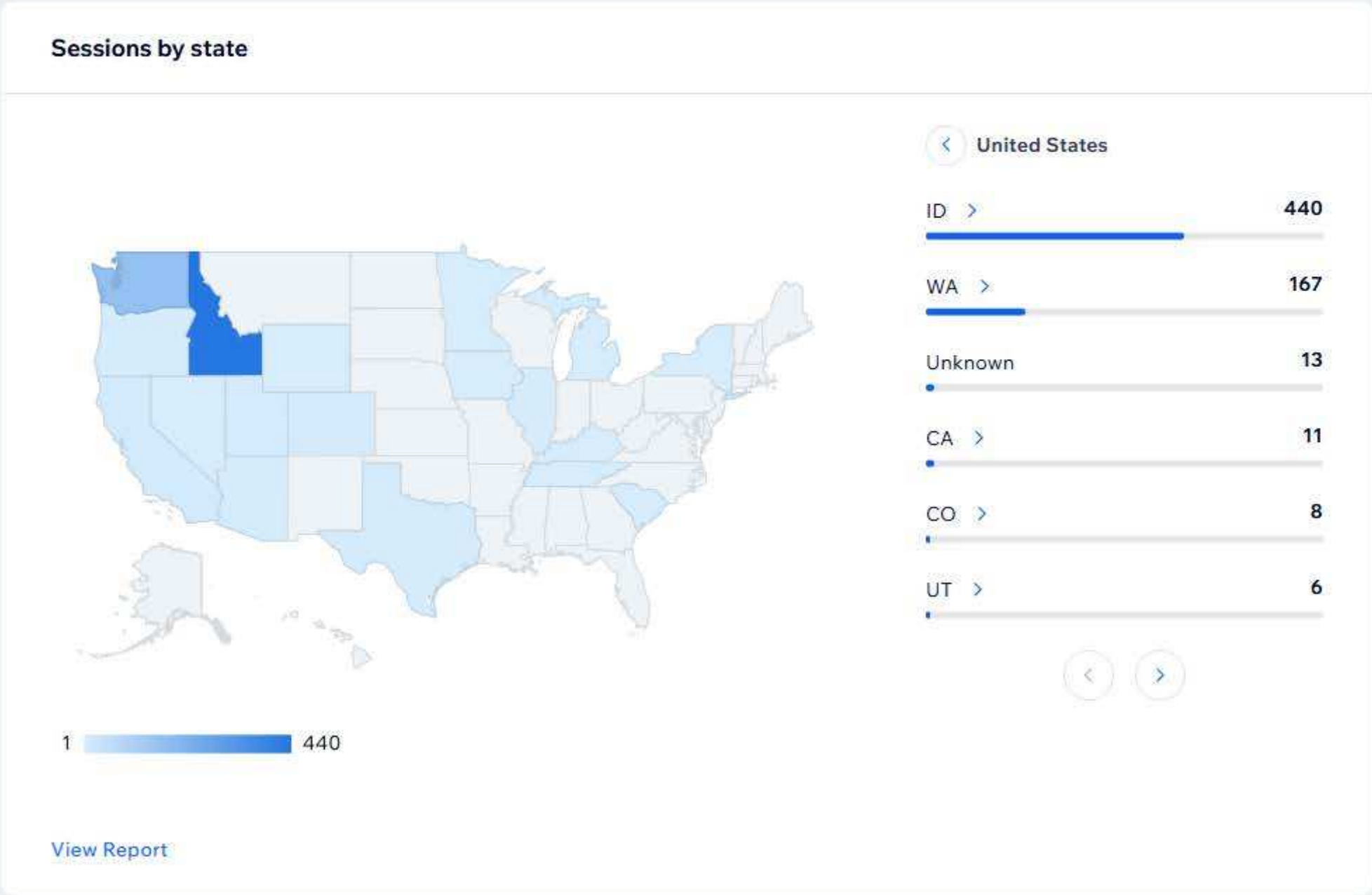
491 ↑ 174%



Traffic insights

You have visitors from multiple countries.

[See All Insights](#)



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 Palouse Region Study.

We appreciate you taking the time to provide feedback. Your input continues to be an important part of shaping this study.

This survey includes a few general questions about what you like and dislike about the refined transportation concepts and criteria for the final evaluation phase in fall 2026. You may provide answers to any or all questions and are not required to respond to each. Comments received by April 9 will be considered by the study team.

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



US-95 Palouse Region Study

What do you like or dislike about the **US-95 Study Level 2 Screening results** and refined transportation concepts being considered? Is there anything else the study team should know or consider as the study moves forward?

It's too bad we didn't build the latest new section of Hwy 95 towards the state line instead of up on the highest elevation - which has endured high winds, fog, icy conditions + deer crossing. If we built it closer to WA. border half of this project would have been solved.

Not sure the credibility is there for ITD to consider the environmental impacts for this study since it was mostly ignored for the Hwy 95 latest improvements.



What do you like or dislike about the **US-95 Study Level 3 Screening criteria?**

Not sure what a highest-performing intersection is. The busiest? The best design? The safest?

Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the US-95 Palouse Region Study. 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 study

☐ I have a good understanding of the study

☒ I have a limited understanding of the study

☐ I have a clear and comprehensive understanding of the study

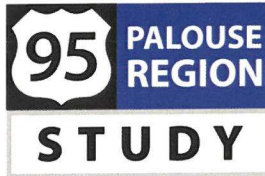
☐ I have a moderate understanding of the study

The number of presentation boards was quite overwhelming + I was looking 1st for the problem we are trying to solve. Had to ask a ITD rep what the problem statement was. Seems more than 2-fold.

1- inside city of Moscow 2- east west connection to WA. State

3- avoiding city of Moscow





How did you hear about the US-95 Palouse Region Study public meeting?

- | | |
|--|---|
| ☒ Postcard | ☐ Media coverage - TV, newspaper |
| ☐ Public notice: social media | ☐ ITD website |
| ☒ Public notice: Moscow-Pullman Daily News | ☐ Email from study team |
| ☐ Public notice: Lewiston Tribune | ☐ Word of mouth |
| ☐ Other (please specify): _____ | |

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 this study, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the study, though you may unsubscribe from updates at any time.

Submit Your Comments

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 April 9, 2025, to:

Email: info@us95sh8.com

Mail: Idaho Transportation Department, District 2
Attn: US-95 Palouse Region Study Team
P.O. Box 837
Lewiston, ID 83501

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

COMMENT FORM

Thank you for your interest in the US-95 Palouse Region Study.

We appreciate you taking the time to provide feedback. Your input continues to be an important part of shaping this study.

This survey includes a few general questions about what you like and dislike about the refined transportation concepts and criteria for the final evaluation phase in fall 2026. You may provide answers to any or all questions and are not required to respond to each. Comments received by April 9 will be considered by the study team.

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

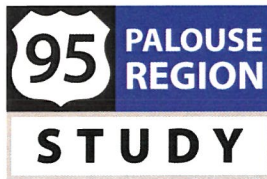


Scan to take
the survey

US-95 Palouse Region Study

What do you like or dislike about the **US-95 Study Level 2 Screening results** and refined transportation concepts being considered? Is there anything else the study team should know or consider as the study moves forward?

We continue to be concerned about northbound left-hand turns near Phillips farm. I've been nearly rear-ended by a chip truck there. In spite of warning signs, northbound drivers crest the hill way too fast. I'm surprised there haven't been more accidents.



What do you like or dislike about the **US-95 Study Level 3 Screening criteria?**

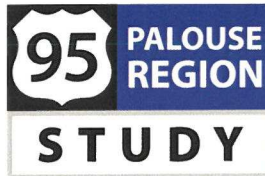
Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the US-95 Palouse Region Study. 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 study | ☐ I have a good understanding of the study |
| ☐ I have a limited understanding of the study | ☐ I have a clear and comprehensive understanding of the study |
| ☒ I have a moderate understanding of the study | |





How did you hear about the US-95 Palouse Region Study public meeting?

- | | |
|---|---|
| ☒ Postcard | ☐ Media coverage - TV, newspaper |
| ☐ Public notice: social media | ☐ ITD website |
| ☐ Public notice: Moscow-Pullman Daily News | ☐ Email from study team |
| ☐ Public notice: Lewiston Tribune | ☐ Word of mouth |
| ☐ Other (please specify): _____ | |

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 this study, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the study, though you may unsubscribe from updates at any time.

Submit Your Comments

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 April 9, 2025, to:

Email: info@us95sh8.com

Mail: Idaho Transportation Department, District 2
Attn: US-95 Palouse Region Study Team
P.O. Box 837
Lewiston, ID 83501

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

COMMENT FORM

Thank you for your interest in the US-95 Palouse Region Study.

We appreciate you taking the time to provide feedback. Your input continues to be an important part of shaping this study.

This survey includes a few general questions about what you like and dislike about the refined transportation concepts and criteria for the final evaluation phase in fall 2026. You may provide answers to any or all questions and are not required to respond to each. Comments received by April 9 will be considered by the study team.

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



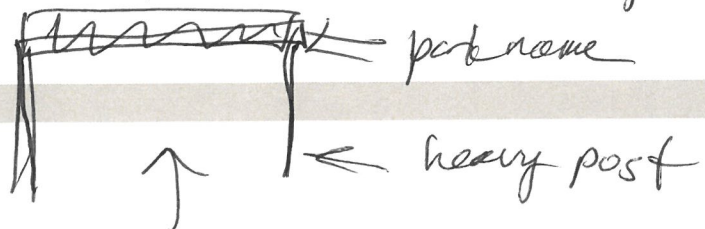
Scan to take
the survey

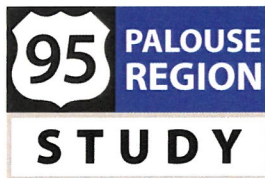
US-95 Palouse Region Study

What do you like or dislike about the **US-95 Study Level 2 Screening results** and refined transportation concepts being considered? Is there anything else the study team should know or consider as the study moves forward?

① Wildlife crossing is a concern on Steakhorse Hill. Moose + deer cross the highway near/at the crest of the hill + move thru private property into Phillips Farm Park + on.

② I hope you can apply at least a temporary fix for the bad turn into Phillips Farm Park when approaching from the South. Part of the problem is that the entrance is hard to find amidst the various signs, power poles around it. What about a big Ranch style entrance on the highway rt. of way





What do you like or dislike about the **US-95 Study Level 3 Screening criteria?**

I'd like to see even more emphasis
on travel by foot + bike.

Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the US-95 Palouse Region Study. 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 study

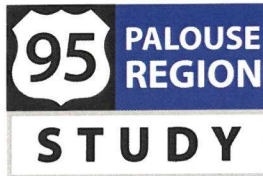
☐ I have a good understanding of the study

☐ I have a limited understanding of the study

☐ I have a clear and comprehensive understanding of the study

☒ I have a moderate understanding of the study





How did you hear about the US-95 Palouse Region Study public meeting?

- ☒ Postcard ☐ Media coverage - TV, newspaper
☐ Public notice: social media ☐ ITD website
☐ Public notice: Moscow-Pullman Daily News ☐ Email from study team
☐ Public notice: Lewiston Tribune ☐ Word of mouth
☐ Other (please specify):

*I love getting the postcard!
= excellent way to communicate.*

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 this study, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the study, though you may unsubscribe from updates at any time.

Submit Your Comments

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 April 9, 2025, to:

Email: info@us95sh8.com

Mail: Idaho Transportation Department, District 2
Attn: US-95 Palouse Region Study Team
P.O. Box 837
Lewiston, ID 83501

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

COMMENT FORM

Thank you for your interest in the US-95 Palouse Region Study.

We appreciate you taking the time to provide feedback. Your input continues to be an important part of shaping this study.

This survey includes a few general questions about what you like and dislike about the refined transportation concepts and criteria for the final evaluation phase in fall 2026. You may provide answers to any or all questions and are not required to respond to each. Comments received by April 9 will be considered by the study team.

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

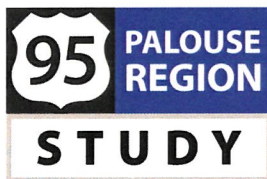


Scan to take
the survey

US-95 Palouse Region Study

What do you like or dislike about the **US-95 Study Level 2 Screening results** and refined transportation concepts being considered? Is there anything else the study team should know or consider as the study moves forward?

On Hwy 95 North of Moscow, there are lots of areas where widening / turning lanes are suggested. It is hard to make just where is suggested, but the most crucial need is a turning lane into Virgil Philips farm Rd. People are afraid to go to the park. People have told me they go down to the bottom of the hill, turn around and come back to make the turn into Virgil Philips Park



What do you like or dislike about the **US-95 Study Level 3 Screening criteria?**

Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the US-95 Palouse Region Study. 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 study

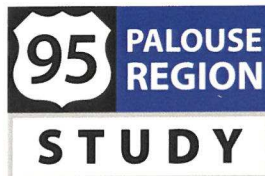
☐ I have a good understanding of the study

☐ I have a limited understanding of the study

☐ I have a clear and comprehensive understanding of the study

☒ I have a moderate understanding of the study





How did you hear about the US-95 Palouse Region Study public meeting?

- | | |
|--|---|
| ☒ Postcard | ☐ Media coverage - TV, newspaper |
| ☐ Public notice: social media | ☐ ITD website |
| ☒ Public notice: Moscow-Pullman Daily News | ☐ Email from study team |
| ☐ Public notice: Lewiston Tribune | ☐ Word of mouth |
| ☐ Other (please specify): _____ | |

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 this study, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the study, though you may unsubscribe from updates at any time.

Submit Your Comments

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 April 9, 2025, to:

Email: info@us95sh8.com

Mail: Idaho Transportation Department, District 2
Attn: US-95 Palouse Region Study Team
P.O. Box 837
Lewiston, ID 83501

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

COMMENT FORM

Thank you for your interest in the US-95 Palouse Region Study.

We appreciate you taking the time to provide feedback. Your input continues to be an important part of shaping this study.

This survey includes a few general questions about what you like and dislike about the refined transportation concepts and criteria for the final evaluation phase in fall 2026. You may provide answers to any or all questions and are not required to respond to each. Comments received by April 9 will be considered by the study team.

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



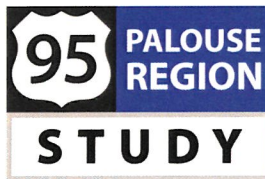
Scan to take
the survey

US-95 Palouse Region Study

What do you like or dislike about the **US-95 Study Level 2 Screening results** and refined transportation concepts being considered? Is there anything else the study team should know or consider as the study moves forward?

I feel if our goal is to decrease through traffic North ↔ South through Moscow the route that addresses that issue the best is spot 1 → 11 → 10. This would allow people that didn't want to spend time in Moscow to avoid it completely while bringing them to the airport or Pullman. It also prevents bringing traffic back in to Hwy 95 to have to go over Steakhouse Hill.

There is so ~~much~~ many homes being built down South that bringing traffic closer to ^{Moscow} than (D) on the map doesn't make sense. As well as building that will occur North of town preventing the shorter circle options from making sense either.



What do you like or dislike about the **US-95 Study Level 3 Screening criteria?**

I would love to have someone consider a bike path that was separate from Hwy 95 but ran the same route similar to the Latah trail path.

Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the US-95 Palouse Region Study. 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 study

☒ I have a good understanding of the study

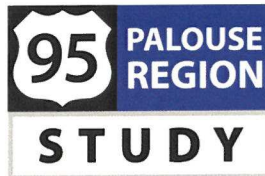
☐ I have a limited understanding of the study

☐ I have a clear and comprehensive understanding of the study

☐ I have a moderate understanding of the study

I would have preferred paper handouts of the routes that are moving forward instead of the ones that are no longer being considered. My understanding was greatly enhanced by speaking with the project team and asking questions. They were all very helpful.





How did you hear about the US-95 Palouse Region Study public meeting?

- | | |
|---|---|
| ☒ Postcard | ☐ Media coverage - TV, newspaper |
| ☐ Public notice: social media | ☐ ITD website |
| ☐ Public notice: Moscow-Pullman Daily News | ☐ Email from study team |
| ☐ Public notice: Lewiston Tribune | ☐ Word of mouth |
| ☐ Other (please specify): _____ | |

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 this study, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the study, though you may unsubscribe from updates at any time.

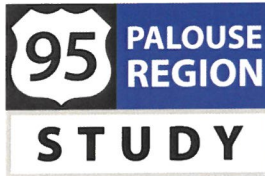
Submit Your Comments

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 April 9, 2025, to:

Email: info@us95sh8.com

Mail: Idaho Transportation Department, District 2
Attn: US-95 Palouse Region Study Team
P.O. Box 837
Lewiston, ID 83501

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



COMMENT FORM

Thank you for your interest in the US-95 Palouse Region Study.

We appreciate you taking the time to provide feedback. Your input continues to be an important part of shaping this study.

This survey includes a few general questions about what you like and dislike about the refined transportation concepts and criteria for the final evaluation phase in fall 2026. You may provide answers to any or all questions and are not required to respond to each. Comments received by April 9 will be considered by the study team.

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



Scan to take the survey

US-95 Palouse Region Study

What do you like or dislike about the **US-95 Study Level 2 Screening results** and refined transportation concepts being considered? Is there anything else the study team should know or consider as the study moves forward?

~~SHOULDER WIDENING - BIKES~~

MIRBOR

~~PROTESTANT SIGNAL~~

~~GOING THROUGH TOWN SHOULD NOT BE FAST~~

~~PHILIPS FARM~~

THANK YOU FOR THESE COMMUNITY INFORMATION & COMMENT SESSIONS - THEY ARE VERY HELPFUL. THANK YOU TOO FOR ALL THE WORK, STUDY, & ANALYSIS YOU ALL PUT INTO THIS PROJECT.

LIKE:

- SHOULDER-WIDENING: AS A BICYCLIST, I HAVE FOUND SOME ~~AREAS~~ SHOULDER ON THE HIGHWAY TO BE ALMOST NON-EXISTENT OR IN VERY BAD REPAIR. I'M HAPPY TO SEE WIDENING IS BEING CONSIDERED.



What do you like or dislike about the **US-95 Study Level 3 Screening criteria?**

LIKE, CONT: IT LOOKS LIKE YOU ARE PLANNING / CONSIDERING A TURN LANE AT PHILLIPS FARM COUNTY PARK. THAT IS GREAT + VERY NECESSARY! I WAS ALMOST HIT BY A SEMI WHEN TRYING TO TURN LEFT. LUCKILY NO ONE WAS HURT.

DON'T LIKE: IT SEEMS THAT THE BASE ASSUMPTION IS THAT CARS SHOULD BE ABLE TO MOVE THROUGH TOWN QUICKLY. ~~THEY~~ I THINK THAT IS THE WRONG ASSUMPTION TO HAVE. I KNOW IT NEEDS TO FLOW EFFICIENTLY BUT DRIVERS SHOULD NOT ASSUME THEY CAN GO THROUGH A TOWN QUICKLY. PEDESTRIANS + CYCLISTS SHOULD HAVE EQUAL OR HIGHER PRIORITY.

Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the US-95 Palouse Region Study. 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 study

☐ I have a good understanding of the study

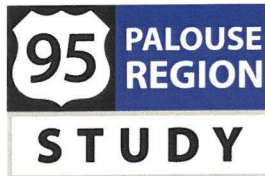
☒ I have a limited understanding of the study

☐ I have a clear and comprehensive understanding of the study

☐ I have a moderate understanding of the study

I THINK IT IS HARD TO COME IN AND READ THE POSTERS + GET A FULL UNDERSTANDING OF THIS COMPLICATED PROJECT. HOWEVER - YOU HAVE DONE A GOOD JOB - IT IS JUST DIFFICULT WHEN YOU'RE NOT IMMERSUED IN IT EVERY DAY. THE PEOPLE AVAILABLE TO ANSWER QUESTIONS WERE ALL VERY HELPFUL.





How did you hear about the US-95 Palouse Region Study public meeting?

- | | |
|--|---|
| ☒ Postcard | ☐ Media coverage - TV, newspaper |
| ☒ Public notice: social media | ☐ ITD website |
| ☒ Public notice: Moscow-Pullman Daily News | ☐ Email from study team |
| ☐ Public notice: Lewiston Tribune | ☐ Word of mouth |
| ☒ Other (please specify): <u>MOSCOW CITY COUNCIL MEETING - SAW A REPRESENTATIVE ANNOUNCED THIS PUBLIC MEETING</u> | |

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 this study, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the study, though you may unsubscribe from updates at any time.

Submit Your Comments

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 April 9, 2025, to:

Email: info@us95sh8.com

Mail: Idaho Transportation Department, District 2
Attn: US-95 Palouse Region Study Team
P.O. Box 837
Lewiston, ID 83501

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

Thank you!

For up-to-date details and
study information, visit
[itd.idaho.gov/project/us-95-
palouse-region-study/](http://itd.idaho.gov/project/us-95-palouse-region-study/).



Need additional writing space? Continue your comments here.

NORTH/ SOUTH
IT CAN BE ~~BE~~ VERY DIFFICULT TO CROSS ~~THE~~ HIGHWAY 95
BETWEEN SH 8 + 3RD ST AS A CYCLIST OR PEDESTRIAN. SOME
PEDESTRIAN SIGNAL & LIGHTS COULD BE REALLY HELPFUL. ~~AND~~
ALSO TRYING TO TURN LEFT ONTO 95 OR CROSS 95 WHEN
LEAVING THE CO-OP^{1ST CAR} (5TH ST) IS DIFFICULT BECAUSE
~~STREET~~ STREET-SIDE PARKING BLOCKS THE VIEW OF ONCOMING TRAFFIC.
A TRAFFIC MIRROR COULD BE HELPFUL.

COMMENT FORM

Thank you for your interest in the US-95 Palouse Region Study.

We appreciate you taking the time to provide feedback. Your input continues to be an important part of shaping this study.

This survey includes a few general questions about what you like and dislike about the refined transportation concepts and criteria for the final evaluation phase in fall 2026. You may provide answers to any or all questions and are not required to respond to each. Comments received by April 9 will be considered by the study team.

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



Scan to take
the survey

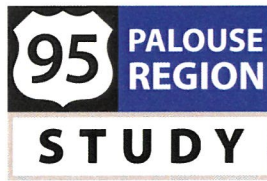
US-95 Palouse Region Study

What do you like or dislike about the **US-95 Study Level 2 Screening results** and refined transportation concepts being considered? Is there anything else the study team should know or consider as the study moves forward?

I like that the study includes several improvements between Moscow and Viola, especially because I am concerned about the safety of drivers turning off + on the Highway at the Phillips Farm County Park! Whenever I drive there from Moscow I slow way down going up the "Steakhouse Hill" so everyone behind me can pass me. Then I know I will be safe turning left into the park. We have so many teen drivers (Moscow High School students) who do lots of projects at the park, and I am very worried one of them will be killed at that turnoff. Please make this a high priority.

Thank you!





What do you like or dislike about the **US-95 Study Level 3 Screening criteria?**

Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the US-95 Palouse Region Study. 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 study

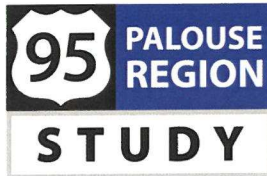
☒ I have a good understanding of the study

☐ I have a limited understanding of the study

☐ I have a clear and comprehensive understanding of the study

☐ I have a moderate understanding of the study





How did you hear about the US-95 Palouse Region Study public meeting?

- | | |
|--|---|
| ☐ Postcard | ☐ Media coverage - TV, newspaper |
| ☐ Public notice: social media | ☐ ITD website |
| ☒ Public notice: Moscow-Pullman Daily News | ☐ Email from study team |
| ☐ Public notice: Lewiston Tribune | ☐ Word of mouth |
| ☐ Other (please specify): _____ | |

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 this study, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the study, though you may unsubscribe from updates at any time.

Submit Your Comments

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 April 9, 2025, to:

Email: info@us95sh8.com

Mail: Idaho Transportation Department, District 2
Attn: US-95 Palouse Region Study Team
P.O. Box 837
Lewiston, ID 83501

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

COMMENT FORM

Thank you for your interest in the US-95 Palouse Region Study.

We appreciate you taking the time to provide feedback. Your input continues to be an important part of shaping this study.

This survey includes a few general questions about what you like and dislike about the refined transportation concepts and criteria for the final evaluation phase in fall 2026. You may provide answers to any or all questions and are not required to respond to each. Comments received by April 9 will be considered by the study team.

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



Scan to take
the survey

US-95 Palouse Region Study

What do you like or dislike about the **US-95 Study Level 2 Screening results** and refined transportation concepts being considered? Is there anything else the study team should know or consider as the study moves forward?

Some Good Work - Lots of
Study - Good Visuals - Easy to
Follow. Still Wish you had left
Options to connecting Pullman from
So of Moscow - to go West & then
North to Moscow - Pullman Road &
or North & East back to Hwy 95.
Keep up the good work - Look to
~~Results~~ Results of level 3.
Appreciated Elimination of Some of
the Concepts - Almost all seemed Not
productive - good work.



What do you like or dislike about the **US-95 Study Level 3 Screening criteria?**

what is timeline?
When is Level 3 due? October?

ITD does good work -
Keep it up.
 Hwy 95 Completion South of Moscow
is Finally Done!! I Remember when
Lawson Hill was completed late 70's
Good luck & another increase

Public Meeting Feedback

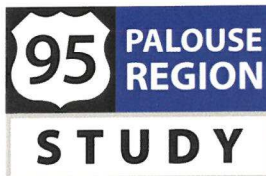
Please mark how effective the public meeting was in improving your understanding of the US-95 Palouse Region Study. Consider the following aspects of your experience:

- ☒ 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 study
- ☐ I have a limited understanding of the study
- ☐ I have a moderate understanding of the study

- ☒ I have a good understanding of the study
- ☐ I have a clear and comprehensive understanding of the study

Keep up the good work - The
handout was/is Useful -
Next Time?



How did you hear about the US-95 Palouse Region Study public meeting?

- | | |
|--|--|
| ☒ Postcard | ☒ Media coverage - TV, newspaper |
| ☒ Public notice: social media | ☐ ITD website |
| ☒ Public notice: Moscow-Pullman Daily News | ☐ Email from study team |
| ☒ Public notice: Lewiston Tribune | ☒ Word of mouth |
| ☐ Other (please specify): _____ | |

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 this study, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the study, though you may unsubscribe from updates at any time.

Submit Your Comments

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 April 9, 2025, to:

Email: info@us95sh8.com

Mail: Idaho Transportation Department, District 2
Attn: US-95 Palouse Region Study Team
P.O. Box 837
Lewiston, ID 83501

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

Thank you!

For up-to-date details and
study information, visit

[itd.idaho.gov/project/us-95-
palouse-region-study/](http://itd.idaho.gov/project/us-95-palouse-region-study/).



No - Thank You

Need additional writing space? Continue your comments here.

COMMENT FORM

Thank you for your interest in the US-95 Palouse Region Study.

We appreciate you taking the time to provide feedback. Your input continues to be an important part of shaping this study.

This survey includes a few general questions about what you like and dislike about the refined transportation concepts and criteria for the final evaluation phase in fall 2026. You may provide answers to any or all questions and are not required to respond to each. Comments received by April 9 will be considered by the study team.

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



Scan to take
the survey

US-95 Palouse Region Study

What do you like or dislike about the **US-95 Study Level 2 Screening results** and refined transportation concepts being considered? Is there anything else the study team should know or consider as the study moves forward?

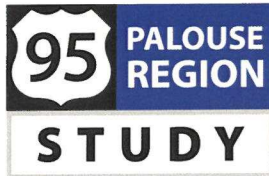
I have been concerned with the Hwy 95 heading north - lack of passing lanes & turn off at Phillips Farm.

The passing lane ends at the top of the hill - could extend passing lane if there would be a better view of highway heading down the hill.

Phillips Farm has a terrible turn that is at a bad angle.

If I'm prove turn in & provide a turn lane.





How did you hear about the US-95 Palouse Region Study public meeting?

- | | |
|---|---|
| ☒ Postcard | ☐ Media coverage - TV, newspaper |
| ☐ Public notice: social media | ☐ ITD website |
| ☐ Public notice: Moscow-Pullman Daily News | ☐ Email from study team |
| ☐ Public notice: Lewiston Tribune | ☐ Word of mouth |
| ☐ Other (please specify): _____ | |

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 this study, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the study, though you may unsubscribe from updates at any time.

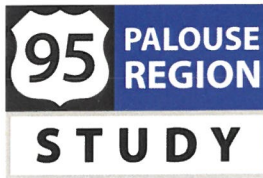
Submit Your Comments

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 April 9, 2025, to:

Email: info@us95sh8.com

Mail: Idaho Transportation Department, District 2
Attn: US-95 Palouse Region Study Team
P.O. Box 837
Lewiston, ID 83501

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



COMMENT FORM

Thank you for your interest in the US-95 Palouse Region Study.

We appreciate you taking the time to provide feedback. Your input continues to be an important part of shaping this study.

This survey includes a few general questions about what you like and dislike about the refined transportation concepts and criteria for the final evaluation phase in fall 2026. You may provide answers to any or all questions and are not required to respond to each. Comments received by April 9 will be considered by the study team.

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



US-95 Palouse Region Study

What do you like or dislike about the **US-95 Study Level 2 Screening results** and refined transportation concepts being considered? Is there anything else the study team should know or consider as the study moves forward?

I agree with the options that were eliminated during that process. I like that they removed options that kept traffic in the central part of Moscow.



What do you like or dislike about the **US-95 Study Level 3 Screening criteria?**

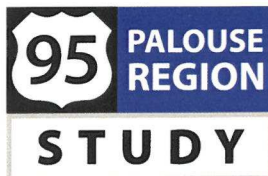
The criteria make sense. I don't like options east of Moscow. Development from Pullman seems to be moving toward Moscow so having the highway west of town makes sense to me. It would be closer to commercial zoning and the new businesses happening on Hwy 8 (or whatever it is in Pullman) WA.

Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the US-95 Palouse Region Study. 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 study
☐ I have a limited understanding of the study
☐ I have a moderate understanding of the study | ☒ I have a good understanding of the study
☐ I have a clear and comprehensive understanding of the study |
|--|--|



How did you hear about the US-95 Palouse Region Study public meeting?

- | | |
|--|---|
| ☐ Postcard | ☐ Media coverage - TV, newspaper |
| ☐ Public notice: social media | ☐ ITD website |
| ☒ Public notice: Moscow-Pullman Daily News | ☒ Email from study team |
| ☐ Public notice: Lewiston Tribune | ☐ Word of mouth |
| ☐ Other (please specify): _____ | |

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 this study, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the study, though you may unsubscribe from updates at any time.

Submit Your Comments

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 April 9, 2025, to:

Email: info@us95sh8.com

Mail: Idaho Transportation Department, District 2
Attn: US-95 Palouse Region Study Team
P.O. Box 837
Lewiston, ID 83501

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

Online Survey Comments

Comments	What do you like or dislike about the screening results?	What do you like or dislike about the US-95 Study Level 3 Screening criteria?
Online Survey	I was very pleased to read the design plans to make Hwy 8 more safe, especially from the Moscow city limits to Pine Crest Rd. A turning lane onto Pine Crest, like the one for Mill Rd is needed. I live on Pine Crest and I certainly know how dangerous it can be to turn onto the road from Hwy8. There is a definite need to extend the Hwy8 improvements to the Waste Transfer Station and create a safer turning lane to enter the facility and a lane to re-enter Hwy 8 when exiting the WTS. Many accidents have occurred at this intersection.	I think it is quite thorough.
Online Survey	I appreciate the effort you have put in to this study. That said, I'm reminded of the old saying regarding if all you see are nails, you're only tool is a hammer. Your job is to design and build roads. Issues of quality of life, livability, downtown death due to ring-roads etc.etc. are not your focus. Granted you throw in bike lanes, and pedestrian improvements as relative footnotes. Beyond that, the language used in this online "study" clearly shows your bias towards an ethos of "just build something" to justify your funding. Sorry but if you want an analysis to be truly taken seriously, your "study" would include serious statement and analysis by proponents of a solution that is not vehicle centric. But that is of course not your interest. So like the old song goes ... "pave paradise and put up a parking lot!". PS: You might want to distinguish between East Palouse River Dr. and West Palouse River Dr. for clarity sake. PSS: Your perceived reverence for the "Freight Study" in Whitman County should be carefully scrutinized. The data put forth regarding truck traffic is seriously flawed.	
Online Survey	I need more information about this.	I'm not sure either way
Online Survey	Moscow School District owns land on West Palouse River Drive and is planning on building a new elementary school there. Routing truck traffic right in front of an elementary school does not make any sense.	
Online Survey		Good job especially your efforts to comply with requirements of the NEPA process. Question: Do alternative 6, 7, and 8 connect us 95 with foothill drive? Thanks for your hard work

Online Survey Comments

Online Survey	A through traffic option in the NE quadrant would drastically impede SAFE access to recreational opportunities on Moscow mountain. The recreational area is used by people from throughout the city and surroundings.	
Online Survey	The routes create business opportunities at the highway connections - gas stations you could actually get a trailer in. How is this taken into consideration? What rules, written or unwritten, encourage or discourage this type of development? Have police and fire weighed in on how easy or not easy it will be to get to incidents on one of the loops?	It's unfortunate Palouse River Drive can't be better utilized. I imagine that road bed is not stable enough to work with.
Online Survey	While I appreciate the attention given to the need for improvement to highway 95 I wonder if the proposed concepts are enough? Turn lanes and widening the road are valuable and will hopefully make it safer than it currently is for travel. But, why not a 4 lane highway from Lewiston to CDA? I grew up in Moscow and returned to the area in 2019. The section of highway between Moscow and Worley has always been dangerous and there seem to have been minimal changes in that time. Our family travels this road multiple times a year but when doing so our safety is always on my mind, not only is travel busy and sometimes slow, it is also unfortunately the only reasonable route from here to there.	
Online Survey	I support the widening of shoulders, passing lanes. I support increasing safety for bicyclists and ambulatory folks.	
Online Survey	I fully support the improvements in bike and pedestrian safety infrastructure. I commute to work and school via bike and on foot and currently do not feel safe crossing US-95 at some points.	
Online Survey	Having grown up back East, I've seen small towns wither when bypass routes were used by ALL traffic. Colfax is an example... on-line maps divert traffic from the city center. 90% of travelers follow whatever their map says is the fastest route which means fewer stops for food, gas and impulse shopping. Improvements are needed, but making the routes simpler for freight traffic instead of faster makes sense. This should be coupled with restrictions on exits that could service new gas stations and convenience stores which would bleed customer traffic from the current shopping areas.	
Online Survey	I like the thoroughness of the study, and its completeness. I favor the Lenville rd [Palouse River Drive] north route.	
Online Survey	Like Improving existing roadways Not in favor of diverting traffic from downtown Not in favor of new corridors on east side taking away farmland; unclear if that has been eliminated	

Online Survey Comments

Online Survey	I prefer the western route along the state line to Estes road as the main diversion for the north/south traffic. For SH8 from the 95 south I would prefer an alignment along Palouse River Drive to Mill Road. I feel the mountain view alignment will create unneeded congestion in an area of condensed housing development. Traffic joining SH-8 from the south would not have to pause for an intersection within town.	
Online Survey	I do not like the Almon Street alternatives. I think more can be done to upgrade the existing system within the City. Has a roundabout been evaluated at the intersection of 95 & 8? That could most likely perform much better than the existing traffic signal or a modified traffic signal.	No comment
Online Survey	The intersection at Mountain View and SH8 presently has many near-accidents. With the new apartments being built on Mountain View, the traffic at this intersection will be increased significantly. A traffic light at Mountain View and SH8 is needed now and definitely as future traffic to that intersection increases. This should especially be a consideration if a by-pass is considered involving that intersection. E Palouse River Drive outside of the Moscow City limits has had multiple high-speed accidents involving vehicles moving in speeds significantly in excess of the established speed limit hitting vehicles attempting to turn on to the road from the apartment complexes at and near Apex Dr. In considering routing traffic around Moscow, this propensity needs to be considered; should additional lanes be added on E Palouse River Drive to accommodate the increase of traffic routed around Moscow? (Cont. in next box)	Lane increases or additional passing lanes on US 95 between Potlatch and Moscow would increase safety and transit times. And be very much appreciated. The bypass from US 95 near the Estes turnoff to the WA/ID state lines would be tremendously helpful to efficiently reroute traffic around Moscow.
Online Survey	I live on Border Lane on Steakhouse Hill so that is my area of primary concern. I like the options that take the highway over to the state line and then join back into the current alignment at Viola. The snow and ice on the current hill combined with cars passing at high speeds on both sides of the hill make it very dangerous. It seems that going around the hill to the west would alleviate much of that as well as the dangerous turnoffs to access roads like ours. However, it looks like no turn lane is being considered at Border Lane if the highway stays where it is. I see "geometric improvements" being mentioned but I'm not sure what those are. I would hope for a safer turnoff to our road and others.	

Online Survey Comments

Online Survey	The conclusions reached in this study are beyond dissapointing. Road widening will lead to induced demand and bottle necks at the edges of the city. Paint on bike lanes instead of actual dedicated separated bike lanes are a joke and not real infrastructure. No pedestrian likes walking across a highway and putting an island does not change that. Redirecting traffic and road narrowing so that the downtown isn't seen as a pit stop for semitrucks is what is needed. This will not hurt businesses. Walkable dense and pleasant spaces attract more foot traffic which ultimately correlates more with commerce than commuting cars. Why bother asking for community engagement if you are going to ignore it all and proceed with out of date car centric design that only serves to hurt Moscow. Optimizing for car traffic flow at all costs is a joke.	Same as my thoughts above.
Online Survey		
Online Survey	As someone with a heavy transportation and logistics background, I'm happy to see this project being seriously considered. I like some of the options, but I am concerned about the favor shown to routes 7, 8, and 9 as opposed to location 10. Moscow is a great place to live and the word is out; population (and traffic) growth has been really strong the last 5-8 years and we should expect it to only continue. Accordingly, I think a junction point of 6, 7, 8, or 9 is too close to the city and will be approaching capacity in 25 years, where a junction at point 10 provides a true bypass built to accommodate the area for the long haul. Your data reflects significantly less east-west travel, especially on the N side of the city, so there isn't a particular need for a junction that far S on US-95, or the residential disruption it would cause, which would be much higher than at point 10.	N/A
Online Survey	It is very clear that the US 95 realignment should run west of town near the commercial areas and hotels already in place. Realignment of US 95 to the east side of the city would negatively impact the existing residential neighborhoods, K-12 schools and require additional access corridors to get to downtown and U of I. That way, commercial trucks/trailers can bypass the city and visitors can access hotels and U of I without increasing traffic in existing residential neighborhoods. Access to downtown businesses is also already built in on the west side vs. creating new corridors from the new bypass. Thank you!	Not aware
Online Survey	Like it	like it

Online Survey Comments

Online Survey	The Level 2 - Evaluation Scoring spreadsheet was very difficult to understand especially regarding the new corridor concepts. I live near Palouse River Drive in Moscow and the road was listed in several of the new corridors. The new corridors that included Palouse River Drive showed different scores. The reasons for the different scores was not clear to me. The information mentioned the Pullman-Whitman County planning study for Palouse River Drive and the heading read "Supporting the Pullman-Whitman Study." A couple pages later the section titled "Concept: Palouse River Drive" indicated that the Level 2 Screening Result was "Eliminated." Later in the Level 2 screening results, Palouse River Drive is mentioned several times (see first paragraph). It appears to me that Palouse River Drive has not been eliminated as an option. This needs to be clarified. I appreciated seeing the focus on improving bike lanes. Bicycle access is especially important in a college town like Moscow.	The Level 3 screening criteria seem appropriate
Online Survey	Concerning rerouting truck traffic from Highway 195 south of Pullman via Sand Road to Palouse River Drive in Moscow: As a Board member for the UI Arboretum and Botanical Garden, I strongly urge you to consider ways to slow traffic and protect drivers and pedestrians who will be entering the Arboretum off of Palouse River Drive. We have a lot of visitors all year long. Without proper intervention, the risk of dangerous collisions and other accidents is extremely high. I hope you will put in a turn lane and substantially slow traffic coming from Pullman (and Moscow) as they approach the Arboretum entrance. Even in the current situation it is difficult to see traffic from the west sometimes. Commercial trucks barreling down on cars waiting to turn would be a disaster. Sidewalks would also be very helpful as we get a lot of foot traffic year round. Noise mitigation would also be nice. Thank you for listening.	
Online Survey	Since we live in the Viola area and work in Pullman, we travel the highway a lot. In the 30 years I have lived here, the traffic has gone up exponentially. We would like to see all the proposed turn lanes be implemented for everyone's safety. We have had many close calls from people passing and turning. When we are coming home from Coeur d'Alene heading south, we turn off at Potlatch and come home along Flannigan Creek Rd that goes to Viola to avoid making a left hand turn onto Four Mile Rd into Viola. We've had too many close calls at that intersection from both directions. Viola is a hot spot for people to live and build new homes. It is close to Moscow, you can live out in the country, and you're still in the Moscow School District. It would be nice to have all the turn lanes but it would be even nicer to also have a 4 lane highway, regardless of it bearing a center turn lane or grass median. Thank you for this survey.	
Online Survey	I agree with the addition of a traffic signal at Mountain View Rd and Hwy 8.	I do not see any consideration being given to the impact to homes along the proposed routes. This includes eminent domain, traffic noise, driveway access, etc.

Online Survey Comments

Online Survey (this is a duplication of the information she emailed in)	The criteria measures the efficacy of solving traffic issues but it does not measure the impact to quiet enjoyment, property values or community culture. A little background: I live in the Canterwood neighborhood in the Northwest quadrant of Moscow. Quiet Enjoyment. Quiet enjoyment is the right to inhabit or use certain property without disturbance. A highway introduces constant noise (traffic, trucks, braking), vibration and light pollution (headlights at night). These constitute a substantial interference, especially considering the quiet rural residential atmosphere that currently exists in Canterwood. There are no street lights in Canterwood except for the main turn off. We want to see the stars and hear the coyotes at night. This is why we live here. Property Values. Highways reduce nearby residential property values due noise pollution, air pollution, visual intrusion and perceived safety concerns. Proximity to highways is directly correlated to lower desirability and increased increase time-on-market for homes. Properties located near a highway typically experience a 10% to 20% reduction in value compared to similar homes in quieter areas. The proposed corridors near Canterwood will cause a measurable reduction in property value, effectively imposing a financial burden on homeowners. Community Character. Canterwood currently enjoys quiet, low-density living, open space and natural views, nighttime darkness (lack of light pollution), and slower pace and low traffic volume. There are local hobby farms practicing small-scale agriculture and livestock raising which support local, community-based economies. The proposed corridors project near Canterwood would cause it to lose its rural identify. The highway would inevitably encourage and experience commercial development and sprawl. The natural soundscape would be replaced with constant traffic and scenic views, which rural Idaho is known and valued for, would be altered.	
--	--	--

Online Survey Comments

Online Survey	My thoughts in no particular order: Crosswalks near Gritman: that area is heavily trafficked at certain times, and an on-demand pedestrian crosswalk light would need to be very closely aligned with the other lights in those areas. I suppose you know this, but I wanted to add it anyway. The Scoring Chart has several changes I think would help us understand it and understand how to make choices. •Name the larger pdf of it with a real name of what it is rather than some random (to us) numerical gibberish. •Detail the subdivisions that some of the groupings like Reduce Congestion or Promote Safety so that we can understand how parts of the larger group are positive while others are negative. •Change the colors of the circles with up and down arrows so us folks with less than optimal color vision can better distinguish the two. Additionally, since those circles duplicate the pluses and minuses below them, eliminate one or the other. It would make the chart way less busy. •Put a link on each concept, either the name or the description, that links to a separate page that gives all the scoring information along with the map of the concept. And even better would be if you could point out each score on the map and say why it got a plus, minus or neutral score. That would be really helpful.	
---------------	---	--

Online Survey Comments

Online Survey	I like the addition of a traffic signal at Us-95 and Styner. It has been a very dangerous intersection to exit from either as a driver or pedestrian. Cars are often traveling above the posted speed limit and are popping up over a hill from two directions, offering limited visibility for crossing. Improved connection to the Latah Trail and for bike/pedestrian connectivity across the intersection of US-95/US-8 is important. It is challenging to cross through that intersection safely as a pedestrian or cyclist, because of right hand turns over the cross walks. I prefer the new route that uses point 2 on US95 south because it doesn't cut into Paradise Ridge or the existing structures on Reisenauer Rd. Connecting that to point 11 would create a throughway to the existing Airport Rd that doesn't currently exist and would benefit both truck and car travel going to that area of Moscow. Connecting up to point 10 in Viola would bypass a dangerous stretch of US-95 in North Moscow and minimizes big truck traffic through that part of town. It also allows trucks to continue through Palouse and Garfield up to Spangle and Spokane without cutting through Pullman and Colfax. I also like the idea of connecting point 2 to points 3 or 4, using existing portions of Palouse River Drive while bypassing a residential stretch of it. I don't think an eastern corridor is entirely necessary, since the southern >> western bypass will get traffic to the north with minimal disruption to residential areas. I do not like the city of Moscow's plan with the city of Pullman to utilize Palouse River Drive & Mountain View >> Sand Rd >> Johnson Rd. It brings dangerous, loud, polluting truck traffic through a residential neighborhood in Southwest Moscow, where there are plans to build a new elementary or high school. I am indifferent about the Potlatch corridor planning, since much of the timber truck traffic comes from Potlatch and might not utilize a new route.	I think you have done thorough and thoughtful work on how to improve the travel infrastructure of our community. I appreciate that you have been eliminating routes that would have a potentially negative impact on our community and environment and I hope that you will strongly consider placement of routes running near Paradise Ridge. Paradise Ridge is an extremely important natural space that should not be considered as a neighborhood to be sheared off. It has nearly 1000 acres of forest land and is home to deer, elk, and moose, as well as part of our watershed. I also am appreciative of the approach to protecting and improving pedestrian and cyclist access to our community as it grows. Adding and improving crossings, bike lanes and traffic lights will be an incredible improvement.
Online Survey	Urban Improvement: I would support a traffic light and/or dedicated crosswalk near Gritman for people crossing the south bound one-way. That is becoming dangerous. Also, a traffic light at Mt. View and Hwy 8 would help. It's getting dangerous to cross Hwy 8 at that point. A light at Rodeo would probably help. It's difficult to turn south on 95 at many times. New Corridors: I would support the 103, 102, 13, 9 route. That seems to accomplish moving traffic round the south and north sides as well as downtown. Not sure what the least disruptive corridor is between 13 and 9 but should be considered or alternative between 13 and 9. Otherwise it seems to make sense. Palouse River Drive already needs to be widened to support increased traffic and bike use. I support eliminating new corridor concepts in the NE quadrant around Moscow. However, I would like to see improvements to Mt. View, north of Mt. View Park to better accommodate pedestrian and bike traffic. There is a safety issue with that section out to Foothill. And, Orchard Ave needs to be widened between Lanny Ln and Trail for increased traffic to new developments. Rural Widening: To get more lanes where possible or at least 3 would be really helpful north of Moscow. Would be fine with added turn lanes and passing lanes. Potlatch: I would support any of those options moving routes to the west of existing.	I think the criteria are fine. I would put the most priority on safety, reducing congestion in Moscow, and minimizing impacts to environment.

Online Survey Comments

Online Survey	The resulting options for further study seem reasonable. One small concern is the possible placement of a street light at Morton Street. Morton Street has very little traffic and highway 95 traffic going north would be forced to stop on a fairly steep incline.	
Online Survey	i like that the proposed routes remove highway traffic from downtown Moscow and largely do this by routing to the south and west of town. This allows growth trends to contuntue to the west and north of town without being impacted by the highway and also allows residents to continue their heavy recreational use of Moscow Mountain also without having to navigate highway traffic. I also like that safe bike lanes, sidewalks, and crossings are an integral part of the plan.	I do not like the drawings that show bike lanes extremely close to highway traffic. There needs to be a safe buffer. We now know that car/bicycle accidents are becoming increasing severe and fatal so extra care needs to be taken to reverse this trend.
Online Survey	I think it effectively reduces redundancy, but I don't believe removing the proposed Moscow downtown bypass was a good decision.	I think it's an effective project however the elaboration on wildlife corridors could have helped taxpayers better understand how the new roads will have a minimal impact on wildlife.
Online Survey	First, I don't like that more than a few of the concepts rub right through my farm land, and yet we were never contacted by phone or mail in the past two years since my mother died and we inherited the family farm. Second, I don't like that several of your concepts would decimate homes and farms along Mix Road (Almon). There are certainly other, less congested areas to put a highway. To even consider Mix is to say you don't care about the homeowners there.	I like, hope, that you will consider the agricultural acreage and structures along Mix Road. My farm, in particular, fronts the road for nearly half a mile. In addition to the farmer who leases the bulk of the land to grow wheat, lentils, etc, my family is reviving other parts of the farm for small veggies and fruit, something which hasn't happened since my great grandfather passed way in 1963. This farm has been in our family since Henry Rogers homesteaded it in 1877.
Online Survey	It is really hard to follow your study presentation. I got the idea that you threw out several ideas, but I can't figure out what you actually plan to do.	
Online Survey	I was not at the meeting, but I have some ideas. There is no reason for the speed limit to go to 65MPH at Nirk Hill to the Latah-Benawah line. Between mile markers 365-366 (Old Skunk Hump) needs a double line. If you drive a sedan, for a short distance you can not see cars coming either way. A turn off lane is needed between mile 369-370 going North, turning left on Deep Creek Road. Most of the time someone comes around the corner traveling South just when I want to turn. I have had more than one person following me brake and slide even though I turned on my left hand signal light starting at Elmore Church. For mine & others safety, I now pull off on Carscallen road turning lane until all traffic clears behind me.	
Online Survey	I live in the Canterwood Estates neighborhood, just off of mix Road. There are a total of 15 homes in the neighborhood. Of the 17 top performing new corridors carried forward in level two screening, nearly all of them affect Canterwood estates. The least invasive of these corridors exits at Estes Street (nine). Options 6, 7 and eight are unacceptable for the number of private properties the corridor will end up destroying.	No comment.

Online Survey Comments

Online Survey	Overall, the criteria seem complete. The question will be the balance of these objectives. I would place "regional connection not impacted by street parking" at the bottom of the criteria. I would only consider multi-modal transportation needs for safety of existing modes (pedestrian overpasses), not an increase to them (such as new on-road bike lanes)	I don't believe the overall costs of new corridors, especially ones requiring significant new property acquisition and new build will be worth the predicted gains of reduced congestion/improved travel time, etc. New corridors to the east of Moscow or on-alignment concepts may not pencil out to have the greatest overall impact, but will have a better cost/benefit ratio.
Online Survey	I dislike the concepts being considered that would run a new highway corridor through Almon Street, where there are a number of private residences that would be dramatically affected by the increased traffic. I believe it is incumbent upon the study team to prioritize corridor options that will not impact existing private residences.	I dislike the fact that the Level 3 Screening criteria seems to prioritize "reducing corridor length" over reducing impact to existing private residences. Protecting existing private residences must take priority over corridor length.
Online Survey	For the potlatch corridor, 14 to 17 is the better option. It takes the congestion a better way than the 14-16 route. The 14-16 route is in the flood plain to a greater extent than 14-17. Moving to the 14-17 route will do a better job moving debris away from the public's water wells and creeks in the flood plain. For the potlatch to county line there wasn't a lot of information about entering and exiting the highway and/or what that looked like. Or whether it would be a four lane or not.	For us the most important criteria is to move the highway away from watersheds and the public's wells, and to relieve congestion. Also, more details about the width of the highway and getting on/off the highway
Online Survey	It is my opinion that if you are going to make a by-pass, it should be a real by-pass. Some of the options come incredibly close to the city, leaving it hardly any room to grow. I believe the best options are #2 and #4 because they allow for plenty of room and expansion.	I dislike that many of the options are too close to town and will interrupt growth of our beautiful city.
Online Survey	Of the 17 bypasses suggested, I think the #9 to #13 to #2 to #5, makes the most sense. Although Palouse River Drive is a more direct route, a bypass would increase congestion in the industrial area near Highway 95.	
Online Survey		I believe the half loop on the West Side should be as wide as possible to maximize future optionality for continued growth. My recommendation for the proposed route on the West Side is 9 Estes Road (going behind Canterwood) to 13 State line (would prefer this be pushed out further to the Airport) and then connecting to 2 Private Road (would prefer 1 Zietler/Cameron Road). I vehemently oppose options 6, 7, and 8 on the Northwest portion of the half loop.

Online Survey Comments

Online Survey	ITD should reconsider some of the previously eliminated routes that are farther from Moscow and closer to the Pullman-Moscow Regional Airport, as they may better serve the region's long-term transportation and economic needs. These include new corridor concepts 10, 11, 1, 5 that create a true bypass. Corridors in closer proximity to the airport create opportunities for integrated regional planning, including improved access for passengers, freight, and potential future commercial or industrial development. These routes would better support the airport as a regional asset while enhancing connectivity between Idaho and Washington. Additionally, farther-out alignments are more consistent with long-term growth patterns, preserving land near Moscow for housing and community development while avoiding future congestion and costly retrofits. They also provide greater flexibility to design a safer, higher-speed corridor with fewer conflicts. New concept 8, Almon St, simply moves 95 a few hundred feet, creating the same problem we are trying to solve. Eliminating these routes too early may overlook options that offer greater long-term value, better freight mobility, and stronger regional connectivity. Re-evaluating them alongside other outer corridors would ensure the final decision reflects a truly forward-looking solution. Locate the US-95 bypass as far from the City of Moscow as practicable. A close or mid-range alignment may appear less expensive initially, but it will quickly be constrained by growth and fail to meet long-term regional needs. US-95 is a critical north-south freight corridor. A farther-out bypass would improve safety and travel reliability by separating regional traffic from local traffic, while also creating opportunities for future economic uses such as distribution and light industrial development. It would better accommodate regional connections, including access to the Pullman-Moscow Regional Airport. A bypass away from the city preserves quality of life by reducing noise, pollution, and neighborhood disruption. (Continued in next column)	It avoids creating a barrier to future housing and allows Moscow to grow in a more logical and affordable way. The City of Moscow has plans to annex the area on Almon St (Mix Rd) in north Moscow. This is high quality residential housing close to the city and University with new construction already in progress. Concepts 6, 7, and 8 cross through established neighborhoods, which would be costly to acquire and reduce housing in Moscow, all while open farmland exists not far beyond. Environmental and cost factors also favor a more distant alignment. Areas near the existing corridor—particularly low-lying zones such as around Almon St (Concepts 6, 8) present flooding and drainage challenges that increase long-term construction and maintenance costs. Of the 17 corridor concepts, the outermost corridors best meet the study's goals for long-term mobility, safety, and economic opportunity. Close-in options should be eliminated because they do not provide lasting solutions, and mid-range options risk becoming obsolete as the region grows. The best options are concepts 13, 9, 1, and 4. Though eliminated concepts 1, 5, 10, and 11 are better. A far-out bypass is the most responsible “build it once, build it right” approach for the future of the region.
---------------	--	--

Online Survey Comments

Online Survey	I dislike the apparent low weighting of community impacts for the proposed corridors. Many of the "top performing" new corridor options (from 13 to 6/7/8/9) go straight through or immediately past the established Canterwood community and/or would involve destroying homes built immediately next to Mix/Almon Rd. Putting a new major highway between Canterwood and Moscow would negatively impact the ability to get to town - depending on which option is selected, these residents would need to cross a divided 4-lane highway just to get out of their neighborhood. Beyond that, the noise introduced by a new highway running directly past this neighborhood would negatively impact residents' quality of life. The area adjacent to Mix Rd/Almon has been slowly developing into a new rural residential community, but the introduction of a major highway through this area is going to make this area far less desirable to live in. Aside from rural community impact, while removing logging trucks from downtown Moscow would be a benefit, at the same time a bypass corridor may also have negative effects on commerce in downtown Moscow by removing private/individual traffic from town. People are less likely to stop in a town that requires getting off the highway, and downtown businesses may be negatively impacted. I am not aware whether this study takes this into account.	I think the stated goal of removing 10-20% of traffic from downtown Moscow is not a significant enough reduction to justify both the expense of the proposed highway as well as the negative rural community impacts arising from such a project. If a bypass is truly valuable to reduce heavy commercial traffic, then a "lower performing" route like 2-13-10 should be given greater weight. I also believe community impacts are underrated in the existing screening criteria, or at least not given sufficient weight in the evaluation process.
Online Survey	I don't like that Styner Avenue got Eliminated. This intersection is extremely dangerous and has horrible traffic. Traffic lights need to be installed there.	
Online Survey	I don't understand why US-95 north of Moscow isn't turned into a 4 lane road. It seems like this road will only get busier, meaning that just installing turn lanes is only a temporary fix. Four lanes is the only thing that makes sense for the future.	I do like the route that goes up the State Line for the bypass highway



US-95 SH-8 <info@us95sh8.com>

Where Is Comprehensive Study?

Thu, Mar 26, 2026 at 11:43 AM

To: "info@us95sh8.com" <info@us95sh8.com>

Hi,

While meetings and videos are helpful for the current discussion, where is the comprehensive plan for US 95 and Moscow?

Right now, Pullman, Washington wishes to reroute commercial truck traffic through the lower portion of Moscow, Idaho to avoid commercial traffic from the west using the Moscow Pullman highway route and to have commercial traffic from east of Moscow carrying harvest goods on the way to elevators or sales points west of Pullman to avoid Pullman completely. That would spend bucks from multiple sources to make a short bypass that favors Pullman. Moscow is all for it as the Mayor and City Council will not be responsible for any deviations or increases in the total cost.

For years before US 95 was finally improved to a four lane divided highway south of Moscow, the discussion mentioned a ring road to the east of Moscow. Previously, the City Fathers did not want US 95 improved as it would bring more people to Moscow. When that option was discussed, the City Fathers did not favor it as it might take away some travelers stopping for gas or food. Conversations concerning improving Idaho Highway 8 toward Troy were also discarded. Now, once again the talk is on a ring road for Moscow.

When US 95 was being considered for improvement, the proposed routes were kept quiet to prevent speculation. That is not a bad move; but it also cost time money and injuries on the old road.

If Idaho is serious about moving forward, it would be best to meet with President Green at the University of Idaho to see if the University's 30 year plan would allow the University to grant, sell or rent the state line portion of their property to Idaho for the purpose of the ring road. If it is possible, that route is the best as it will provide an easy northern reroute for Pullman traffic into Idaho and it will involve the least amount of housing area involvement. The Moscow City Fathers would disagree, but that is the most cost effective route.

In the decades I have lived in Moscow, I have not seen Idaho look forward by making purchase agreements on property while the price is low so that in the future if and when the funds are available to build, there aren't court fights or speculation on where the highway improvements will go. Yes, we are a poor state, but if Idaho is serious about improvements, a small dollar contract now would lower the cost of the highway when it is finally paved.

Many Thanks,





US-95 Study Comment

1 message

To: info@us95sh8.com

Fri, Mar 27, 2026 at 7:07 PM

Hello,

The criteria does a great job of measuring the effectiveness and efficiency of the different corridors with regard to solving traffic issues. However, the criteria does not measure 1) the impact to the "quiet enjoyment" of people living in and around these routes, 2) the impact to the property values 3) the impact to the rural community culture developed by the residents.

A little background: I live in the Canterwood neighborhood in the Northwest quadrant of Moscow. We are a tightly knit group about 20 (and growing) homes, bound by proximity as well as shared values. The implementation of any of the currently proposed corridors cutting the northwest corner of Moscow will have a profoundly negative impact on Cantewood.

Quiet Enjoyment.

Quiet enjoyment is the right to inhabit or use certain property without disturbance. The covenant of quiet enjoyment is a fundamental legal right and an implied covenant in almost all landlord-tenant relationships, even if not explicitly written in a lease. It guarantees tenants the right to peaceful, undisturbed use of their rental property. If this is the minimal accepted standard in leases and law for tenants, why not even more so for owners? A highway introduces constant noise (traffic, trucks, braking), vibration and light pollution (headlights at night). These constitute a substantial interference, especially considering the quiet rural residential atmosphere that currently exists in Canterwood. There are no street lights in Canterwood except for the main turn off. We want to see the stars and hear the coyotes at night. This is why we live here.

Property Values.

Highways reduce nearby residential property values due noise pollution, air pollution, visual intrusion and perceived safety concerns. Proximity to highways is directly correlated to lower desirability and increased time-on-market for homes. Properties located near a highway typically experience a 10% to 20% reduction in value compared to similar homes in quieter areas. The proposed corridors near Canterwood will cause a measurable reduction in property value, effectively imposing a financial burden on homeowners.

Community Character.

Canterwood currently enjoys quiet, low-density living, open space and natural views, nighttime darkness (lack of light pollution), and slower pace and low traffic volume. There are local hobby farms practicing small-scale agriculture and livestock raising which support local, community-based economies.

Under laws like the National Environmental Policy Act, transportation agencies are required to consider land use compatibility, community cohesion and aesthetic/visual impacts. The proposed corridors project near Canterwood are incompatible with the established rural character of the area and would fundamentally alter long-standing land use patterns. Canterwood would lose its rural identity and the area would be transformed into a quasi-urban corridor. The highway would inevitably encourage and experience

commercial development and sprawl. The natural soundscape would be replaced with constant traffic and scenic views, which rural Idaho is known and valued for, would be altered.

In summary, the proposed highway corridors through the Northwest quadrant of Moscow would substantially interfere with our right to quiet enjoyment by introducing continuous noise, light, and vibration into a rural residential area. It will reduce surrounding property values and expose residents to increased air pollution and safety risks. In addition, the proposed highway corridors would urbanize a rural landscape, permanently altering the lifestyle, land use, and identity of the community. Paving a two-lane divided highway near (or through) our neighborhood is drastic, permanent and cannot be undone. The study criteria does not adequately assess and weigh these impacts.

Best regards,

A solid black rectangular box used to redact the signature of the sender.



US-95 SH-8 <info@us95sh8.com>

Question about Final Evaluation

1 message

To: info@us95sh8.com

Tue, Mar 31, 2026 at 12:30 PM

Hi. I am a property owner that will be affected by several of the proposed western routes of the Moscow ring road project.

I have a question about the "final evaluation phase in fall 2026." My assumption is that ITD will select one of the concepts this fall, eliminating all others. Is that correct? I need to know because my family has plans to construct farm buildings in the coming year and it would be nice to know where to place them so that they aren't torn down in 10 or 20 years.

It would be nice to know in the fall that the route selected is the one that will ultimately be built in the future, so that we can make plans for the use of our land.

We have not been receiving any information from ITD about this project, most likely because mail had been forwarded to our mother's estate executor in Twin Falls.

Thanks,





US-95 Palouse Region Study - Mar 26 Public Meeting - comments

1 message

Wed, Apr 1, 2026 at 2:29 PM

To: "info@us95sh8.com" <info@us95sh8.com>

The following comments are based on the information provided at the March 26, 2026 public meeting in Moscow and the documents posted on the project website:

1. Urban Improvements:

- For the signal operations improvements, will the existing signal located at the intersection of SH-8 and US-95 also be included in review of queue management?
- Would other safety measures for pedestrian and bicycles that cross at non-signalized intersections along US-95 be considered by the State or is that in collaboration with the City of Moscow?

2. Moscow New Corridors:

- There are a number of corridor alignments that include routing traffic along/parallel to Palouse River Drive. With the increased traffic, the noise levels will likely increase. There are a number of residential neighborhoods that are south-facing that will be impacted. Not only are the homes in close proximity but that topography of the area (with many hillsides sloping towards the south) could allow the sound to travel greater distances. When will a noise study be conducted that takes into consideration these impacts and identify potential mitigation needs?
- Will review of alternatives carried forward also include/address an allowance of increased flooding potential due to climate change?
- For concepts that show a potential sharing of ROW with State of Washington, the timeline for completing those options could be longer due to the required cooperation needed between the two states. Would any of those options be developed in a segmented approach? Or would alternative routes be identified if the timelines were excessive?

Thank you for the opportunity to comment on the Palouse Region Study - Level 2 results.

Regards,

Moscow, ID