DRAFT 5-8-2025

Pullman-Whitman County Freight Alternatives Study

Palouse Regional Transportation Planning Organization








June 2025

Prepared by

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SUBMITTED TO THE:

Palouse Regional Transportation Planning Organization

JUNE 2025

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Executive Summary

The Pullman-Whitman County Freight Alternatives Study, led by the Palouse Regional Transportation Planning Organization in partnership with the Washington Department of Transportation (WSDOT), addresses growing concerns over truck traffic through downtown Pullman, Washington. As the civic and commercial hub of the city, downtown Pullman experiences significant freight-related congestion, noise, safety concerns, and diminished pedestrian experience—particularly due to agricultural and other heavy vehicles.

The study identifies practical, cost-conscious alternatives to reroute through-truck traffic away from the downtown core while maintaining efficient freight movement. It involved robust public engagement, stakeholder interviews, a Transportation Advisory Group, and analysis of origin-destination freight data.

Key Findings

- About 50% of downtown truck traffic is through-traffic without a local destination.
- Stakeholders—especially freight and agricultural operators—support rerouting trucks due to challenges in navigating downtown streets.
- Routes already favored by truck drivers include Albion Road, Bishop Boulevard, and Sand Road–Kirkendahl Road, though all require varying levels of improvement.

Top Practical Routes Identified

1. **Bishop Boulevard Route**
   - Most competitive option with minor travel time increases.
   - Estimated improvement cost: $6.7 million.
   - Highest near-term priority due to strong truck diversion potential.
2. **Sand Road–Kirkendahl Road Route**
   - Supported regionally and already partially under study/design.
   - Estimated improvement cost: $16.9 million.
   - Most suitable for agricultural traffic coming from the east.
3. **Albion Road Route**
   - Existing truck route with lower infrastructure needs
   - Estimated improvement cost: $9.3 million
   - Key link to the Port of Almota for agricultural goods

Estimated Truck Reduction Potential

Using travel time competitiveness and truck movement data:

- Bishop Boulevard is expected to divert approximately 400 daily non-agricultural truck trips from downtown.
- Sand Road–Kirkendahl Road may divert about 250 daily non-agricultural truck trips.
- Albion Road is projected to remove approximately 25 daily non-agricultural truck trips.

These alternatives have the potential to divert the majority of the 750 daily through-truck trips currently traveling through downtown Pullman.

Implementation Strategy

Given the full cost of all recommended improvements (~$32.7 million), a phased approach is advised:

- Immediate Term (~$2.1M): Focus on priority upgrades to Bishop Boulevard intersections
- Near Term (Next 5 Years, ~$10.2M): Make Kirkendahl Road truck-capable and continue Bishop enhancements
- Medium Term (5–10 Years, ~$11M): Improve Sand Road, replace bridges, and construct Albion roundabout
- Long Term (10–15 Years, ~$9.6M): Address remaining structural and safety upgrades

Conclusion

This study provides a data-driven, community-informed roadmap for rerouting freight traffic out of downtown Pullman. Prioritizing the Bishop Boulevard and Sand Road–Kirkendahl alternatives offers the best near-term opportunity to enhance safety, reduce congestion, and preserve downtown's vitality while supporting regional freight mobility.

Introduction

Background and Need for the Study

Downtown Pullman serves as the civic and commercial heart of the community, but it also functions as a primary corridor for regional freight movement. Over time, an increasing volume of truck traffic—particularly from agricultural, industrial, and commercial sources—has raised concerns about safety, congestion, noise, and the overall pedestrian experience in the downtown core. These issues have been consistently identified by residents, business owners, and local leaders, prompting a growing call to explore alternatives for rerouting freight traffic away from downtown streets.

Recognizing the need to preserve the vitality and walkability of downtown Pullman while also supporting regional economic activity, the Palouse Regional Transportation Planning Organization (RTPO) initiated the Pullman/Whitman County Freight Alternatives Study. This study seeks to evaluate practical options for reducing or eliminating through freight traffic in the downtown area by identifying and assessing alternative routes that balance safety, efficiency, cost, environmental impact, and compatibility with existing land uses.

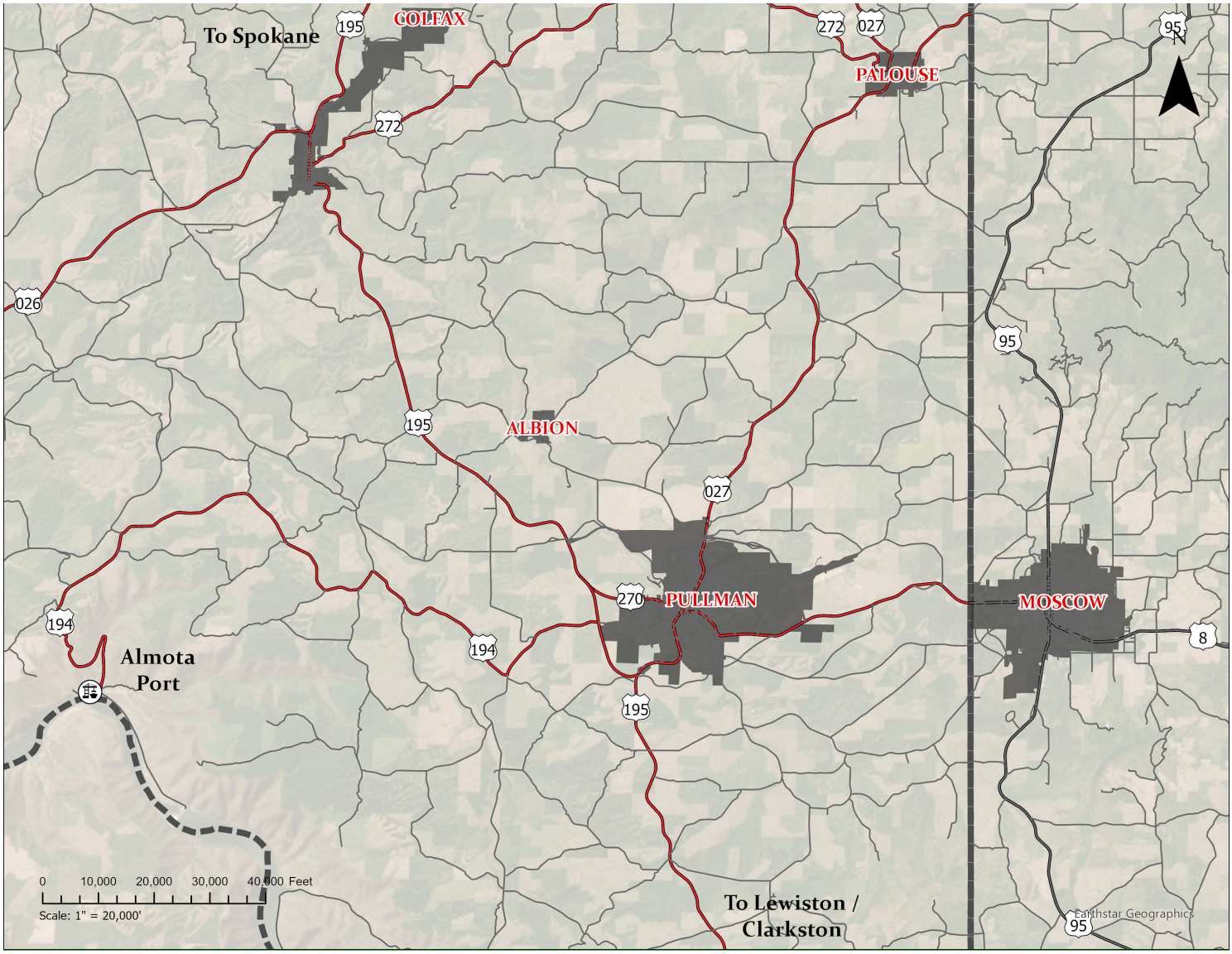
By building on previous planning efforts and incorporating robust community engagement, the study is intended to provide data-driven recommendations that can guide future infrastructure investments and policy decisions. Ultimately, the goal is to enhance the quality of life in downtown Pullman while maintaining the efficient movement of goods throughout the region.

Study Area

The Pullman/Whitman County Freight Alternatives Study focuses on the City of Pullman and its immediate surroundings in Whitman County, Washington. The area includes key freight-generating zones such as agricultural lands, industrial sites, and highway links—especially those connected to SR 27, US 195, and other major arterials. Critical infrastructure includes the Pullman Central Business District, nearby neighborhoods, major intersections, and current freight corridors.

The study also considers the broader Palouse region's transportation network, including routes extending into Idaho, to ensure alternatives meet regional freight needs while minimizing local impacts.

Revitalization of Pullman's Main Street in 2024 introduced traffic calming measures—like curb bulbs, road diet, narrower lanes, and a speed table—to enhance pedestrian connectivity and encourage trucks to use alternate routes.



The study area includes the region in and around the City of Pullman. Some routes extend into Moscow, Idaho.

Study Goals and Objectives

While freight mobility in Pullman has been the subject of various studies over the years, this effort is distinct in its focus on identifying ***practical*** solutions—those that can be implemented relatively quickly and affordably. The emphasis is on actionable outcomes that address longstanding freight challenges while aligning with current community and regional goals.

The primary goal of the Pullman/Whitman County Freight Alternatives Study is to evaluate practical alternative freight routes that reduce or eliminate heavy truck traffic through downtown Pullman, enhancing safety, mobility, and livability in the urban core while maintaining regional freight efficiency.

Specific objectives include:

- Preserve and support downtown vitality by improving the environment for businesses, residents, and visitors.
- Identify and evaluate alternative freight routes that meet the operational needs of freight-dependent industries.
- Minimize adverse impacts to surrounding land uses, neighborhoods, and the environment.
- Leverage existing data and past planning efforts to inform decision-making and reduce redundancy.
- Engage the community and stakeholders throughout the process to ensure proposed solutions reflect local and regional priorities.
- Develop planning-level cost estimates and practical recommendations to support future project development and funding applications.

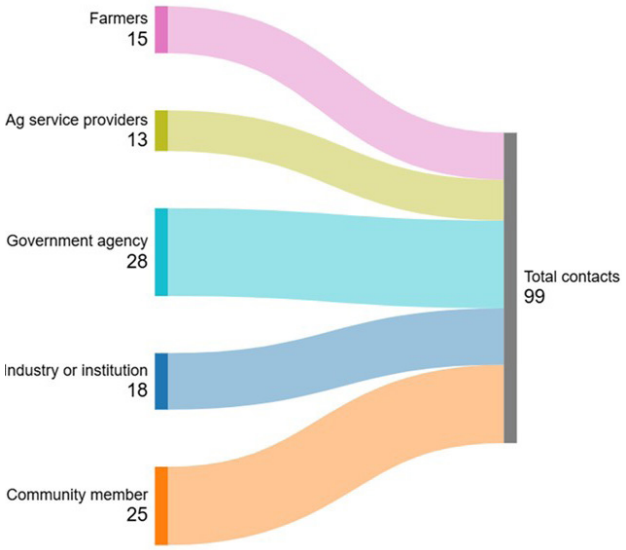
Community and Stakeholder Engagement

Public Engagement Overview

A central component of the Pullman/Whitman County Freight Alternatives Study was a robust public and stakeholder engagement process designed to ensure that the community's values, concerns, and insights were reflected in the study outcomes. Recognizing that freight mobility impacts a broad spectrum of users—including residents, businesses, freight operators, and agricultural interests—the engagement strategy was tailored to reach a diverse audience through multiple channels. The team directly connected with nearly 100 people through the various outreach efforts and estimates having reached ten times that indirectly through various media efforts.

Community engagement included:

- Transportation Advisory Group meetings
- One-on-one engagement with stakeholders
- Community Open House
- Virtual outreach



Direct engagement efforts connected with nearly 100 community members. Passive efforts likely reached many more.

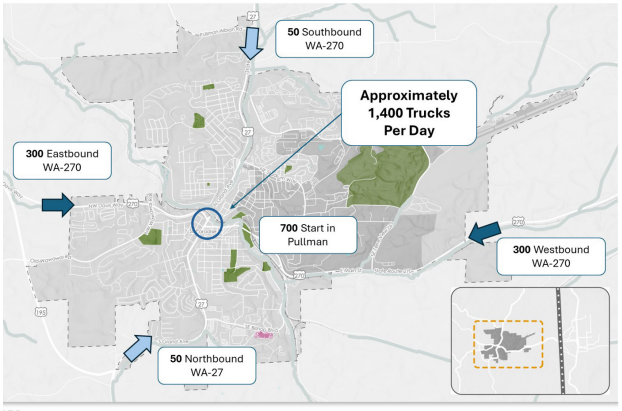
Transportation Advisory Group

The process began with the formation of a Transportation Advisory Group (TAG), which met three times to provide input at key project milestones. TAG members represented a cross-section of the community and played a critical role in reviewing data, identifying challenges, evaluating draft alternatives, and helping shape the criteria used for route assessment. The TAG roster and materials provided at TAG meetings are included in the appendix of the report.

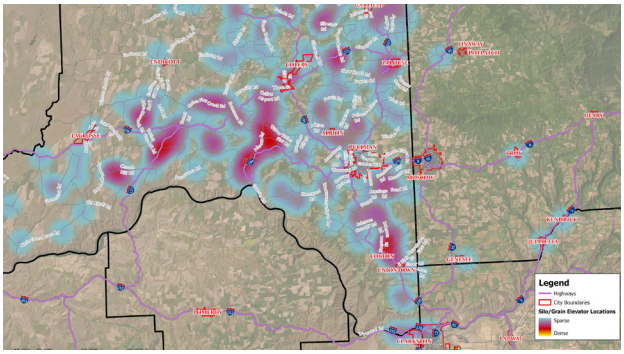
TAG Meeting 1 – Project Launch

The first TAG meeting was held on January 13, 2025 and introduced the study's purpose, timeline, and approach. The consultant team reviewed past planning efforts, shared baseline data, and outlined the project's goals. Key topics included:

- Overview of existing freight conditions and concerns.
- Review of known constraints and travel patterns.
- Introduction to potential freight route alternatives.
- Discussion of community priorities and desired outcomes.



Preliminary data presented to the TAG during the first meeting



Grain silo density was mapped to help inform agricultural freight patterns.

TAG Meeting 2 - Preliminary Alternatives and Evaluation Criteria

The second TAG meeting was held February 11, 2025 and focused on presenting the data collected to date and reviewing draft route alternatives. The consultant team also introduced proposed evaluation criteria for ranking the alternatives. Key discussion items included:

- Freight origin-destination data and validation approach.
- Suitability and constraints of initial route options.
- Proposed ranking criteria (e.g., travel time, safety, cost, land use compatibility).
- TAG feedback on refining the practical alternatives and evaluation criteria.

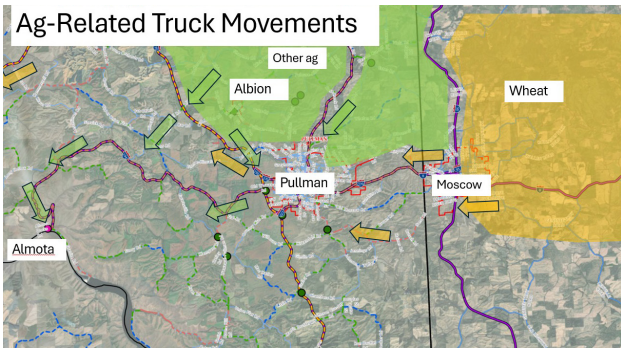
In the meeting, the team explained that based on the preliminary origin-destination analysis, approximately 50% of the heavy truck traffic in downtown Pullman has a destination in the immediate vicinity. The goal of the study was refined to focus on the 50% that is passing through. This session helped narrow the focus to the most promising freight corridors and ensured the evaluation metrics aligned with regional priorities.

TAG Meeting 3 - Final Alternatives and Prioritization

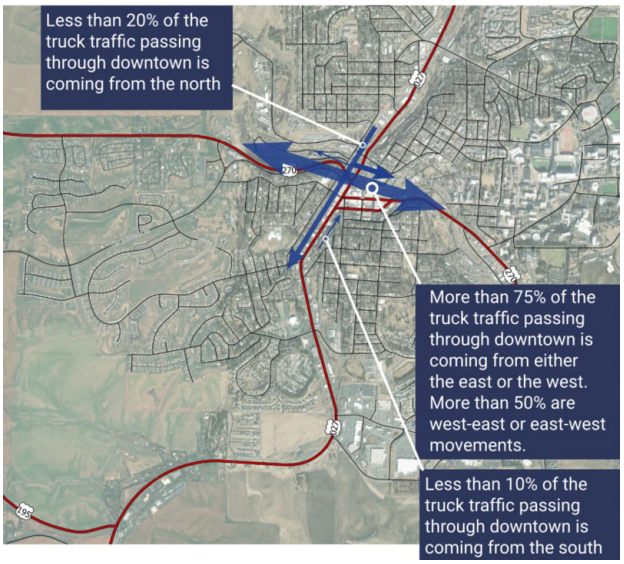
The final TAG meeting took place after the community open house and focused on reviewing public feedback and refining the preferred alternatives. The meeting was held on April 9, 2025. Key topics included:

- Summary of open house participation and input.
- Review of updated route concepts and conceptual alignments.
- Cost estimates and potential implementation considerations.
- Feedback of prioritization of alternatives based on evaluation criteria.

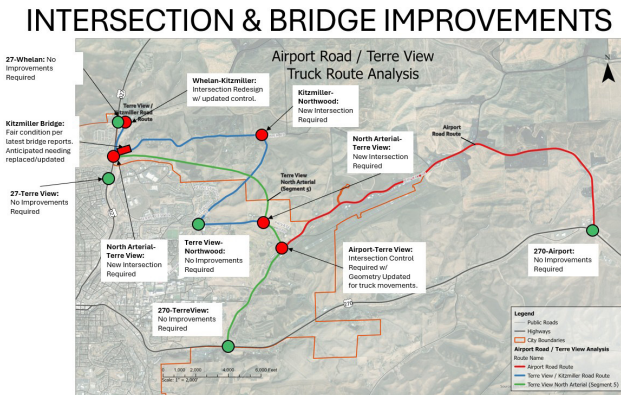
The TAG's input during this final meeting was instrumental in identifying recommended alternatives and confirming that the alternatives reflected both community interests and technical feasibility.



The team's understanding of agriculture related truck movements were explained to the TAG.



The team's understanding of high-level truck origins and destinations were explained to the TAG.



Intersection and bridge upgrades required were criteria that helped prioritize the practical routes.

One-on-One Engagement with Stakeholders

As part of the freight mobility study for the Pullman region, extensive outreach was conducted between December 2024 and April 2025 to gather input from agricultural producers, freight operators, and logistics companies. The goal was to understand existing freight patterns, bottlenecks, and opportunities for improved truck movement around Pullman and the broader Palouse area. Conversations were held in person, by phone, by text, and through email with over 25 stakeholders, and a major theme emerged: freight operators actively avoid downtown Pullman whenever possible, citing congestion, tight intersections, and limited truck maneuverability. The full report is included in the appendix.

Stakeholder Interview Highlights:

- Truck drivers prefer to avoid downtown Pullman whenever possible. Freight operators prefer alternative routes like Albion Road, Bishop Boulevard, and Airport Road — even though these routes need upgrades.
- Seasonal freight traffic creates pressure points. Fertilizer deliveries peak in early spring and fall; hay and grain hauling are heavy during summer and early fall.
- Infrastructure on alternative routes needs improvement. Common needs include paving, widening, adding turn lanes, replacing weight-restricted bridges, and addressing key bottlenecks at major intersections.
- There is strong support for targeted improvements and long-term interest in a more significant route around the City. Small fixes would help now, but many stakeholders see a ”ring road” as the lasting solution to freight congestion.

Agricultural Stakeholders: Agricultural stakeholders, including Norm Druffel Farms, Dick Druffel Farms, Diamond-S, and Anderson Farms, consistently reported significant challenges moving equipment and hauling crops across town. Many rely on alternate routes like Albion Road, Sand Road, Kirkendahl Road, and Bishop Boulevard to bypass downtown Pullman, despite these roads having their own issues such as steep grades, narrow lanes, soft road bases, and weight-restricted bridges.

Moving large farm equipment is particularly challenging, especially during harvest season, and many operators intentionally move before 7:00 a.m. to avoid peak traffic.

Freight Stakeholders: Major freight operators such as McGregor Company, Clearwater Paper, Idaho Forest Group, and PNW (Pacific Northwest Farmers Cooperative) emphasized the importance of north-south and east-west connectivity. They highlighted the seasonal nature of freight movement, with fertilizer deliveries peaking in March-April and October, and hay and grain harvests leading to major truck traffic from June through October. Companies noted that most truck traffic tries to avoid downtown Pullman by using Airport Road and Albion Road. Stakeholders consistently pointed out that Bishop Boulevard and Airport Road serve as key alternative routes, although infrastructure limitations on these routes were also noted.

Agency Meetings: Interviews with various ports, City of Moscow, WSU, and a consultant currently working with the Idaho Transportation Department led to a greater understanding of regional freight mobility challenges. It was in these meetings that the team understood the WSU freight delivery routes, destinations and routes related to crops in fields east of Moscow, and current efforts in Idaho that support the study goals.

Overall Feedback: Several infrastructure needs and opportunities were identified through this outreach. Sand Road-Kirkendahl was seen as a critical alternate route but requires paving, stabilization, and bridge improvements to serve heavy freight traffic reliably. Adjacenet land owners expressed that paving has attracted more bicyclists creating safety concerns.

Bottlenecks at the Bishop Boulevard/Grand Avenue intersection, the curve at Grand Avenue/Davis Way, and limited turn radii at major intersections were frequently cited.

Weight restrictions on bridges along Sand Road and Bishop Boulevard were flagged as significant impediments to using these alternative routes.

While smaller, practical fixes such as adding turn lanes or reinforcing bridges would provide short-term relief, many emphasized that significant investments would be needed to meaningfully shift truck traffic away from downtown Pullman.

Communication and outreach efforts were positively received, with companies like Coleman Oil, McGregor Company, Whitman County Conservation District, and PNW offering to distribute Open House information to their clients and delivery networks. Several participants also volunteered additional contacts or suggestions for connecting with growers, haulers, and trucking companies across the region.

Community Open House

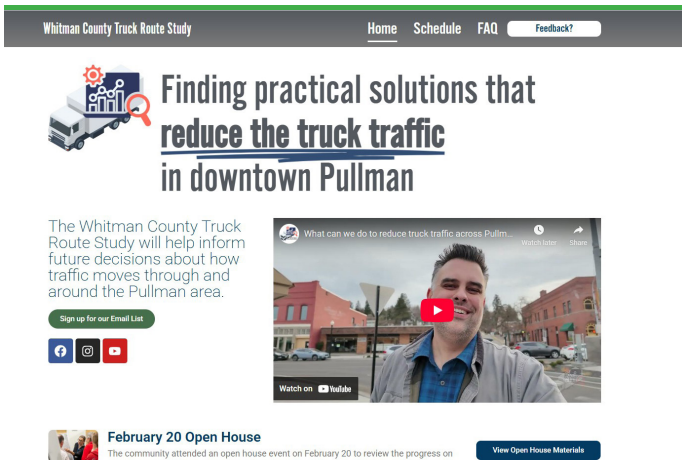
An open house, held at City of Pullman City Hall on February 20, 2025, drew more than 50 attendees and generated 13 written comments. Attendees expressed genuine interest in exploring alternatives to reduce the number of trucks traveling through downtown Pullman. Key take-a-ways included:

- Bishop Boulevard is a good alternative route but presents challenges due to the presence of the hospital and percieved existing congestion.
- Strong support for improving the Sand Road–Kirkendahl Road corridor as a freight alternative.
- Interest in creating an east-west route north of Pullman to better serve WSU event traffic; however, this was identified primarily as a need for passenger vehicles rather than heavy trucks.

The materials presented in the meeting, sign in sheet, written comments, advertisement, and social media posts advertising the event are included in the appendix.

Virtual Engagement

The robust virtual engagement effort included a website (https://whitmantruckroutes.org) and social media pages on Facebook and Instagram (@whitmantruckroutes). These pages included project goals, an introductory video with a call to action, assisted in advertising the open house, and provided the public additional opportunities to be involved. Additionally, e-newsletters were emailed to an expansive local email database with project updates. Copies of the e-newsletters are available in the appendix.



Strong virtual engagement helped keep the public informed about the project.

The project team explained project goals and potential routes to the public.

The public provided written comment that was reviewed by the project team.

The public had geniune insight into potential solutions to this decades-long problem.

The public informed the project team.

Existing Conditions Analysis

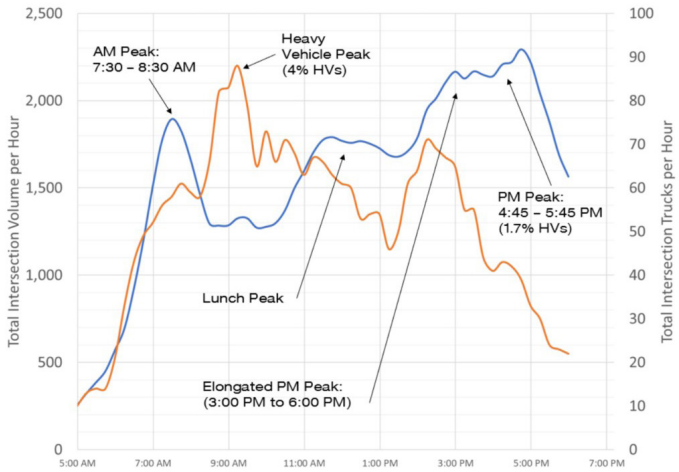
Existing Freight Patterns

Freight traffic plays a vital role in the economic health of Pullman and the surrounding Palouse region, supporting agricultural production, manufacturing, and retail supply chains. However, the routing of heavy trucks through downtown Pullman presents growing challenges, including safety concerns, congestion, and diminished quality of life for residents and visitors.

To understand how and why freight moves through the area, this study examines existing freight patterns, including the origin and destination of truck trips, typical travel routes, and the key generators and receivers of freight. Identifying these patterns is essential to evaluating the feasibility of alternative routes and assessing their potential effectiveness in diverting trucks away from the downtown core.

This analysis uses multiple data sources—including origin-destination data, local GIS layers, Washington State Department of Transportation (WSDOT) freight data, intersection traffic counts from a previous study, and previously collected OD data which was more tailored to the immediate downtown core. Insights gained from stakeholders, the Transportation Advisory Group (TAG), and community input further ground the analysis in local experience and operational realities.

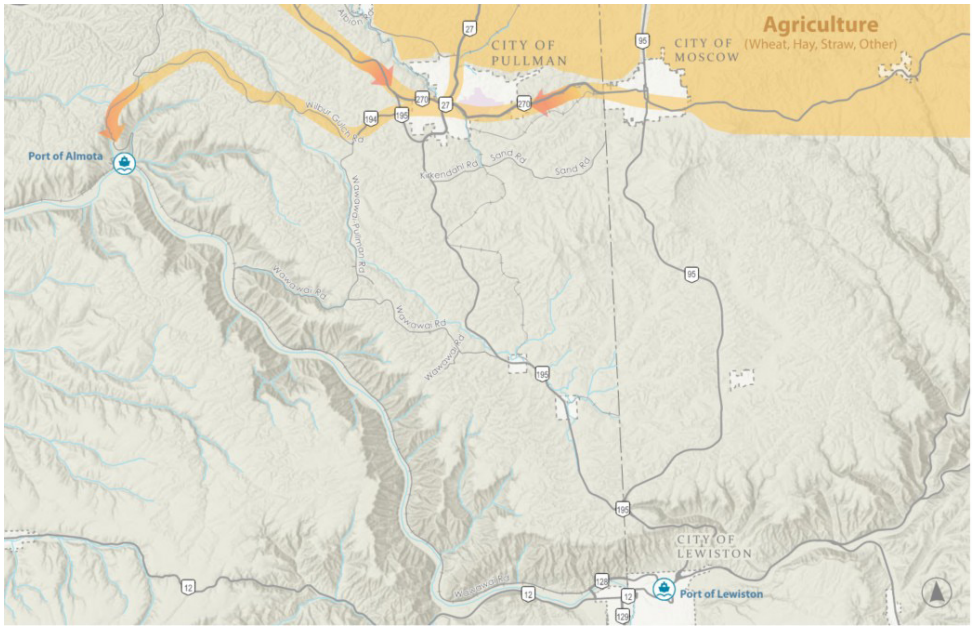
Understanding existing freight dynamics provides the foundation for identifying practical alternatives that meet the operational needs of freight users while minimizing negative impacts on downtown Pullman.



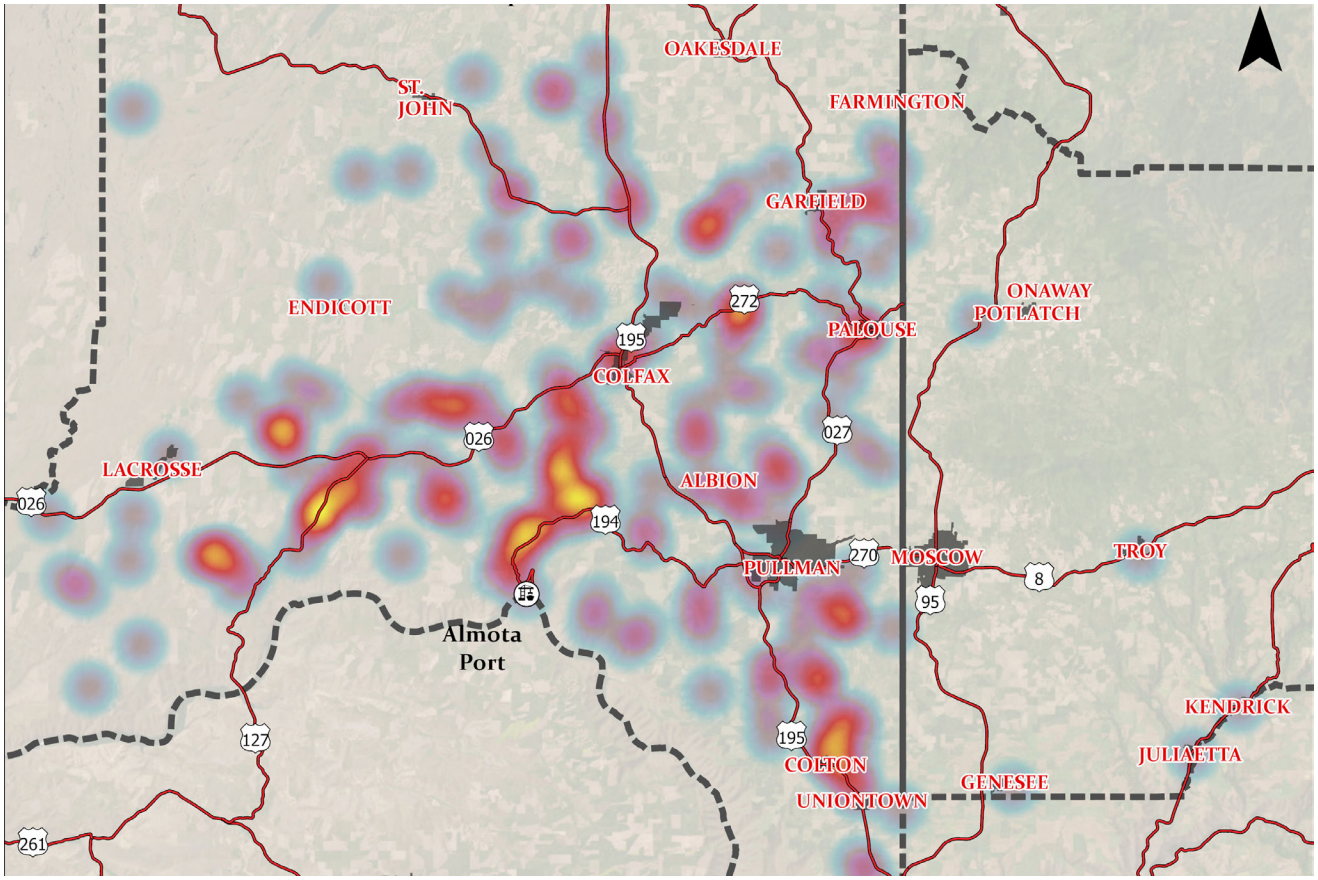
The freight peak downtown is typically different than that of passenger vehicles as shown in the exhibit.

Key Findings:

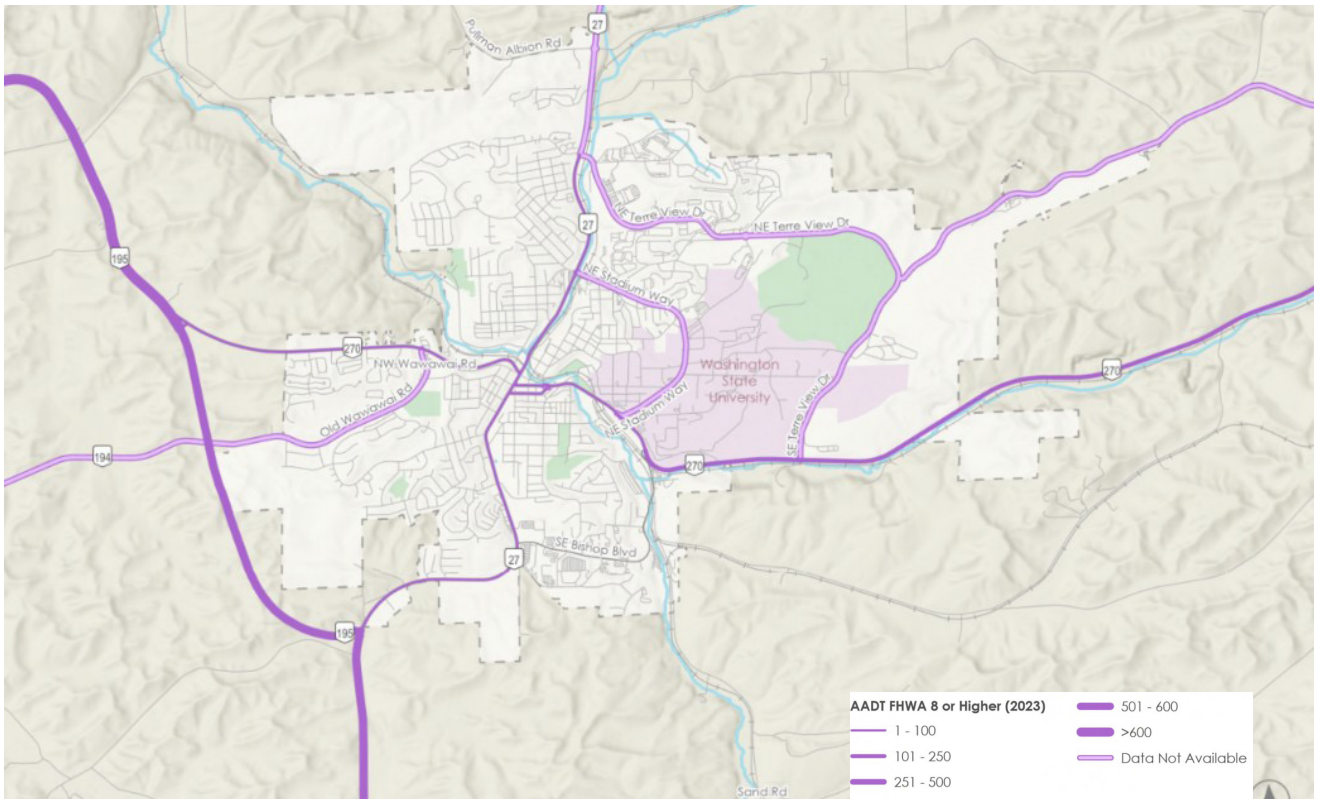
- Approximately one-half of truck traffic in downtown Pullman has a reason to be there.
- Heavy truck traffic typically does not share a peak with the roadway peak (see traffic count from Main Street/Grand Avenue from a previous study).
- Seasonal freight activity contributes to traffic surges, with fertilizer deliveries peaking in early spring and fall, and increased hay and grain hauling occurring during the summer and early fall months.
- Wheat and hay trucks generally originate east of Moscow and travel through both Moscow and Pullman enroute to the middle of Washington State.
- Produce other than wheat and hay originate all over the Palouse and may deliver to local silos or to the port at Almota.



Much of the agricultural freight passing through Pullman is headed to the middle of Washinton State or to the Port of Almota.



Silo density was one item that helped the team understand agricultural freight patterns.

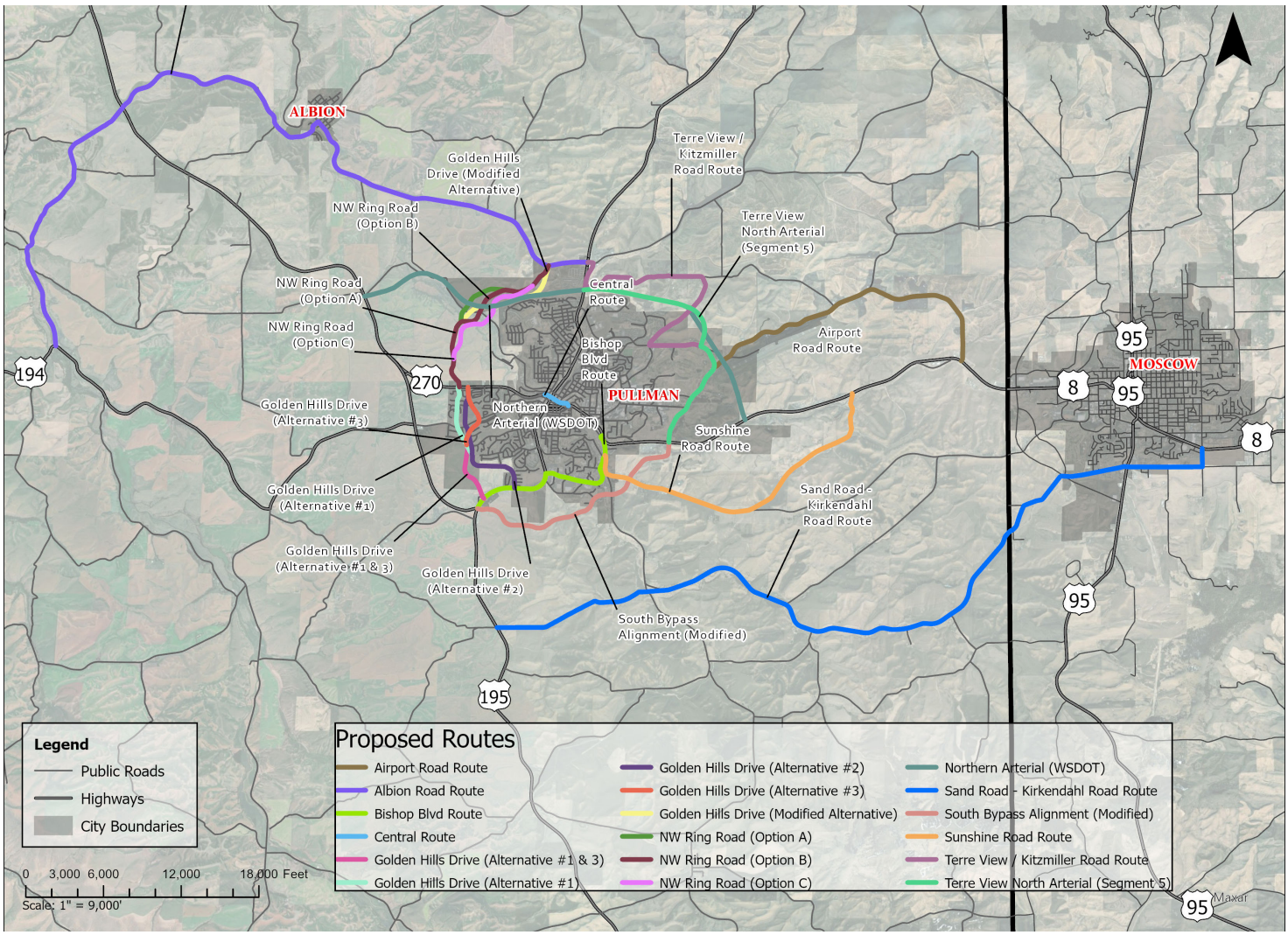


Freight traffic pulled from Replica was used by the team to understand routes already used by freight.

Literature Review

As previously noted, freight traffic through downtown Pullman is not a new concern. The issue has been examined for decades, and numerous alternative routes have been proposed in past studies. The design team compiled these historical routes into a single graphic for reference. While informative, many of these previously identified routes are no longer practical due to current conditions and would now require tens or even hundreds of millions of dollars to construct.

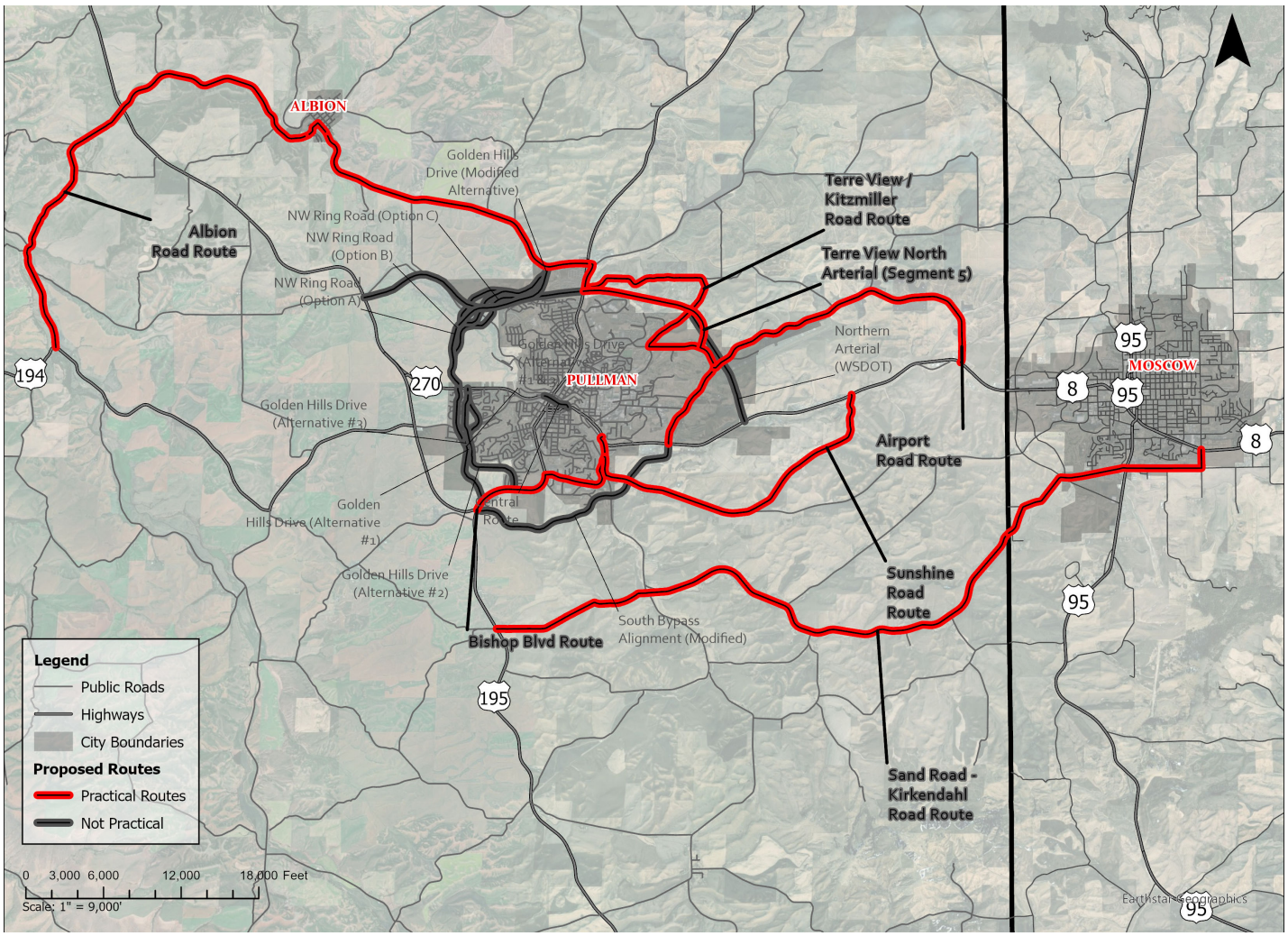
The compiled routes are illustrated in the figure below.



Past studies had identified routes, though not all of them met the goals of this study to be practical given current funding realities.

Practical Solutions Review

Based on a review of past project information and input from stakeholders, the list of routes was narrowed to those considered initially practical—meaning they appeared moderately feasible to construct within a reasonable time frame. Practical routes are identified in the following figure.



Routes determined to be practical were further evaluated.

Alternatives Analysis

Potential Practical Routes

Sand Road – Kirkendahl Road Route
The Sand Road – Kirkendahl Road corridor emerged as a practical freight alternative due to its use of existing infrastructure and alignment with regional transportation plans. Notably, this route is recognized as a preferred truck route by both the City of Moscow and the Idaho Transportation Department (ITD) in separate planning efforts. Planned improvements are already underway, including the design of roadway upgrades and the replacement of the Moscow Sand Road Bridge. Additionally, a feasibility study has been completed for Kirkendahl Road by Whitman County, further supporting its potential viability.

Freight operators recommended widening Kirkendahl Road adding a turn lane on SR195.

However, the route does present challenges. It would require notable improvements to accommodate heavy truck traffic, including modifications to horizontal alignment, vertical grades, roadway width, and pavement section. Travel time is expected to be longer compared to the current downtown route, which may affect route competitiveness for some operators.

Despite these limitations, the corridor stands out as one of the more immediately actionable options, given the momentum behind planned upgrades and its regional support as a truck corridor.

Bishop Boulevard - SR195 Route
The Bishop Boulevard – SR 195 corridor offers a practical alternative for freight and passenger vehicle traffic due to its use of existing roads and intersections. Its proximity to downtown Pullman makes it a competitive option with minimal additional travel time, and it also serves as a potential diversion route for passenger vehicles, helping alleviate congestion through the city center.

Despite these advantages, the route presents a few key challenges. Intersection upgrades are needed at SR-270, Fairmount Drive, and SR-270 to safely and efficiently accommodate increased truck volumes. In addition, environmental considerations could complicate or increase the cost of implementation. The existing vertical grades along the route may also pose difficulties for larger freight vehicles, requiring further evaluation and potential improvements.

Bicyclist on Sand Road.

Kirkendahl Road.

Bishop Blvd and SR27(Grand Avenue) Intersection.

Bishop Blvd and SR270 Intersection.

Albion Route
The Albion Road corridor serves as an existing truck route and provides a direct connection to the Almota Port for agricultural users, making it a practical option for freight movement. Because it already supports truck traffic, the route would likely require fewer physical improvements, resulting in lower implementation costs compared to other alternatives.

However, the route is less suitable as an alternative for passenger vehicles due to its rural alignment and limited connectivity to key city destinations. Additionally, for trucks traveling north-south through the region, this alignment may result in increased travel time, which could affect its overall appeal for rerouted freight traffic.

Terre View - North Arterial (Segment 5)
The Terre View – North Arterial corridor (Segment 5) offers a promising alternative that leverages the existing leased right-of-way for the former SR 276. Its proximity to downtown results in minimal additional travel time, making it appealing for both freight and passenger vehicles. The alignment also enhances regional connectivity and supports long-range transportation planning goals.

Unlike other alternatives that primarily rely on existing roads, this route would require construction of a new roadway along much of its length. As such, it represents a more complex undertaking with significant capital investment required. In addition to high construction costs, the corridor faces environmental constraints, vertical profile challenges, and potential conflicts with airport runway protection zones. Despite these hurdles, it remains a feasible long-term solution with the potential to serve as a major east-west freight and passenger corridor for the region.

Terre View - Kitzmiller Road
The Terre View – Kitzmiller Road route presents a practical option that takes advantage of existing right-of-way along the Kitzmiller alignment. This corridor would require fewer improvements on connecting roads such as Terre View Drive and Whelan Road/SR 27, making it a potentially more cost-effective option.

However, this alignment does not utilize the previously designated SR 276 leased right-of-way, which may limit opportunities for coordinated regional planning. Additionally, the route passes closer to residential neighborhoods around Washington State University, raising potential concerns about noise, safety, and compatibility with adjacent land uses. Vertical and horizontal alignment challenges may also affect freight vehicle performance and would need to be addressed as part of any design effort.

Old Moscow Highway, looking toward Bishop Blvd.

Albion Road & SR195 intersection.

Terre View.

Sunshine Road Route

The Sunshine Road corridor provides a practical and cost-effective option by utilizing existing roadway infrastructure that requires upgrades to accommodate heavy vehicle traffic. Additionally, spring runoff in 2025 caused damage and road closures; therefore drainage upgrades may be necessary. Its close proximity to downtown results in minimal additional travel time, making it an efficient and accessible alternative for both freight and passenger vehicles.

However, the viability of this route is partially dependent on proposed upgrades to the Bishop Boulevard truck corridor. Additionally, intersection improvements—particularly at Bishop Boulevard and Johnson Avenue—would be necessary to support safe and effective freight movement through this alignment. Grades near the intersection with SR270 and proximity to residential properties are a concern.

Sunshine Road.

Airport Road

Using Airport Road as a truck route offers key benefits but also faces notable challenges and costs. The proposed upgrades support freight traffic with wide lanes, a center turn lane, and a roundabout designed for large trucks, while also improving access to the growing Pullman-Moscow Regional Airport (PMRA). The route connects to SR 270 and the Idaho border, supporting regional truck movement and adjacent industrial development. Pedestrian and bicycle facilities are also included, aligning with the community's multimodal goals.

However, the route runs alongside sensitive areas like Airport Creek and wetlands, requiring careful design and environmental mitigation. Much of the road is on PMRA property, needing FAA coordination, property acquisition, and a formal land release, which may delay progress. Stormwater must be managed with underground systems due to wildlife concerns near the airport, adding to costs. The project remains unfunded and will require extensive permitting and grant applications.

Estimated project costs exceed $15 million. To fully divert trucks from downtown, Airport Road would need to connect west to Terre View Drive—but that route passes through congested residential neighborhoods and the WSU campus, posing safety and livability concerns. Without that connection, Airport Road alone may not sufficiently reduce downtown truck traffic.

Airport Road at Terre View Road.

Airport Road at near the airport.

Assessment Criteria

Total Project Cost

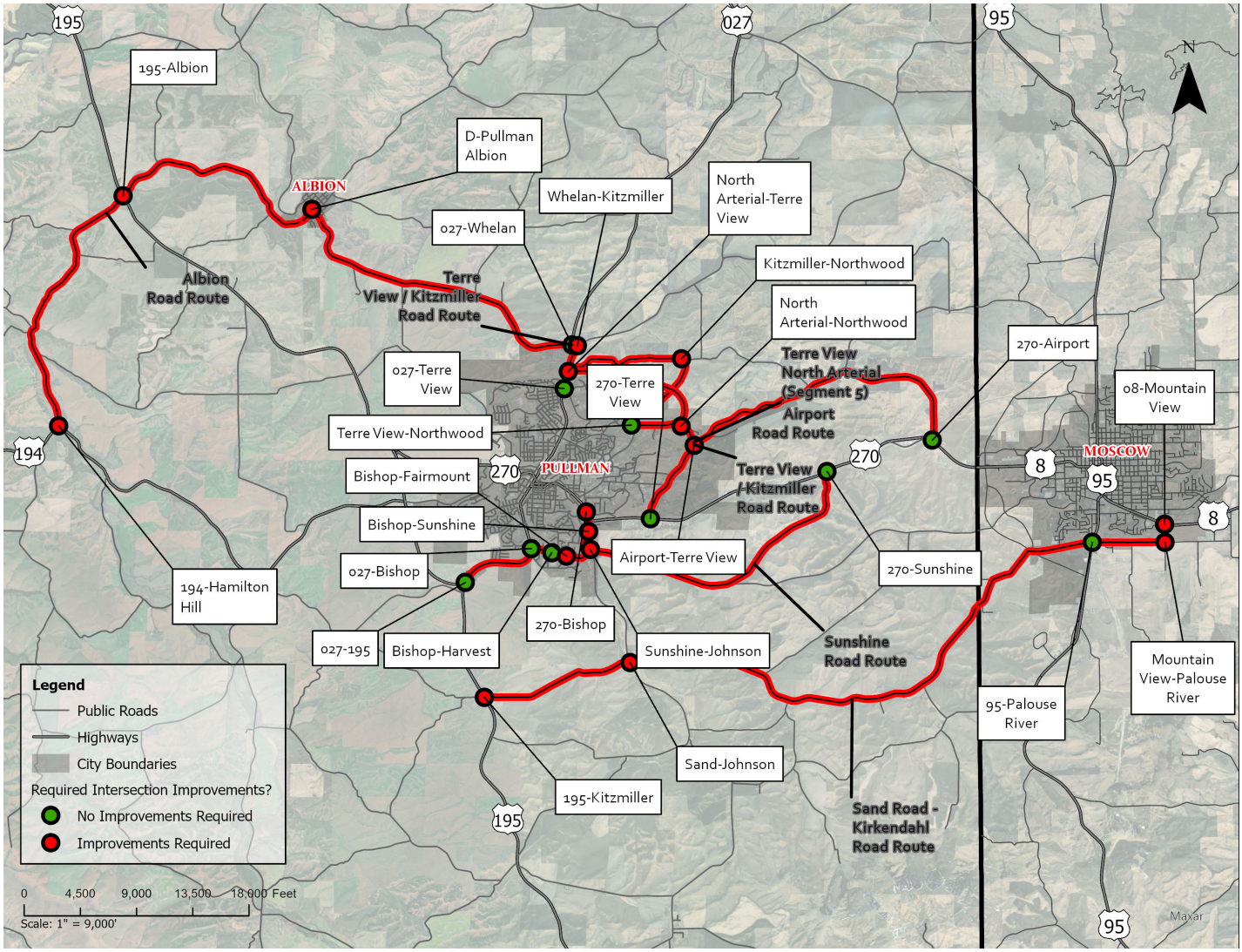
The primary objective of this study is to identify practical and effective truck routes that can divert freight traffic away from downtown Pullman. While previous studies have explored alternative routes for both freight and passenger vehicles, many of those proposals relied on the construction of entirely new roadways. Such options often proved financially unfeasible due to high costs that exceeded the regionally-available resources and failed to compete for state or federal funding.

Given these constraints, total project cost was a heavily weighted factor in evaluating the feasibility of each route. Each corridor was assessed for necessary improvements, including modifications to horizontal and vertical alignment, intersection geometry and traffic control, and structural upgrades to accommodate increased truck volumes. These improvement needs were used to develop high-level cost estimates, allowing each route to be categorized into one of four rankings—from "Not Good" to "Best"—based on its relative practicality and implementation potential.

Intersection Improvements

Each proposed route must include intersections capable of safely and efficiently accommodating truck traffic in order to function as an effective freight corridor. While the cost of intersection upgrades is already included in the overall project cost metric, this criterion evaluates the broader implications of those improvements—such as connectivity to the existing road network, potential environmental impacts, and effects on adjacent land uses or the public.

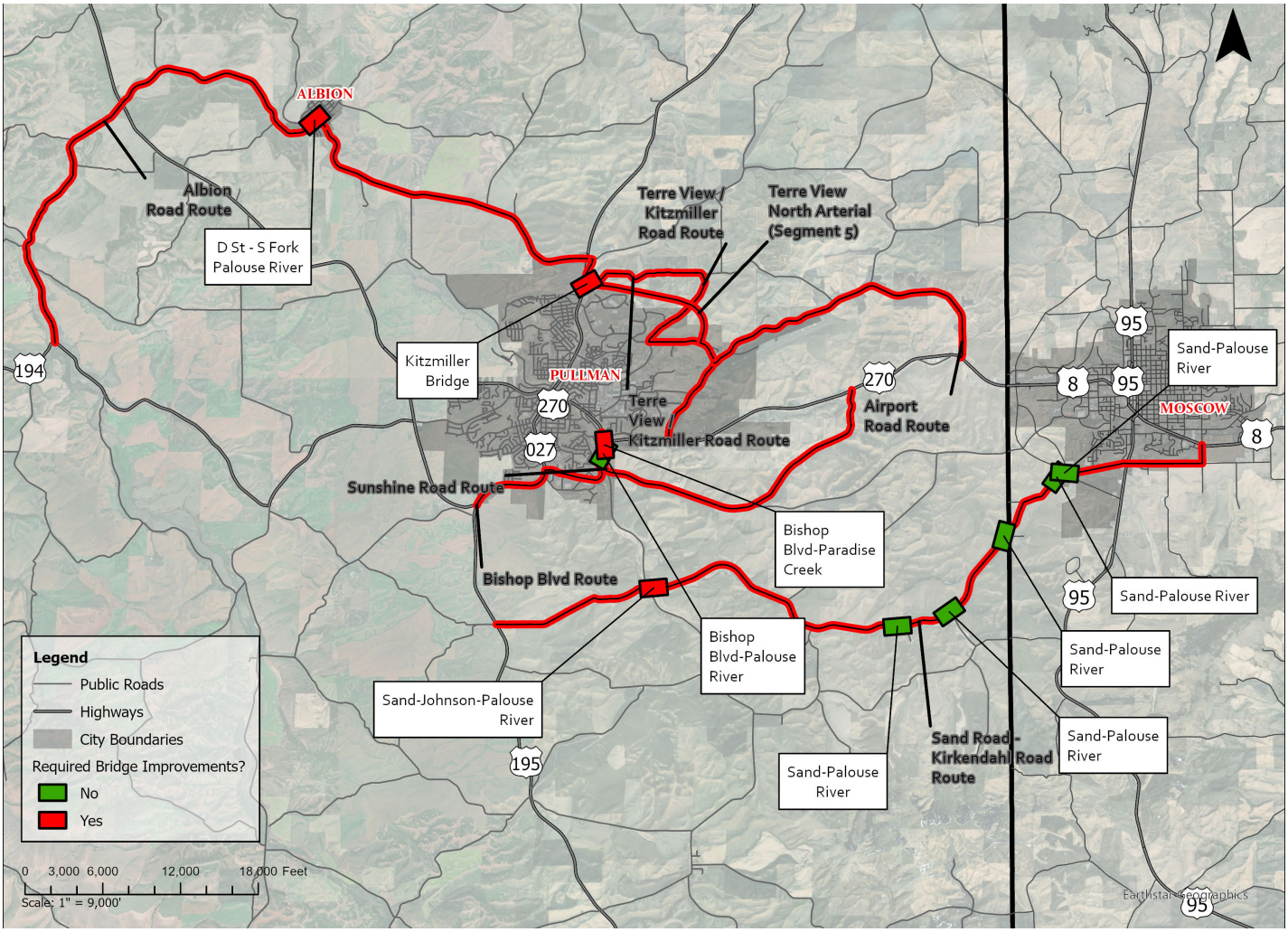
For this analysis, each intersection along a route was assessed to determine whether improvements would be necessary to support truck movements. The total number of required upgrades was then used as a comparative measure across all routes. Because the associated costs are already captured in the heavily weighted project cost metric, this intersection factor carries a relatively low weight in the overall evaluation.



Intersection Improvements Required.

Bridge Improvements
This metric evaluates whether each proposed truck route requires new bridges or upgrades to existing bridges that may not currently support increased truck traffic, or may warrant replacement due to age or structural condition. As with intersection improvements, the costs associated bridges were assessed using publicly available WSDOT Bridge Inventory GIS data and Google Earth imagery to identify posted load limits. Bridges with posted weight restrictions and those rated as "Fair" or worse in recent inspections were assumed to require replacement to accommodate freight traffic. The total number of affected bridges was used to assign comparative rankings across the alternatives. Because costs are already factored into the high-weight cost metric, this bridge factor was assigned a lower weight in the overall decision matrix. Therefore, this metric focuses on the broader impacts, as outlined in the intersection improvements section—such as connectivity, environmental considerations, and public disruption.

Route Length & Additional Distance
Trucks commonly travel through downtown Pullman because it is perceived as the most direct and time-efficient route for completing regional trips. For an alternative route to be effective and appealing to freight operators, it must not significantly increase travel time or distance—and ideally, it should reduce both compared to the existing downtown route. In this analysis, each proposed route was matched with the trip types it best supports. For example, a route designed for east-to-south movement would not be an efficient option for trucks traveling east to north. Therefore, only the most logical and applicable trip pairings were evaluated for each corridor. These were then compared to the equivalent downtown Pullman route to estimate differences in travel distance. While this analysis focused primarily on distance and speed, it did not incorporate factors such as intersection control or delays. Travel speed along each corridor was considered for representative trips, with further detail provided in the Origin-Destination (OD) study section of this report.



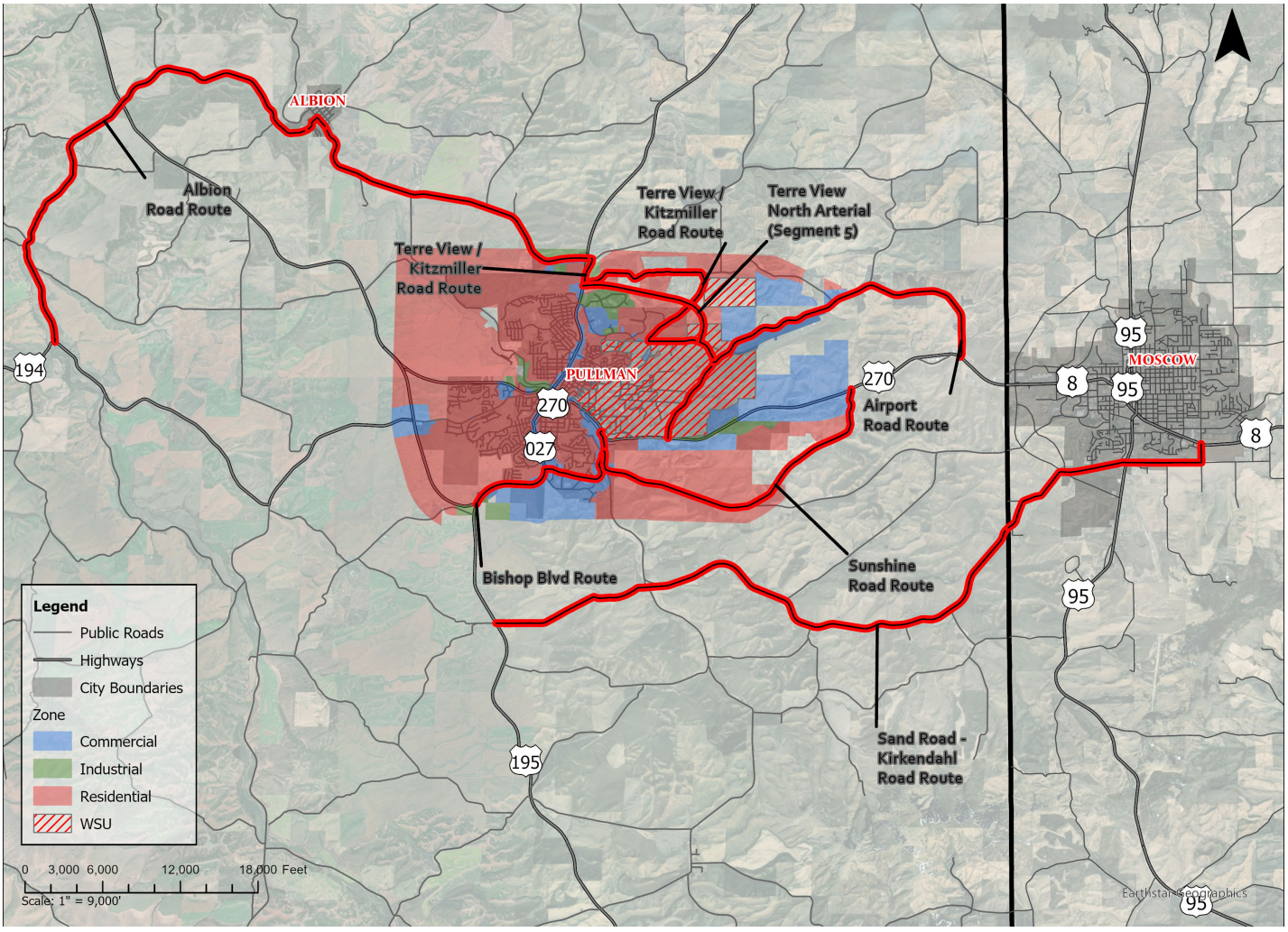
Bridge Improvements Overview

Zoning
An effective truck route is one that travels through areas zoned for industrial, agricultural, or commercial use—locations where freight trips typically originate or terminate. In contrast, routes passing through residential neighborhoods or university campus zones are generally less desirable due to safety, noise, and compatibility concerns.

For this analysis, zoning data from Whitman County and the City of Pullman helped determine the percentage of each route that falls within different land use categories. Routes were then ranked based on the proportion of their alignment through industrial, commercial, and agricultural zones, which were given the highest weight. Residential and Washington State University (WSU) campus areas received the lowest weight. This metric carries a higher weight in the decision matrix, as effective truck routing should maximize functionality while minimizing disruption to sensitive land uses.

Private Property Impacts
Each route was evaluated for potential impacts to private property in the form of right-of-way (ROW) acquisition needed to accommodate the roadway improvements and geometric upgrades required for truck traffic. Using Whitman County GIS parcel data, the number of parcels likely to be affected by ROW needs was quantified for each route. Routes with fewer impacted properties received higher rankings, while those with more extensive impacts were ranked lower.

This metric carries a lower weight in the overall evaluation because its effects are closely related to those already captured in the zoning compatibility metric.



Zoning Analysis Overview

Environmental Impacts

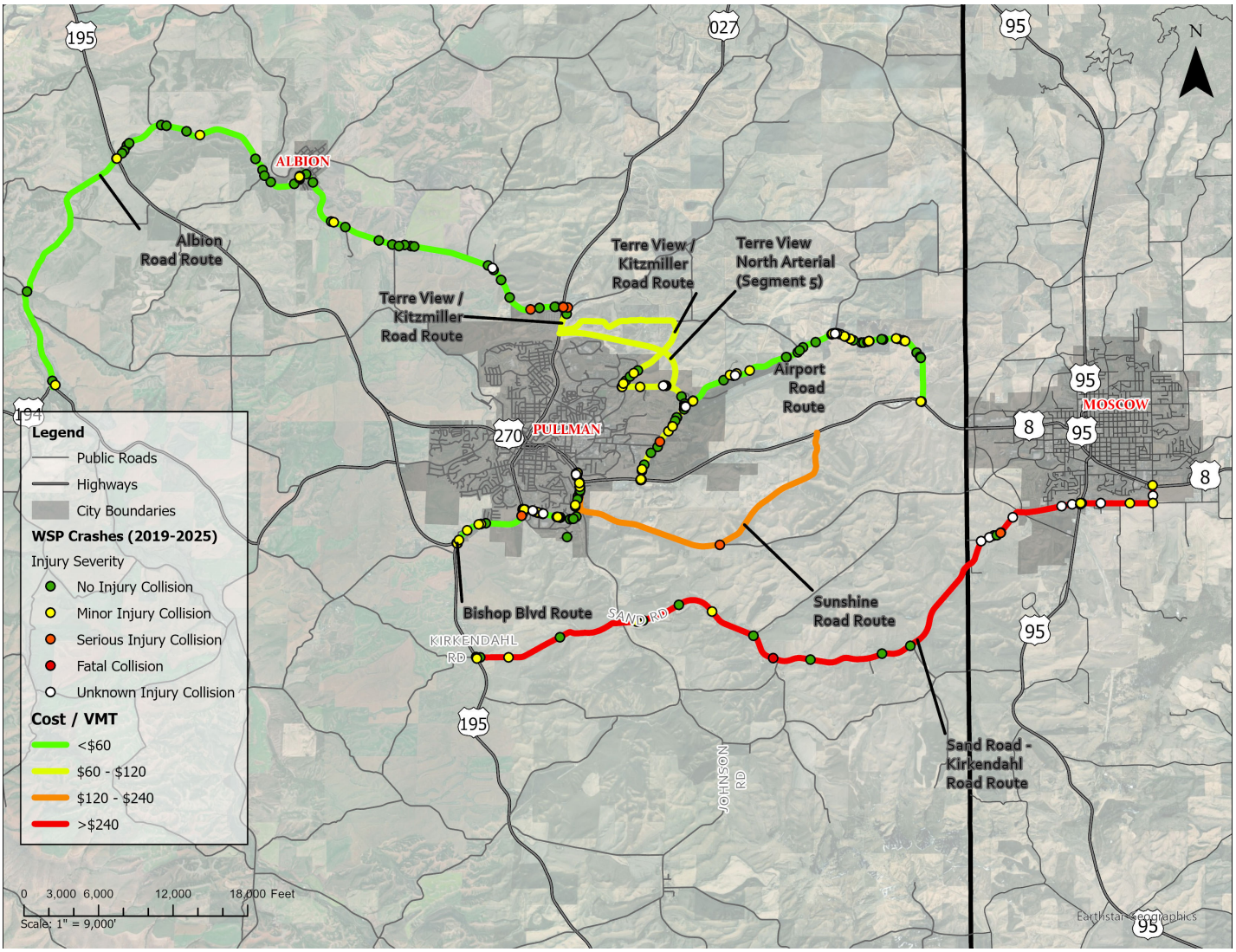
Environmental and infrastructure constraints were key considerations in evaluating each route's feasibility. Using USGS Wetlands GIS data, each corridor was assessed for its interaction with streams, rivers, and wetland areas. Additional factors included potential impacts to railroad property and proximity to the Pullman airport's runway protection zone. These constraints can significantly affect a route's constructability, permitting complexity, and overall feasibility.

Due to the potential severity of these impacts, this metric was given a higher weight in the decision matrix. The analysis incorporated available USGS data, current and historical railroad alignments, and the Mead & Hunt Future Runway Protection Zone Road Exposure Analysis. Each route was evaluated based on the number of wetland and railroad crossings, as well as estimated exposure to the airport's protection zone. Routes with fewer environmental and infrastructure impacts were ranked higher, while those with more constraints received lower scores.

Safety Analysis

Crash history and roadway safety were key factors in evaluating each proposed truck route. Data from the Washington State Patrol (WSP) and Idaho's Local Highway Technical Assistance Council (LHTAC) covered crashes from March 2019 to March 2025. Outliers—such as incidents involving impaired drivers or excessive speeding—were excluded to better reflect each route's baseline safety.

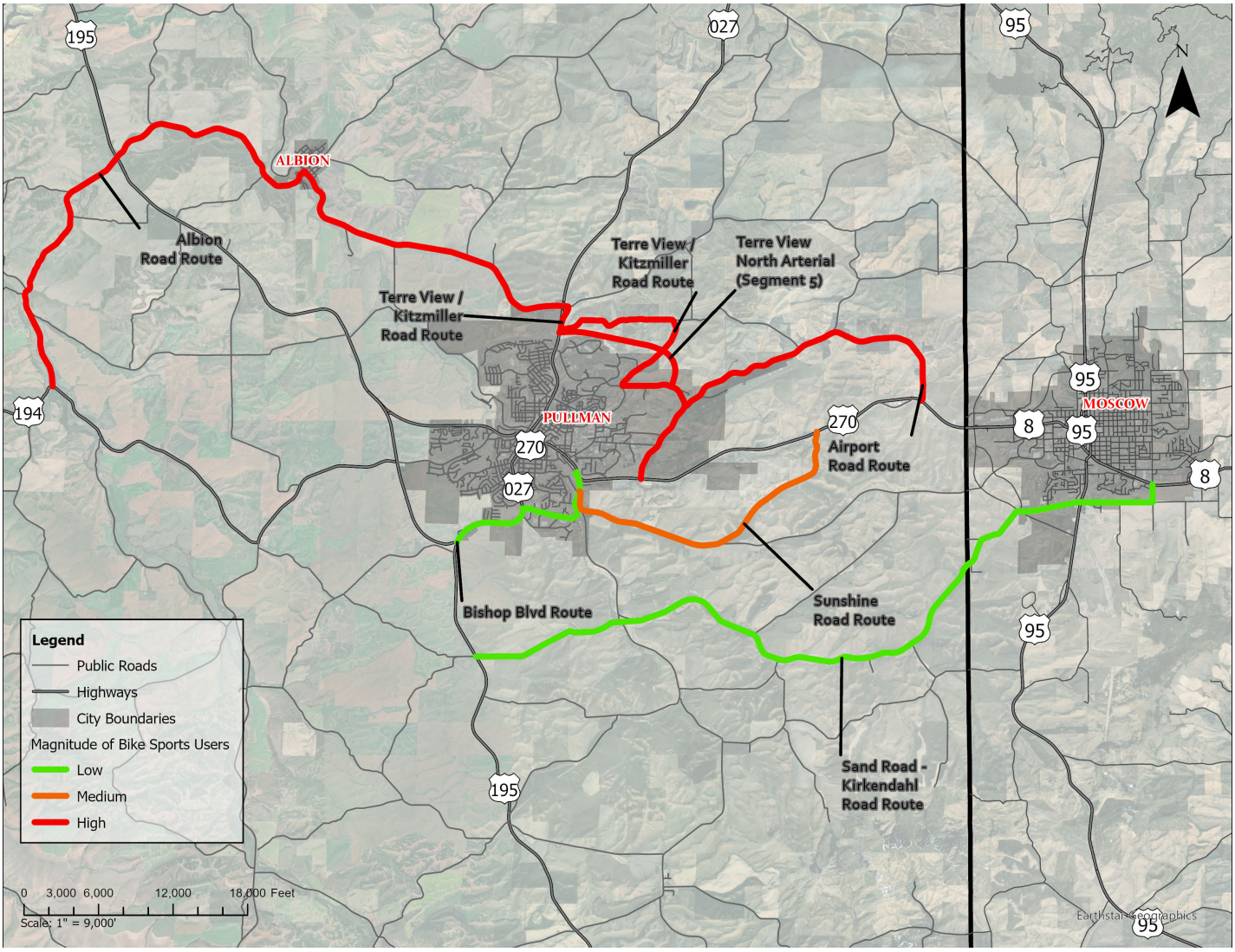
Crash severity was converted to societal cost estimates using WSDOT Safety Analysis guidelines and normalized by estimated Average Annual Daily Traffic (AADT) from Replica data. This produced a cost per vehicle-mile traveled metric, allowing direct comparison across routes. Given the importance of safety, this factor was weighted heavily. Routes with the lowest cost per AADT ranked highest; those with the highest costs ranked lowest.



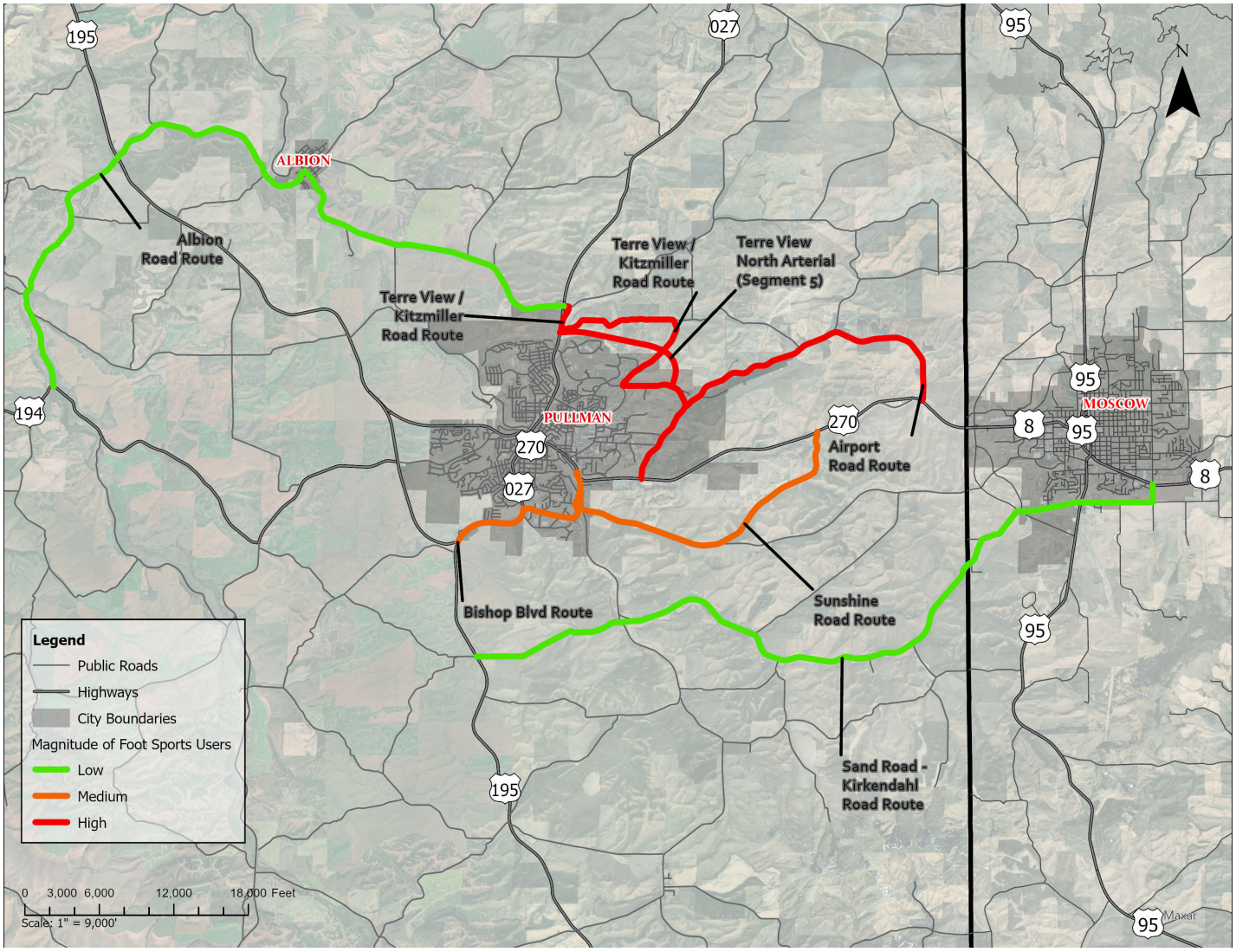
Safety analysis took into account the frequency and severity of crashes together with the traffic volume and length of the roadway.

On the practical routes, crashes with commercial vehicles accounted for less than five percent of all crashes. None of the commercial vehicle crashes were more severe than a minor injury. There is no indication that designating a route a “truck route” will increase the crash rate on the roadway or contribute to safety concerns.

Crash Severity	Airport Rd	Albion Rd	Bishop Blvd	Sand Rd & Kirkendahl	Sunshine Rd	Terre View & Kitzmiller	Terre View & North Arterial
Property Damage Only	4	1	5	28	0	2	0
No Injury	36	45	107	17	4	49	27
Minor injury	24	9	36	8	0	33	14
Serious Injury	0	2	3	1	1	3	3
Fatal	0	0	0	1	0	0	0



Bicycle Multimodal Analysis.



Foot-traffic Mulitmodal Analysis.

Multimodal Impacts

Potential multi-modal impacts were evaluated using the best available data to estimate anticipated pedestrian and bicycle activity along each proposed truck route. The online fitness tracking platform Strava was utilized to gauge relative usage, based on publicly available data from users engaging in walking and cycling activities. While the Strava dataset does not represent all users—only those who use the app—it provides a reasonable proxy for identifying corridors with higher or lower levels of non-motorized activity.

For this analysis, the total number of Strava-recorded foot and bicycle segments along each route was compiled and reviewed. These totals served as indicators of expected multi-modal use.

Routes with lower estimated pedestrian and bicycle activity received higher rankings, while those intersecting with heavily used multi-modal corridors were ranked lower. This metric was given a higher weight in the decision matrix due to its dual significance: increased truck traffic along active walking and biking routes can heighten safety risks and may also reduce truck route efficiency due to frequent pedestrian crossings—both mid-block and at intersections.

Route Options	Total Project Cost	Additional Distance	# of Req. Intersect. Improved	# of Req. Bridge improved	Zoning Compatible	Private Property Impacts	Est. Environ. Impacts	Safety	Multi-Modal Impacts	SCORE	
Ranking Description	$$$$ = 1 -> $ = 4	More = 1 -> Less = 4	More = 1 -> Less = 4	More = 1 -> Less = 4	Indust. = 1 Ag. = 1 Comm. = 2 WSU/Res=4	More = 1 -> Less = 4	More = 1 -> Less = 4	More = 1 -> Less = 4	More = 1 -> Less = 4	Adjusted Weighted Value	
Category Weight	5	1	2	2	3	2	3	3	3		
Airport Road											54
Albion											61
Bishop Blvd											79
Sand Rd – Kirkendahl Rd											58
Sunshine Rd											53
Terre View – Kitzmiller Rd											37
Terre View – North Arterial											52

Suitability Rating 1-4 Not Good | Not Good, but Better | Good | Best

Practical Route Alternatives Matrix

Impacts Analysis Summary

Based on the established evaluation criteria, three practical routes emerged as the potentially effective options: Bishop Boulevard, Albion Road, and Sand Road–Kirkendahl. A summary of the evaluation results is presented in the matrix on the following page. These top-performing routes were further analyzed for their route competitiveness and potential to reduce truck traffic in downtown Pullman.

Evaluation of Practical Solutions

Route Competitiveness Assessment

Once the three most practical routes were identified, a route competitiveness analysis was conducted to better understand regional freight movement and support the selection of preferred alternatives for the full Pullman-Whitman Freight Alternatives Study.

The Origin-Destination (OD) analysis focused on:

- Regional and local freight travel patterns along existing corridors.
- Projected freight diversion to each proposed alternative.
- Route competitiveness—how effectively each option is expected to meet freight transportation needs.

This is a summary of the origin-destination and route competitiveness analysis. The full memorandum provided by Kittelson is included in the appendix.

Existing Truck Data and Patterns

The team analyzed truck data from Replica, a transportation data platform that estimates freight volumes using in-dash GPS data and public traffic counts, primarily on major roadways. The analysis focused on data from an average weekday in Spring 2024—the most recent available at the time.

Around 1,500 truck trips per day through downtown Pullman on Grand Avenue, Paradise Street, and Main Street were estimated:

- 1,400 medium trucks (FHWA Classes 5–7)
- 100 heavy trucks (Class 8)

About half of these trips began and ended within Pullman, while the other half—roughly 750 through-trips—had no local origin or destination and these freight trips are the focus of this analysis. Key findings include:

- Most through-truck traffic (75%) travels east-west along SR 270.
- Very few trucks travel north-south, likely due to low demand or the availability of SR 195 as an existing alternative.
- Fewer than 10% of trucks come from the south.
- Fewer than 20% of trucks come from the north.

Agricultural truck traffic is likely underrepresented in Replica's dataset, as many of those trips occur outside typical data collection periods or involve independent operators without in-dash GPS. To address this, the analysis was supplemented with feedback from agricultural stakeholders.

Assessing Route Competitiveness

To evaluate each route's potential, Kittelson tested travel time scenarios to see if trucks could realistically be shifted out of downtown. The key questions were:

- Is downtown currently the fastest route? If so, there's an opportunity to divert trucks using efficient alternatives.
- Is the alternative route competitive? Even slightly slower routes may still be attractive if they offer fewer delays, less congestion, or simpler navigation

Routes were categorized as:

- **Strong Alternatives** – As fast or within 10% of downtown travel time.
- **Potential Alternatives** – 10–25% slower than downtown.
- **Not Viable** – Over 25% slower or still require passing through downtown.

Estimated Truck Diversion Potential

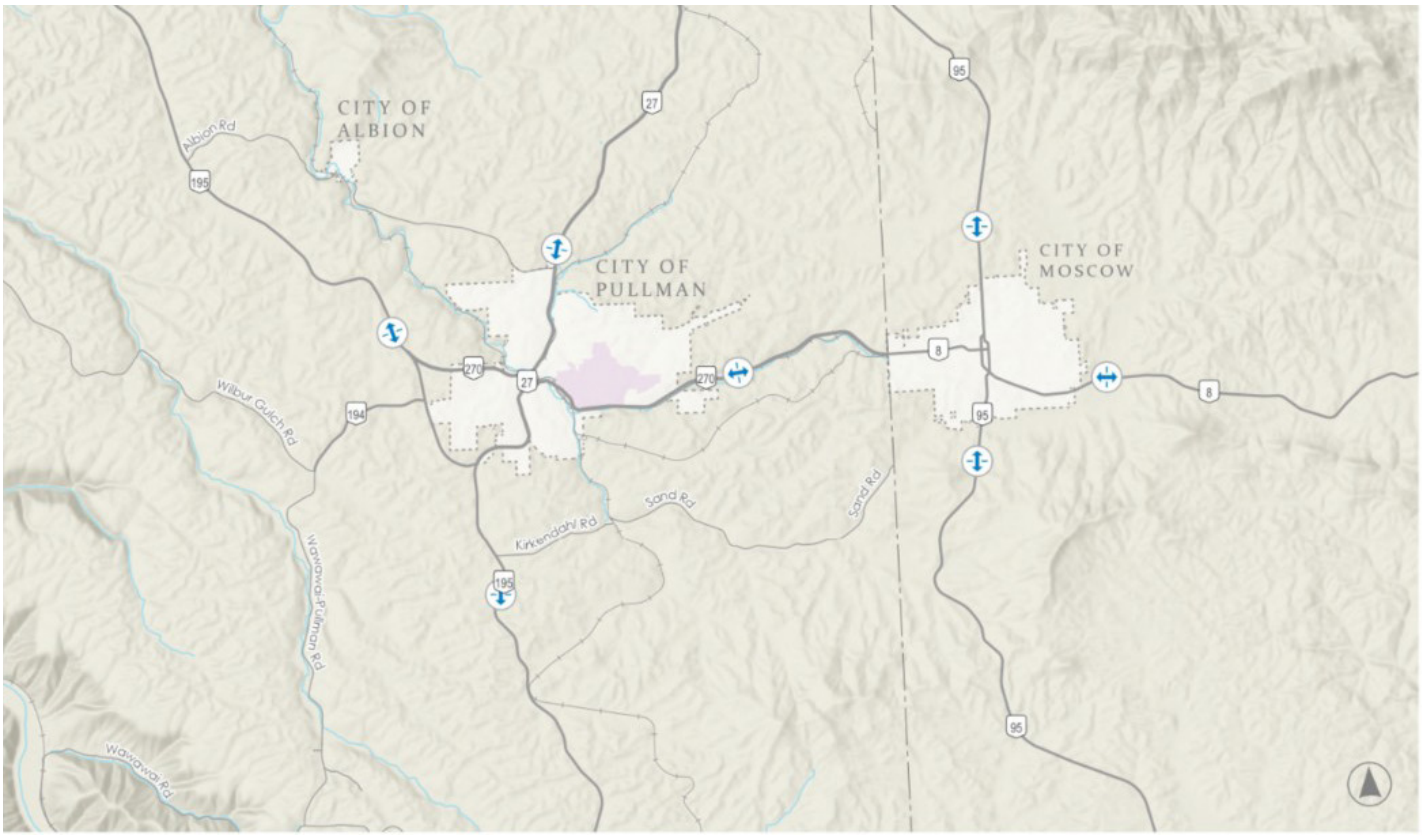
The team estimated how many trucks—both non-agricultural and agricultural—could realistically be shifted out of downtown Pullman using the proposed alternatives.

Non-Agricultural Trips: Replica trip data was used to estimate potential diversion. Full credit was given to routes with a strong alternative; half credit to those with a possible alternative.

Agricultural Trips: Routes commonly used by agricultural trucks were identified. Strong alternatives were given full credit, and possible alternatives half credit to calculate a total "routes shifted" score. Trips between Pullman and Moscow on SR 270 were excluded to avoid double-counting. The team had goals to estimate agriculture truck traffic diverted as well, however, data was unavabilable to facilitate this item. In the future, this could be revisited if the City and County could provide harvest and non-harvest traffic counts along the routes and downtown.

Estimated Truck Diversion Results

Truck Route	Non-Agriculture Trips Diverted	No. of Agriculture Routes Shifted
Sand Road - Kirkendahl Road	250 Trucks	4 Routes
Bishop Boulevard	400 Trucks	4 Routes
Albion Road	25 Trucks	2 Routes



Gates for Route Testing.

Predictive Crash Analysis

Crash data was reviewed for all corridors over a multi-year period. Key findings include:

- Bishop Boulevard had the highest crash volume (151 total), but no fatal crashes and only three serious injuries.
- Albion Road recorded 57 crashes in total, with two serious injuries.
- Sand Road–Kirkendahl had 54 crashes, predominantly property-damage-only, with only one serious injury and one fatal crash.
- Across all corridors, commercial vehicle crashes accounted for less than 5% of total crashes.
- None of the commercial vehicle crashes were more severe than minor injuries.

This low rate of truck-related crashes and the absence of severe outcomes indicate that existing roadway conditions do not pose unusual risks to truck operations.

Highway Safety Manual (HSM) Part C predictive methods were used to estimate potential changes in crash frequency associated with increased truck traffic on each corridor. The methodology included current Average Daily Traffic (ADT) volumes and projected increases in daily truck trips

- Albion Road: 950 ADT; +25 trucks/day
- Sand Road–Kirkendahl: 350 ADT; +250 trucks/day
- Bishop Boulevard: 12,000 ADT; +400 trucks/day

Estimated increases in crash frequency range from negligible (<0.1%) on Bishop Boulevard and Albion Road to modest (1.4% - 7.1%) on Sand Road–Kirkendahl, depending on assumptions about truck crash modification factors.

Historical crash data and predictive modeling do not indicate a significant safety concern associated with designating Bishop, Albion, or Sand Road–Kirkendahl as truck routes. The routes exhibit low crash frequencies and severities, and commercial vehicle involvement is minimal.

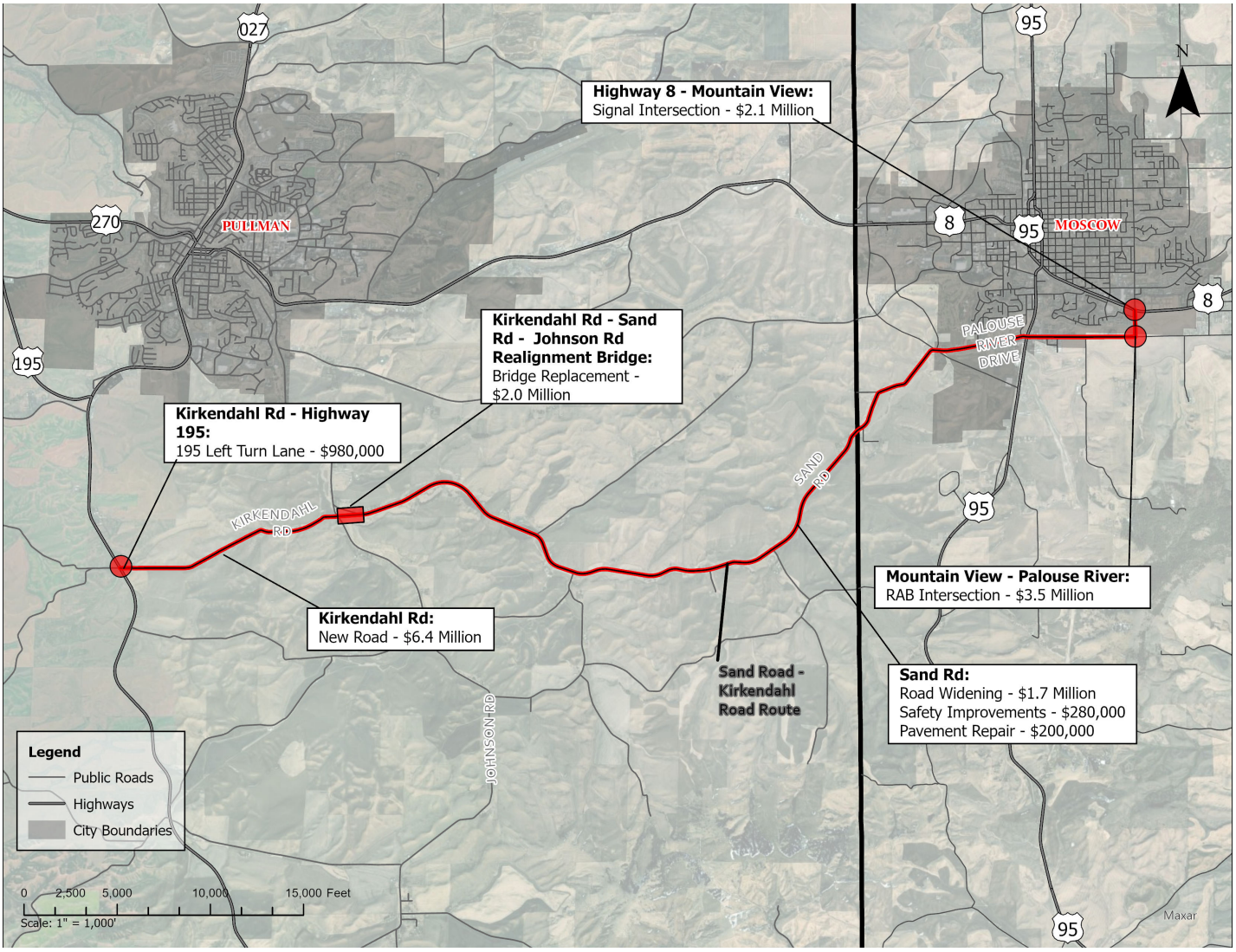
Designating one or more of these corridors as a truck route is unlikely to increase crash risk in a meaningful way, particularly if accompanied by modest design enhancements (e.g., center turn lanes, shoulder widening, or intersection improvements). These findings support the safety viability of all three corridors as potential truck routes to reduce trucks in downtown Pullman.

Estimates of Cost

Each practical route requires targeted improvements to enhance safety and make it a more viable option for truck traffic. The recommended improvements are summarized and shown in exhibits on the following pages.

Sand Road-Kirkehdahl Road: Improvements are needed along both Sand Road and Kirkendahl Road to make the corridor safe and facilitate truck traffic, particularly agricultural trucks coming from east of Moscow with destinations either west of Pullman or at the Almota port. The Sand Road segment includes widening, pavement repair, guardrail and safety upgrades, and intersection improvements in Moscow, totaling $7.6 million. Kirekendahl Road is currently an unpaved road. The preferred alternative for Kirkendahl Road, from a study completed by others, includes construction of a new road and bridge, along with a left-turn lane at SR195, bringing the total for that segment to $9.3 million. Altogether, the combined estimated investment for the full Sand Road–Kirkendahl Road route is approximately $16.9 million.

Sand Road-Kirkendahl	Estimated Cost
Sand Road Widening	$1.7 million
Sand Road Pavement Repair	$200,000
Sand Road guardrail/misc. safety improvements	$280,000
Palouse River/Mountain View Intersection (in Moscow, Idaho)	$3.5 million
SH8/Mountain View Intersection (in Moscow, Idaho)	$2.1 million
New Kirkendahl Road & Intersection	$6.4 million
SR195/Kirkendahl Turn Lanes	$980,000
New Bridge	$2.0 million
Total	**$16.7 million**



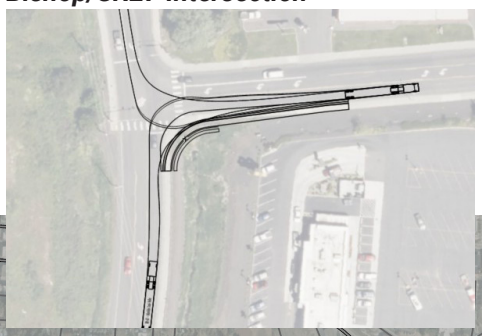
Improvements recommended along the Sand Road-Kirkendahl Road route.

Bishop Boulevard: Bishop Boulevard is a natural route around downtown Pullman and is mostly surrounded by commercial properties. The Bishop Boulevard route requires a range of upgrades totaling approximately $6.7 million to better support truck traffic and improve safety. Key investments include realignment at SR270, a right-turn lane at Fairmont, and replacement of the Paradise Creek bridge. Additional improvements include upgrades to the Bishop/SR27 southeast corner, a structural overlay, right-of-way acquisition, and relocation of light poles on the west end of the roadway to support the overall corridor function. The turn lane at Fairmont is in the uphill (westbound) direction. Trucks have a difficult time stopping and getting started again on this hill. The right turn lane is expected to reduce the westbound through queue which should reduce the potential for trucks to stop on the hill.

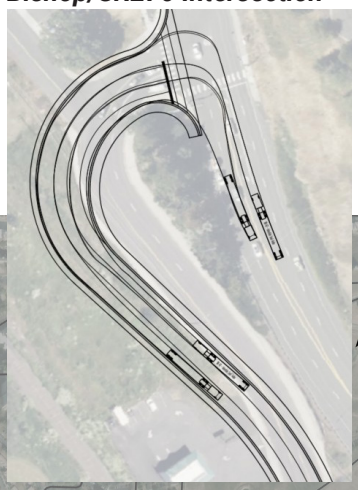
Bishop Boulevard	Estimated Cost
Bishop/SR270 Re-alignment	$800,000
Bishop/Fairmont Right Turn Lane	$700,000
Paradise Bridge Replacement	$1.8 million
Bishop/SR27 Southeast Corner	$840,000
Structural Overlay (mill & inlay)	$1.9 million
Misc. Right of Way Acquisition	$500,000
Relocate Light Poles	$100,000
Total	**$6.7 million**

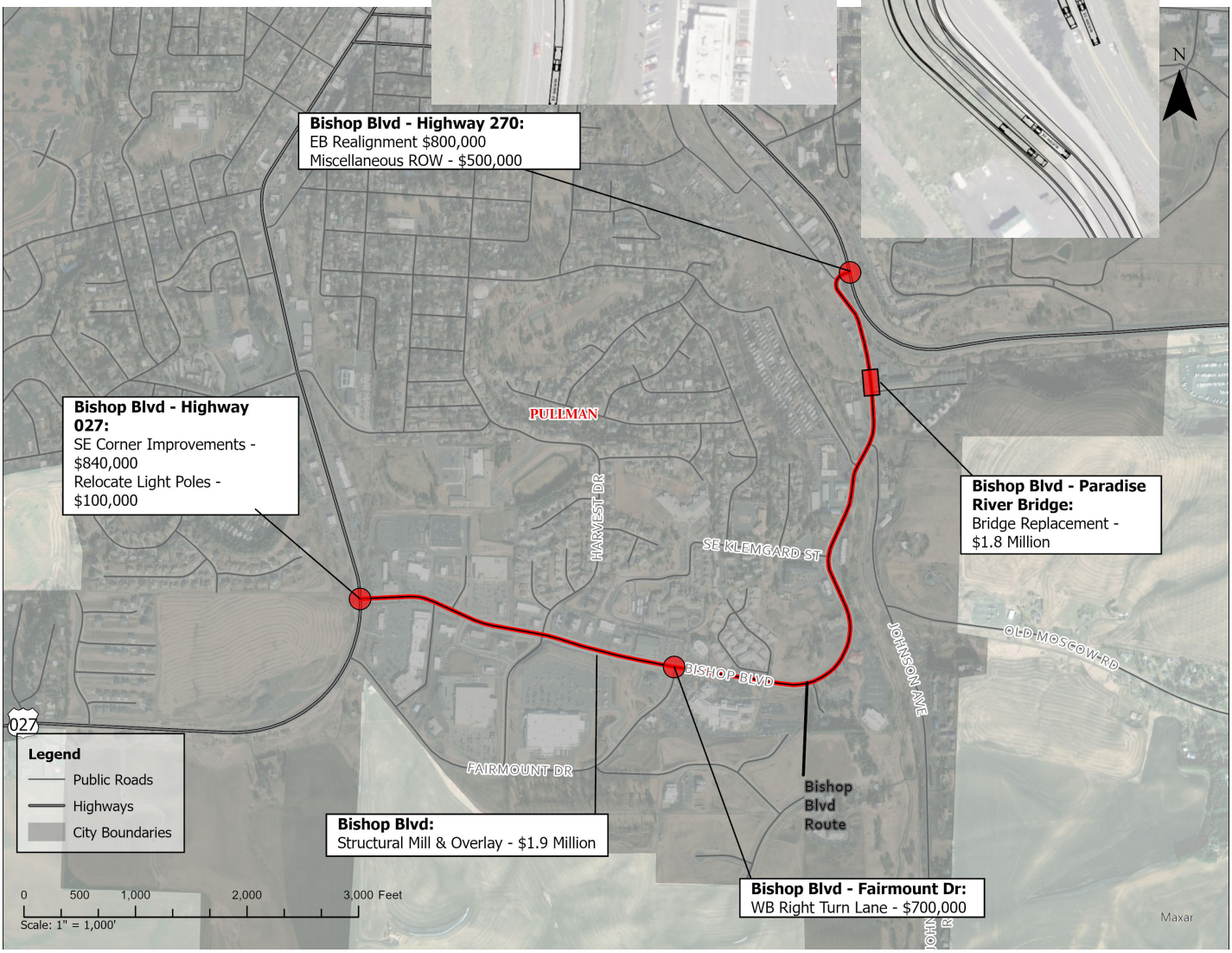
The alteration on the corner of SR27 may require lengthening of the culvert, wetland mitigation/permitting, and a biological assessment. The existing gabion retaining wall will be expanded and the pedestrian ramp and push button will also need modification.

Bishop/SR27 Intersection



Bishop/SR270 Intersection





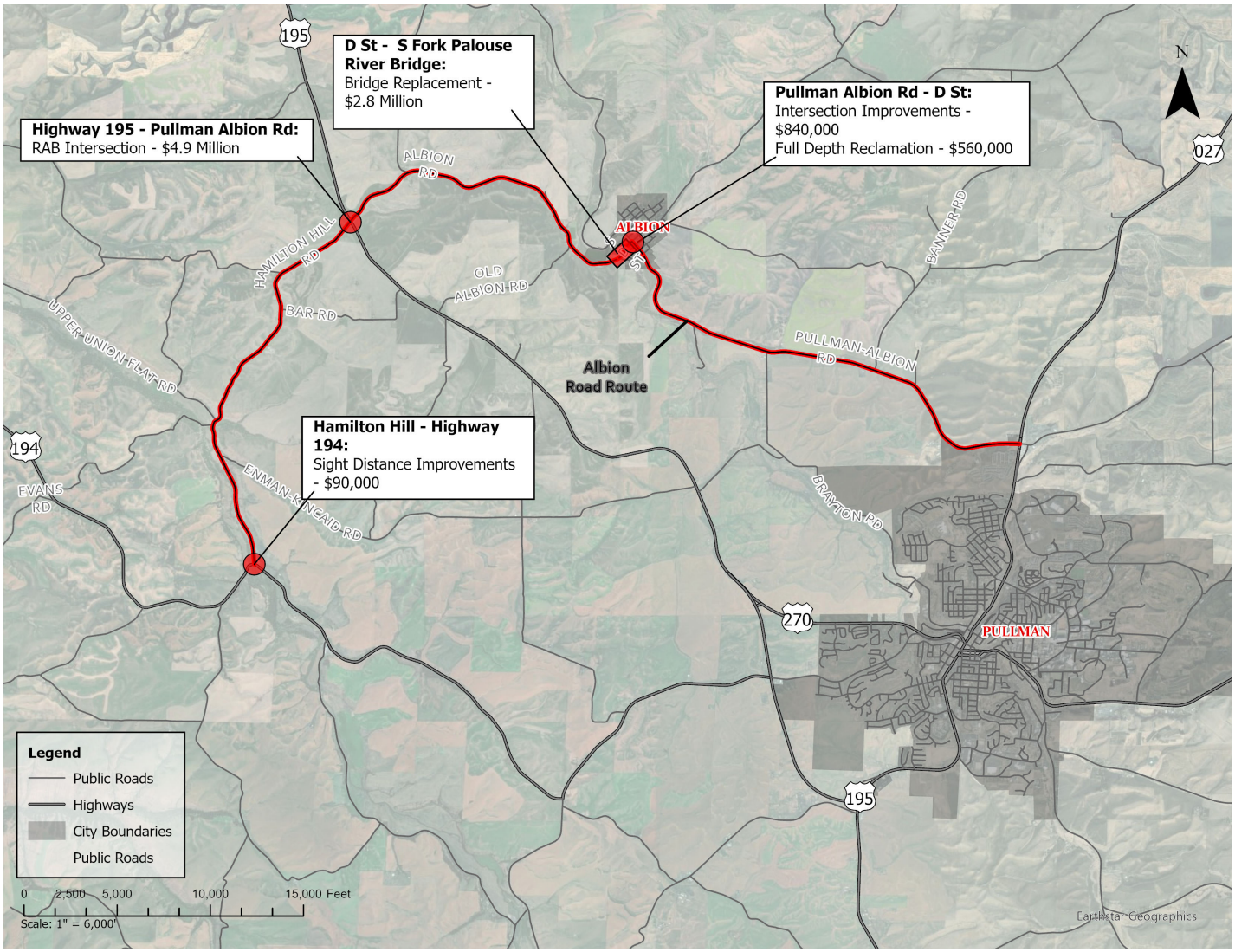
Improvements recommended along the Bishop Boulevard Route.

Albion Road Route: To support Albion Road and Hamilton Hill Road as a viable truck route, a range of infrastructure upgrades totaling $9.3 million are needed. These include full-depth reclamation of D Street and Front Street within the Albion city limits, replacement of the South Fork Palouse River bridge which currently has posted load limits, and improvements at the D Street/Front Street intersection to accommodate truck turning movements.

The most significant investment is a proposed roundabout at SR195, estimated at $4.9 million, which should include advanced warning and chicanes to slow highway traffic.

Additional work includes enhancing sight distance at the intersection of Hamilton Hill/SR194 (mostly just removing trees obstructing northbound left turning vehicles). Additionally, there are two bus stops in Albion near the silos and the bridge. Those bus stops likely need lighting, signing, and potentially widening if more trucks use this route.

Albion Road	Estimated Cost
Full-depth reclamation in Albion	$560,000
S. Fork Palouse River Bridge	$2.8 million
Albion/D Street Intersection	$840,000
SR195/Albion Roundabout	$4.9 million
Sight Distance Improvements (SR194/Hamilton Hill)	$90,000
Total	**$9.3 million**



Improvements recommended along the Albion Road Route.

Implementation Considerations

The recommended improvements across all identified routes total $32.7 million, which may be considered impractical as a single investment. However, the intent is to implement the improvements in phases, prioritizing those most likely to support heavy vehicle use and reduce truck traffic through downtown Pullman.

Immediate Term : Initial improvements are those that remove a physical barrier to truck usage. These improvements should be considered as soon as possible. Immediate-term improvements include those to improve truck mobility on Bishop Boulevard at the State Highway intersections for a total estimated cost of $2.1 million. Bishop Boulevard improvements are the highest priority because this route has the highest potential to reduce truck traffic downtown.

Near Term: Near term improvements are those that further support truck reduction in downtown Pullman improvements and are those that remove a physical barrier to truck usage. These improvements should be considered within the next five years, as funding allows. Near-term improvements those that make Kirkendahl usable by trucks, further improve Bishop Boulevard for truck usage, and improve sight distance at Hamilton Hill/SR194. The total estimated cost of near term improvements are $10.2 million

Medium Term: Medium-term improvements aim to further reduce truck traffic in downtown Pullman but may be more challenging to fund or have a less significant impact. These improvements should be considered for implementation within the next five to ten years, as funding becomes available. Medium-term improvements are those that make Sand Road more usable by agriculture trucks originating east of Moscow, replaces a bridge on Bishop Boulevard, and improves the Albion Road/SR195 by constructing a roundabout.

Immediate Term Improvements

Bishop Boulevard	Estimated Cost
Bishop/SR270 Re-alignment	$800,000
Bishop/SR27 Southeast Corner	$840,000
Misc. Right of Way Acquisition	$400,000
Relocate Light Poles	$100,000
Immediate Term Total	**$2.1 million**

Near Term Improvements

Bishop Boulevard	Estimated Cost
Bishop/Fairmont Right Turn Lane	$700,000
Misc. Right of Way Acquisition	$100,000
Sand Road-Kirkendahl	**Estimated Cost**
New Kirkendahl Road & Intersection	$6.4 million
SR195/Kirkendahl Turn Lanes	$980,000
New Bridge	$2.0 million
Near Term Total	**$10.2 million**

Medium Term Improvements

Bishop Boulevard	Estimated Cost
Paradise Bridge Replacement	$1.8 million
Sand Road-Kirkendahl	**Estimated Cost**
Sand Road Widening	$1.7 million
Sand Road Pavement Repair	$200,000
Sand Road guardrail/misc. safety improvements	$280,000
SH8/Mountain View Intersection (in Moscow, Idaho)	$2.1 million
Albion Road	**Estimated Cost**
SR195/Albion Roundabout	$4.9 million
Medium Term Total	**$11.0 million**

Long Term: Long-term improvements contribute to the ongoing effort to reduce truck traffic in downtown Pullman but may face challenges related to local support, funding availability, or measurable impact on project goals. These improvements should be considered within the next 10 to 15 years. These improvements include a structural overlay on Bishop Boulevard, likely a mill and inlay, another intersection in Moscow to support the Sand Road-Kirkendahl Road route, and road improvements in Albion including replacing the load-restricted bridge, improving the Front Street/D Street intersection, and providing more structure on the roadways in town preferably with full-depth reclamation.

Long Term Improvements

Bishop Boulevard	Estimated Cost
Structural Overlay (mill & inlay)	$1.9 million
Sand Road-Kirkendahl	**Estimated Cost**
Palouse River/Mountain View Intersection (in Moscow, Idaho)	$3.5 million
Albion Road	**Estimated Cost**
Full-depth reclamation in Albion	$560,000
S. Fork Palouse River Bridge	$2.8 million
Albion/D Street Intersection	$840,000
Long-Term Total	**$9.6 million**

Next Steps

Agricultural Truck Reduction: There was not a data source available to accurately estimate the number of agricultural trucks that could be re-routed using the practical routes identified. It is recommended that additional traffic counts at key intersections downtown and along the practical routes are conducted in the harvest and non-harvest times of the year to accurately measure this.

Preliminary Roadway Plans: Preliminary drawings already exist for Kirkendahl Road. We recommend the City also complete preliminary plans for Bishop Boulevard improvements, WSDOT/Whitman County prepare preliminary drawings of the SR195/Albion Road roundabout, and Idaho Transportation Department/City of Moscow prepare preliminary plans for the SH8/Mountain View intersection in Idaho. These plans will allow for more accurate cost estimates and estimates of right of way or environmental impacts.

Bridge Evaluation: Bridges identified in this study are in poor condition and currently estimated for replacement. We recommend that the Cities of Albion and Pullman consult with a structural engineer to explore whether targeted repairs or rehabilitation could extend the service life of these structures and accommodate truck traffic, potentially reducing overall project costs

Further Outreach: As the community moves forward with implementing the study's recommendations, additional public outreach—particularly in areas surrounding the City of Albion and Kirkendahl Road—may be necessary to ensure awareness and support.

Cross-state Cooperation: The Palouse RTPO, Whitman County, WSDOT, and the City of Pullman should continue coordination with the Idaho Transportation Department, Latah County, and the City of Moscow on regional truck routes and the challenges and opportunities do not end at the state line.

Funding: The Palouse RTPO and its partners should actively pursue opportunities to apply for state and federal grant funding. In parallel, Whitman County and the City of Pullman are encouraged to prioritize saving matching funds and to explore strategies that will enhance the competitiveness of future grant applications—such as advancing projects to a shovel-ready stage, minimizing right-of-way needs, and securing environmental clearances.

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Appendix A

Origin-Destination Technical Memorandum

DRAFT 5-8-2025

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Pullman -Whitman Freight Alternatives Study

Freight Origins/Destinations Draft Technical Memorandum

May 2, 2025 Project# 30980

Introduction

The Washington Department of Transportation (WSDOT) and the Palouse Regional Transportation Planning Organization (Palouse RTPO) have partnered to conduct a study to identify practical solutions for reducing freight traffic in downtown Pullman. With the recent completion of the Main Street project, which included wider sidewalks, streetscape improvements, and design elements to slow traffic, there has been a renewed focus on the need to reduce freight traffic through downtown Pullman to improve multi-modal safety, reduce congestion, reduce pavement deterioration, and activate the public spaces to support economic development.

There have been multiple past studies that have identified bypass routes around Pullman to better accommodate freight. This study does not replace the potential long-term need for these future routes. Instead, the goal of the study is to examine practical, cost effective solutions that can be implemented in the near term to reduce through heavy truck traffic and regional freight movement within the Pullman downtown area, while providing efficient, safe, and reliable alternative route(s).

The purpose of this memo is to provide an understanding of how freight moves within the region to inform the selection of alternatives as part of the full Pullman-Whitman Freight Alternatives Study Report. The Origin-Destination (OD) study assesses:

- Regional and local freight travel patterns along existing corridors
- Estimated freight diversion to proposed alternative routes
- Route competitiveness (how likely will an alternative serve freight needs)

Methodology and Analysis

Existing Truck Data and Patterns

Kittelson examined truck data generated by Replica, a transportation data company. Replica generates estimates of freight routes and volumes using vehicle in-dash GPS data and public traffic counts for freight for higher functional classification roadways, generally excluding residential streets and smaller collector streets. Volumes are estimated for each of the downtown streets in Pullman and state roads that connect to the city. Replica data is generated for an average weekday or weekend days for the fall and/or spring season. Kittelson used data from Weekday, Spring 2024 which was the most recently available period at the time of the analysis. **Figure 1** presents estimated truck volumes for an average weekday.

For the analysis, Kittelson examined OD patterns for trips that Replica reported as traveling through downtown Pullman along Grand Avenue, Paradise Street or Main Street. Replica estimates that there were roughly 1,500 trips per day that used one of these roads to travel through downtown (Figure 1). This count included the following trucks grouped into medium and heavy based on FHWA category[1]:

- 1,400 medium-size trucks (FHWA Classes 5 – 7)
- 100 heavy trucks (FHWA Class 8)

Based on the analysis approximately half of trips started and ended at a location within Pullman with the other half, approximately 750, driving through downtown without a local start or end destination (Figure 2). This analysis focuses on the trips without a start or end in Pullman that have more potential to be shifted out of downtown. For the trips traveling through downtown:

- The greatest volumes travel east-west along SR 270.
- Relatively few trips travel north -south, either due to low demand between SR 27 and I-195 or because the trips could be served by the bypass formed by I-195 on the west side of Pullman.

While evaluating the Replica data, Kittelson identified that agricultural trucks were likely being undercounted or excluded from the data. This is likely a result of trips occurring outside of the Replica data collection time period and a result of these trips being conducted by independent or smaller shippers which are less likely to have in-dash GPS used to populate the Replica data set. As a result, Kittelson looked at stakeholder data collected from agriculture businesses to understand typical seasonal truck patterns. **Figure 2** displays a summary of the patterns. There is a mix of agricultural products that come from the north of Pullman and from the east and north of Moscow, west of Pullman.

[1] FHWA vehicle type categories: https://www.fhwa.dot.gov/policyinformation/tmguide/tmg_2013/vehicle-types.cfm

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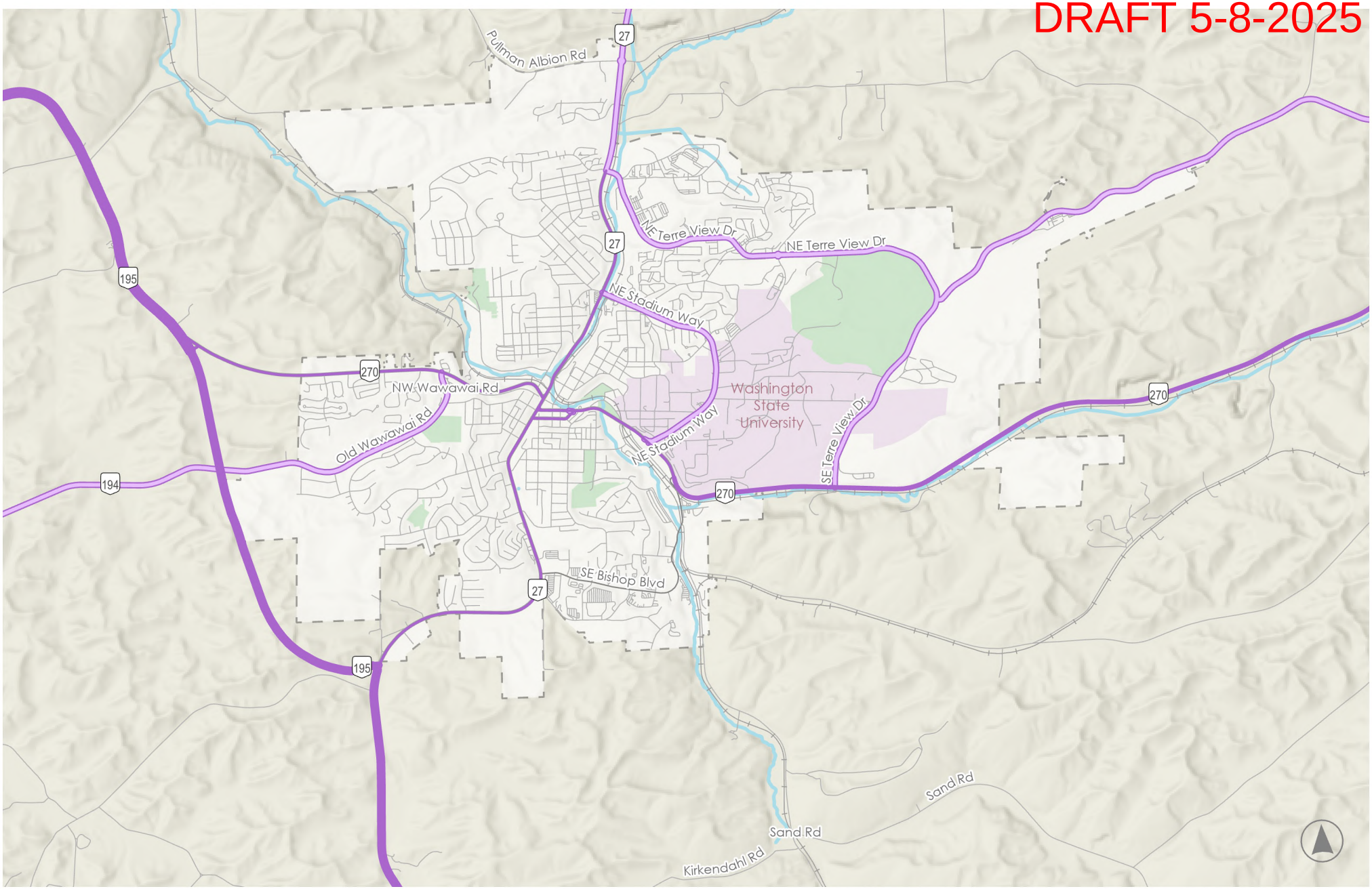
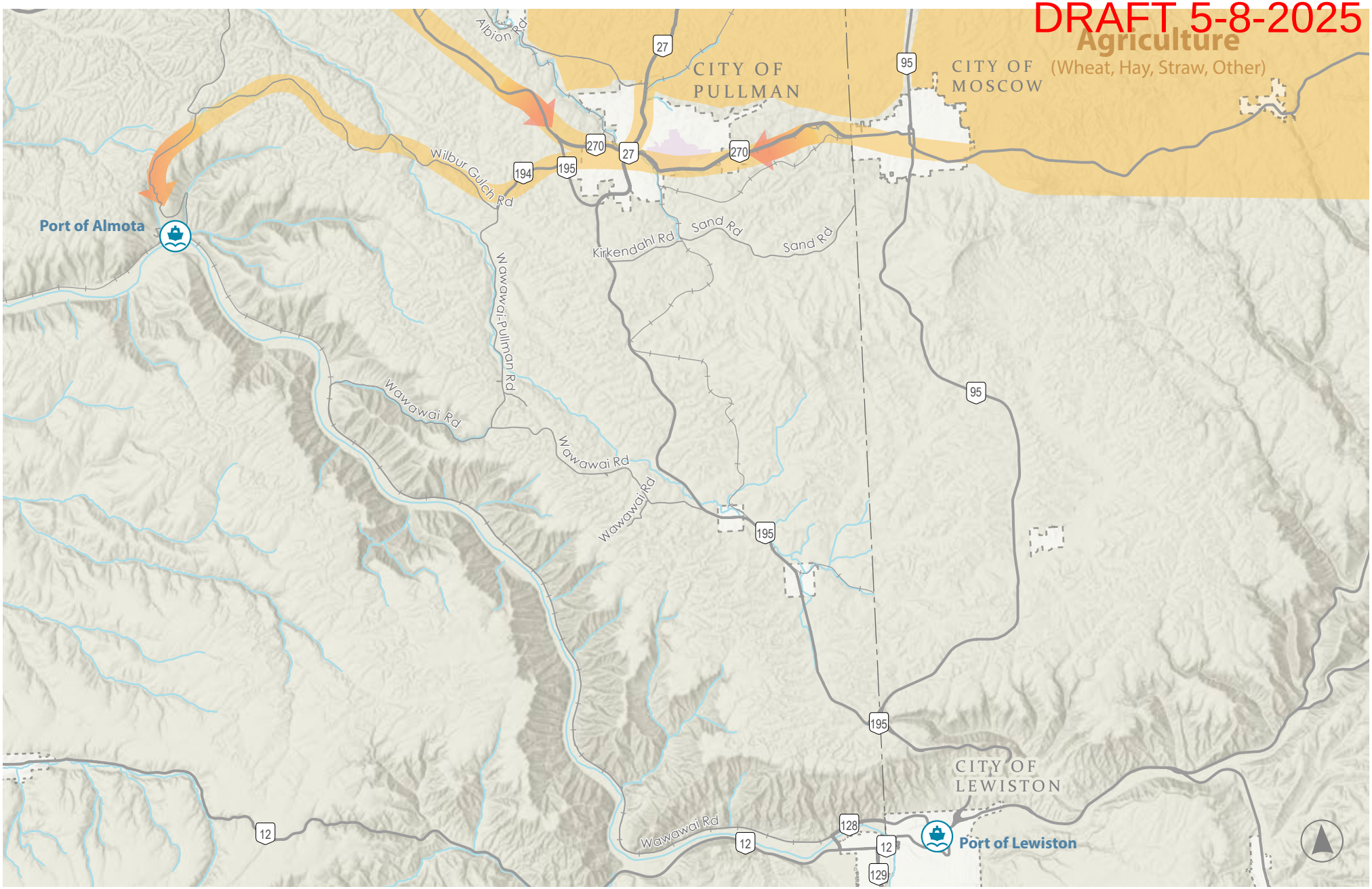


AADT FHWA 8 or Higher (2023)

- 1 - 100
- 101 - 250
- 251 - 500
- 501 - 600
- >600
- Data Not Available

Source: Replica, Single and Combination Trucks

Figure 1: Commercial Vehicle Patterns (2023)



Port

Predominate Agriculture-Related Truck Movements

Key Findings: Existing Freight Patterns

- An estimated 1,500 truck trips per day travel along Grand Avenue, Paradise Street or Main Street. Of these trips:
  - 50% of the trips started and ended at a location within Pullman with the other half driving through downtown without a local start or end destination.
  - The greatest volumes (75%) travel east-west along SR 270.
  - Less than 10% of the trips come from the south.
  - Less than 20% of the trips come from the north.
- Relatively few trips travel north-south
  - There is low demand between SR 27 and I-195.
  - Trips could be served by the bypass formed by I-195 on the west side of Pullman.
  - North to south trips are largely agricultural trips going to the Port of Almota.

Alternative Routes

Alternative routes to include in the OD study were identified through a collaborative effort with WSDOT, the Palouse RTPO and the cities of Pullman and Whitman County, as well as input from local agriculture and farming community members and the public. Over 18 initial alternatives were assessed with only the most viable alternatives carried forward for analysis. Initial alternatives were screened based on the following:

- Ability to reduce the estimated 50% of truck traffic that is through traffic, including agricultural trucks.
  - Serves agricultural-related truck movements
  - Serves predominate east/west directional truck traffic
  - Estimated out of direction travel distance
- Practicality – Factors such the project length, extent of roadway improvements required, number of bridge improvements, private property impacts, safety concerns, environmental impacts, and total project cost were considered.

The full route selection suitability analysis can be found in the Pullman-Whitman Freight Alternatives Study Report. The most viable alternative routes carried forward are shown in **Figure 3** and include:

- Bishop Boulevard
- Sand Road – Kirkendahl Road
- Albion Road

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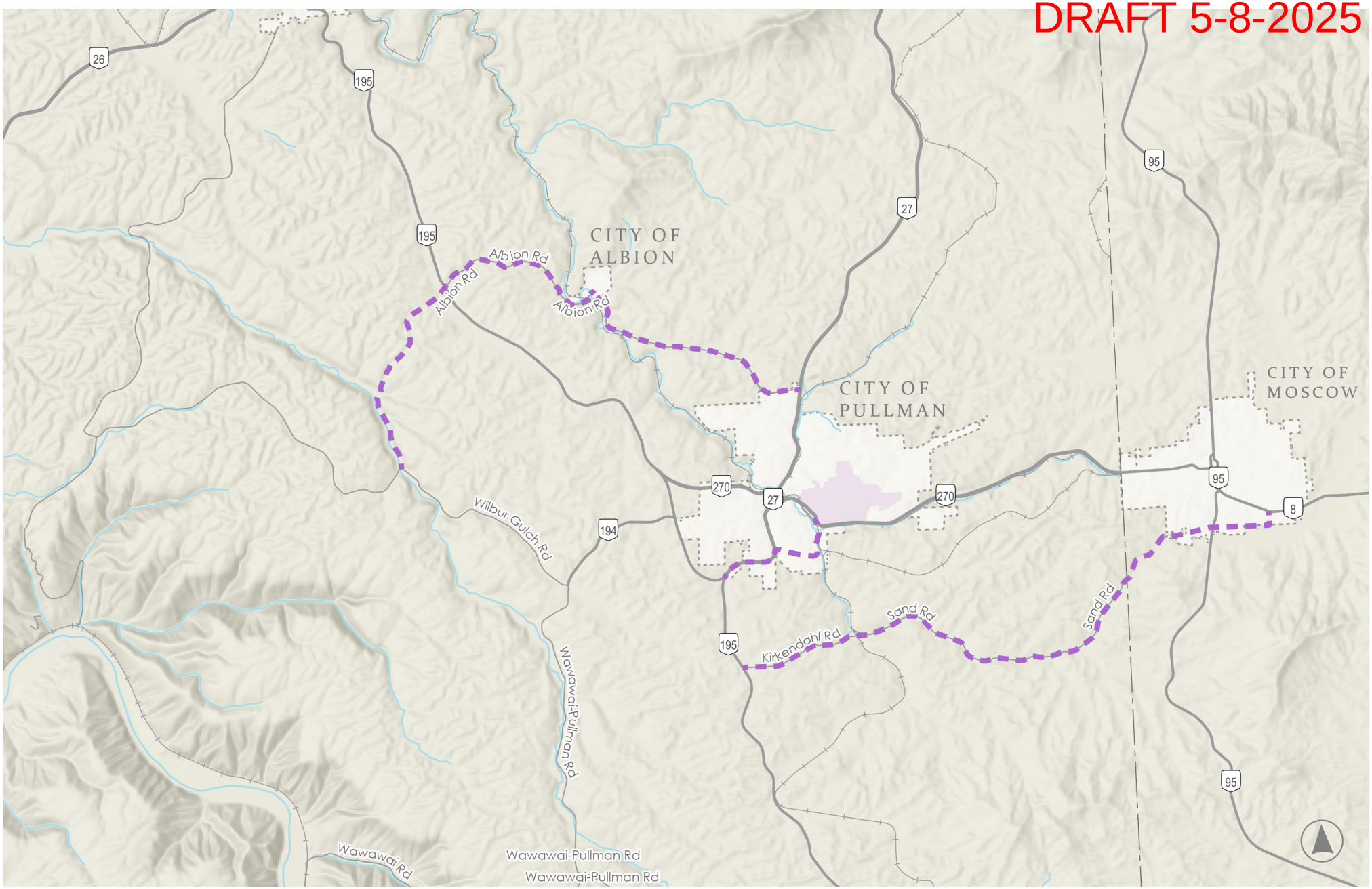

Proposed Routes

Route Competitiveness

Assessing Route Competitiveness

The analysis evaluated the potential for proposed truck route alternatives to reduce truck traffic traveling through downtown. As noted above, the analysis focused on through trips that do not start or end in Pullman. The analysis consisted of two parts:

- Establishing a roadway network for testing travel times under existing conditions and with alternative routes. Alternative routes included the following future improvements:
  - **Bishop Boulevard.** Intersection controls and geometry modifications at Bishop Boulevard/Fairmount Drive, Bishop Boulevard/Sunshine Road, and Bishop Boulevard/SR270.
  - **Sand Road – Kirkendahl Road.** Intersection controls and geometry modifications at SR 195/Kirkendahl Road, SR8/Mountain View Road, and Mountain View Road/Palouse River Road; replacement of Sand-Johnson bridge with geometry improvements at the Sand Road/Johnson Road bridge intersection.
  - **Albion Road**. Intersection controls and geometry modifications at Albion Road/SR195, D Street/Pullman Albion Road, and SR 194/Hamilton Hill Road.
- Evaluating the impact of alternative routes on individual truck paths and estimating the overall impact on downtown truck volumes by associating the movements with the Replica trips data and information about agriculture truck routes.

Roadway Network Development

The roadway network was developed using Open Street Map (OSM). OSM is an open data source for roadways and other geographic information. OSM is useful for routing analyses because:

- It is comprehensive and standardized across jurisdictions so that routing could be completed between locations inside and outside of Pullman and across the state border with Idaho.
- Roadway data is structured as a relational database where each road feature is identified by its connections to adjacent roadways, so that geospatial analyses can be completed to find the shortest path through a network.
- Data can be easily manipulated to model new roadway connections or increases in roadway speed. For example, Kittelson updated the data to close Stadium Road for testing routes to reflect that the road includes pedestrian-overpasses that block truck access.

Kittelson estimated travel speeds for roadways in the network based on a two-step process.

- If speed limit data was available in OSM, it was used.
- Otherwise, roads were assigned travel speed based on roadway type and urban or rural context as shown in Table 1. Travel speeds are intended to broadly capture relative speed traveling on different roads, with true speeds on individual roads varying.

Table 1: Travel Speed used for Routing Analysis

OSM Roadway Type[1]	Urban	Rural
Motorway / Trunk	35 mph	65 mph
Primary	30 mph	45 mph
Secondary	30 mph	35 mph
Tertiary or Residential	25 mph	25 mph

1. OSM roadway definitions are available at Key:highwaOpenStreetMap Wiki

Route Testing Approach

Kittelson developed a testing approach to measure the impact of travel times for alternative routes. Rather than testing specific start and end points, a set of "gates" were selected that would capture the portion of longer truck trips that travel through Pullman. They included four gates set around Pullman and three gates around Moscow. The gates around Moscow were included to reflect stakeholder and staff feedback that trips traveling through downtown Pullman originated or were destined for locations beyond Moscow. In addition to these seven gates, Kittelson evaluated routes between the gates the Port of Lewiston and Port of Almota. **Figure 4** shows the gate location.

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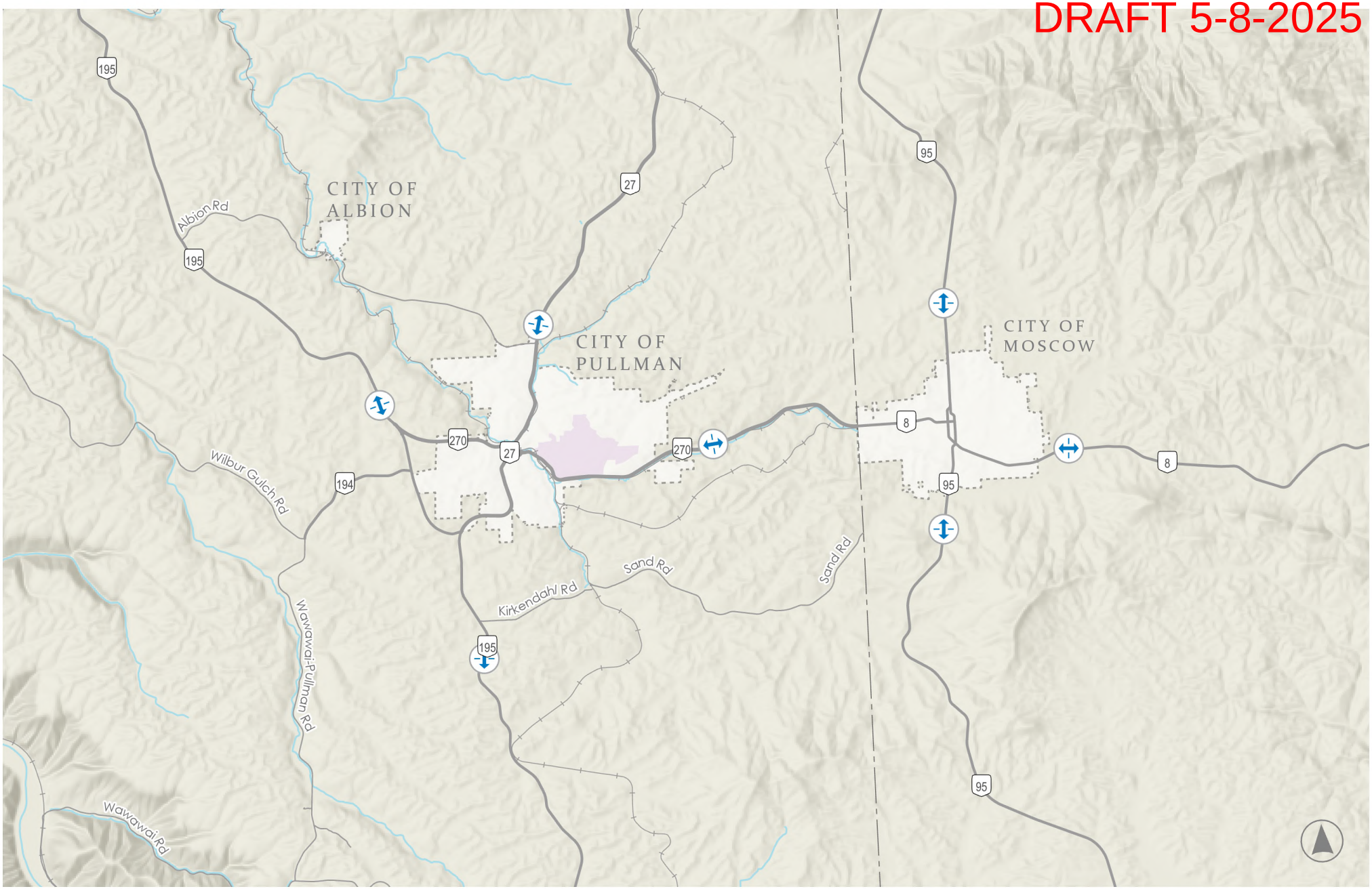


Gateway Location

Gates for Route Testing

Scenario Testing

To understand the impact of the proposed alternatives, Kittelson evaluated travel times and the shortest route by travel time between each pair of gates and between each gate and the two port locations. The analysis was conducted using four versions of the roadway network:

- Existing Network
- Existing Network with Sand Road – Kirkendahl Road Alternative. Travel speed increased from 25 mph to 45 mph
- Existing Network with Bishop Boulevard Alternative. Travel speed increased from 30 mph to 35 mph
- Existing Network with Albion Road Alternative. Travel speed increased from 25 mph to 50 mph

For each alternative on the existing network, changes in speeds were only changed on the roads that constituted the alternative.

Categorizing Results

The results of the scenario testing were reviewed to determine the following:

- Is traveling through Downtown currently the most efficient route by travel time between a set of gates? If yes, the project has potential to shift trucks traveling between these gates out of downtown.
- For routes that currently go through downtown, is the alternative a competitive route compared to driving through downtown? Note that routes that were estimated to be similar or slightly slower by travel time were identified as strong or possible competitive alternatives as the proposed projects have characteristics that will make them easier than downtown, such as generally less congestion, fewer turns and traffic signals, that are not captured in the analysis.
  - **Strong Alternative** - Trucks using alternative have a travel time that is faster or no more than 10% slower than driving through downtown.
  - **Potential Alternative** - Trucks using the alternative have a travel time that is ***10% to 25%*** slower than driving through downtown.
  - **Not a Viable Alternative** – Trucks using the alternative have a travel time that is ***more than 25%*** slower than driving through downtown **or** using the alternative still requires travel through downtown to access it.

Table 2 through Table 4 describe the results for each alternative route.

Table 2: Results for Bishop Boulevard Alternative

		Pullman				Moscow			Port	
		195 North of Pullman	27 North of Pullman	195 South of Pullman	270 Btw Pullman and Moscow	95 North of Moscow	8 East of Moscow	95 South of Moscow	Port of Lewiston	Port of Almota
Pullman	195 North of Pullman	NA	No Impact	NA	Possible	**Strong**	**Strong**	**Strong**	NA	NA
	27 North of Pullman	No Impact	NA	No Impact	No Impact	NA	No Impact	No Impact	No Impact	No Impact
	195 South of Pullman	NA	No Impact	NA	NA	**Strong**	**Strong**	**Strong**	NA	NA
	270 Btw Pullman and Moscow	Possible	No Impact	NA	NA	NA	NA	NA	NA	**Strong**
Moscow	95 North of Moscow	**Strong**	No Impact	**Strong**	NA	NA	NA	NA	NA	**Strong**
	8 East of Moscow	**Strong**	No Impact	**Strong**	NA	NA	NA	NA	NA	**Strong**
	95 South of Moscow	**Strong**	No Impact	**Strong**	NA	NA	NA	NA	NA	**Strong**
Port	Port of Lewiston	NA	No Impact	NA	NA	NA	NA	NA	NA	NA
	Port of Almota	NA	No Impact	NA	**Strong**	**Strong**	**Strong**	**Strong**	NA	NA

NA	Currently unlikely to use downtown
No Impact	Project does not create efficient alternative to downtown route
Potential	Project provides potentially competitive route to downtown
Strong	Project provides competitive route to downtown
	Primarily Agriculture Truck Route
	Also Serves Planned Future Growth

Table 3: Results for Sand Road Alternative

		Pullman				Moscow			Port	
		195 North of Pullman	27 North of Pullman	195 South of Pullman	270 Btw Pullman and Moscow	95 North of Moscow	8 East of Moscow	95 South of Moscow	Port of Lewiston	Port of Almota
Pullman	195 North of Pullman	NA	No Impact	NA	No Impact	Possible	**Strong**	**Strong**	NA	NA
	27 North of Pullman	No Impact	NA	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
	195 South of Pullman	NA	No Impact	NA	NA	Possible	**Strong**	**Strong**	NA	NA
	270 Btw Pullman and Moscow	No Impact	No Impact	NA	NA	Na	NA	NA	NA	No Impact
Moscow	95 North of Moscow	Possible	No Impact	Possible	NA	NA	NA	NA	NA	**Strong**
	8 East of Moscow	**Strong**	No Impact	**Strong**	NA	NA	NA	NA	NA	**Strong**
	95 South of Moscow	**Strong**	No Impact	**Strong**	NA	NA	NA	NA	NA	**Strong**
Port	Port of Lewiston	NA	No Impact	NA	NA	NA	NA	NA	NA	NA
	Port of Almota	NA	No Impact	NA	No Impact	**Strong**	**Strong**	**Strong**	NA	NA

NA	Currently unlikely to use downtown
No Impact	Project does not create efficient alternative to downtown route
Potential	Project provides potentially competitive route to downtown
Strong	Project provides competitive route to downtown
	Primarily Agriculture Truck Route
	Also Serves Planned Future Growth

Table 4: Results for Albion Road Alternative

		Pullman				Moscow			Port	
		195 North of Pullman	27 North of Pullman	195 South of Pullman	270 Btw Pullman and Moscow	95 North of Moscow	8 East of Moscow	95 South of Moscow	Port of Lewiston	Port of Almota
Pullman	195 North of Pullman	NA	No Impact	NA	No Impact	No Impact	No Impact	No Impact	NA	NA
	27 North of Pullman	No Impact	NA	No Impact	No Impact	NA	No Impact	No Impact	No Impact	**Strong**
	195 South of Pullman	NA	No Impact	NA	NA	NA	NA	NA	NA	NA
	270 Btw Pullman and Moscow	No Impact	No Impact	NA	NA	NA	NA	NA	NA	No Impact
Moscow	95 North of Moscow	No Impact	NA	NA	NA	NA	NA	NA	NA	No Impact
	8 East of Moscow	No Impact	No Impact	NA	NA	NA	NA	NA	NA	No Impact
	95 South of Moscow	No Impact	No Impact	NA	NA	NA	NA	NA	NA	No Impact
Port	Port of Lewiston	NA	No Impact	NA	NA	NA	NA	NA	NA	NA
	Port of Almota	NA	**Strong**	NA	No Impact	No Impact	No Impact	No Impact	NA	NA

NA	Currently unlikely to use downtown
No Impact	Project does not create efficient alternative to downtown route
Potential	Project provides potentially competitive route to downtown
Strong	Project provides competitive route to downtown
	Primarily Agriculture Truck Route
	Also Serves Planned Future Growth

Measuring Impact Evaluation

Kittelson then created aggregated impact measurements for the non-agriculture trips and the agriculture trips using the following process.

- **Non-Agriculture Trips.**
  - Replica trip volume estimates between gates were used to create an estimated number of trucks that could be moved out of downtown by the alternative.
  - To calculate the total potential impact, Kittelson calculated a sum of the trips for movements where the proposed project created a strong alternative**.**
  - If the alternative created a possible shift of trucks out of downtown, the alternative was credited for half of the volume of the movement.
- **Agricultural Trips**.
  - Movements most likely to be used by agricultural trucks were identified to create a "total routes shifted metric."
  - To calculate the total potential impact, Kittelson calculated a sum of the gate-to-gate routes where the proposed project created a strong alternative or a possible alternative.
  - Total routes that were a strong alternative were credited with 1 route and possible alternative half a route. Then the two figures were added together.

For each analysis, trips between the gate on SR 270 between Pullman and Moscow were excluded from the analysis as this would have double counted trips traveling to or from the gates around Moscow.

Table 5: Estimated Shifting From Downtown to Alternative

Truck Route	Non-Agriculture Trips	Number of Agriculture Routes Shifted
Sand Road – Kirkendahl Road	250 Trucks	4 Routes
Bishop Boulevard	400 Trucks	4 Routes
Albion Road	25 Trucks	2 Routes

Route Competitiveness: Summary of Findings

- While both Bishop Boulevard and Sand Road – Kirkendahl Road have the greatest potential to shift trips between east/south of Moscow and west/south of Pullman, **Bishop Boulevard** has greater overall potential to shift trips.
  - Estimated to shift approximately 400 non-agricultural freight movements.
  - It is a strong alternative for trucks traveling between Moscow and 195 North of Pullman and 195 South of Pullman. This includes agriculture trips traveling from west to east.
  - More competitive route for freight trips traveling from north of Moscow.
  - It is the only alternative that would be positioned to reduce the impact of truck trips generated by new development along SR 270 between Pullman and Moscow.
- While **Sand Road – Kirkendahl Road** serves east-west traffic, if a trip is starting or ending between Pullman and Moscow along SR 270, the route has increased travel time over a downtown route. It also has increased travel time relative to the Bishop Boulevard alternative for trips starting or ending from 95 North of Moscow.
  - Estimated to shift approximately 250 non-agricultural freight movements.
  - Similar to Bishop Boulevard it is a strong alternative for trucks traveling between Moscow and 195 North of Pullman and 195 South of Pullman. This includes agriculture trips traveling from west to east.
- For both **Bishop Boulevard** and **Sand Road – Kirkendahl Road** trips from Moscow and north of Pullman would still travel through downtown.
- **Albion Road** would primarily benefit agriculture trips from north of Pullman heading west. Stakeholder feedback indicates that these trips may already be using the route to avoid downtown and potentially bypass scales on SR 195.
  - Estimated to shift approximately 25 non-agricultural freight movements.
  - Albion Road provides a connection for trucks traveling to the Port of Almota, which is preferred to the Port of Port of Lewiston due to lower shipping fees. Should that condition change, freight patterns may also shift.

Appendix B

TAG Meeting Materials

Pullman-Whitman Freight Alternatives Study

Transportation Advisory Group (TAG) Meeting No. 1

January 13, 2025

1

Agenda

- Introductions
- Goals
- Timeline
- Data Collection
- Proposed Assumptions & Discussion of Challenges
- Brainstorm Alternate Routes
- Public Outreach Update

2

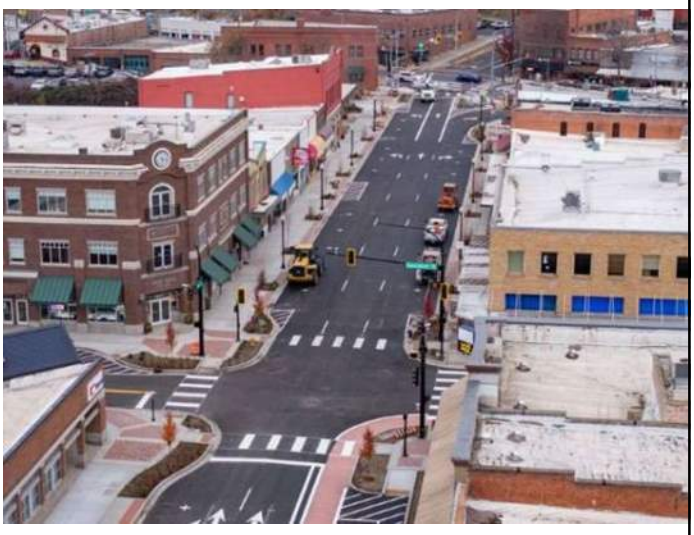
Introductions

- Welch Comer
  - Melissa Cleveland
  - Matt Gillis
  - Courtney Kramer
  - Cody Hodgson
- Kittelson
  - Wende Wilber
  - Alex Garbier
- Recraft
  - Adam Ratliff

- Whitman Co (Mark Storey)
- Pullman (Sean Wells)
- RTPO (Becky Couch)
- WSDOT (Greg Figg)
- Port of Whitman (Kara Riebold)

Goals

- Eliminate or significantly reduce freight traffic downtown Pullman
- Practical Solutions
- Complete in May
- Adopt in June



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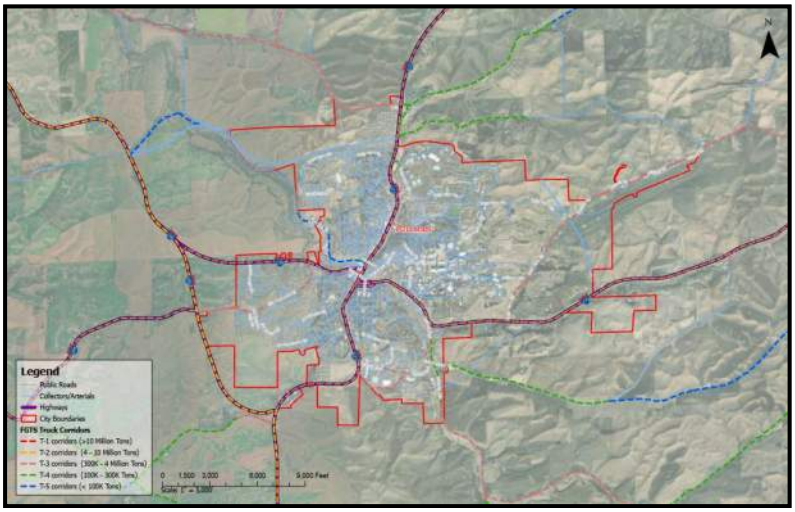
Pullman-Whitman Freight Alternatives Schedule

Task	December	January	February	March	April	May	June
Kick off	12/17						
Data review/mapping							
Stakeholder list							
RTPO Staff Meeting (Virtual)		1/7					
TAG meeting No. 1 (in person)		1/14					
Stakeholder outreach							
Website Up							
Social Media Up							
Video 1 Ready for review							
Route Selection Suitability							
RTPO Staff Meeting (Virtual)*			1/30				
TAG Meeting No. 2 (virtual)			2/11				
Open House			2/20				
Route Competitiveness & Truck Reduction							
RTPO TAC Update (Virtual)			2/25				
RTPO Staff Meeting (Virtual)				3/4			
RTPO Policy Board Update (Virtual)				3/11			
Impacts Summary							
Safety Analysis							
Estimates of Cost							
RTPO Staff Meeting (Virtual)					4/1		
TAG Meeting No. 3 (virtual)					4/8		
Preparation of Draft Report							
RTPO Staff Meeting (Virtual)						5/6	
Draft report to staff						5/6	
Video 2 ready for review							
Finalize Report							
RTPO Staff Meeting (Virtual)							6/2
Present to RTPO TAC (Virtual)						5/27	
Present to RTPO Policy Board (In Person)							6/10
Post Final Video							

5

Data Collection

- WSDOT Freight Routes
- WSDOT Freight Economic Corridors
- WSDOT Traffic Counts
  - Current
  - 2023
  - 2013
- Base Data:
  - Public Roads
  - Highways
  - City Limits
  - County Limits

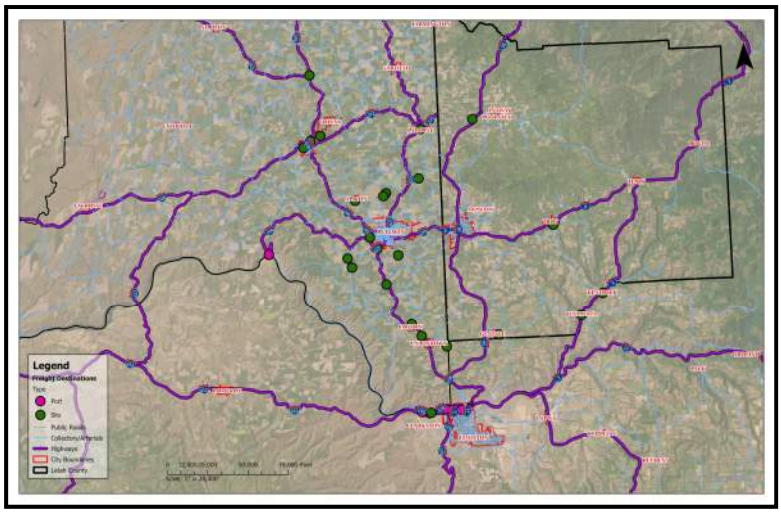


Pullman-Whitman Freight Alternatives Study

6

Data Collection

- Community:
  - Trip Generator Locations
    - Ports and Silos



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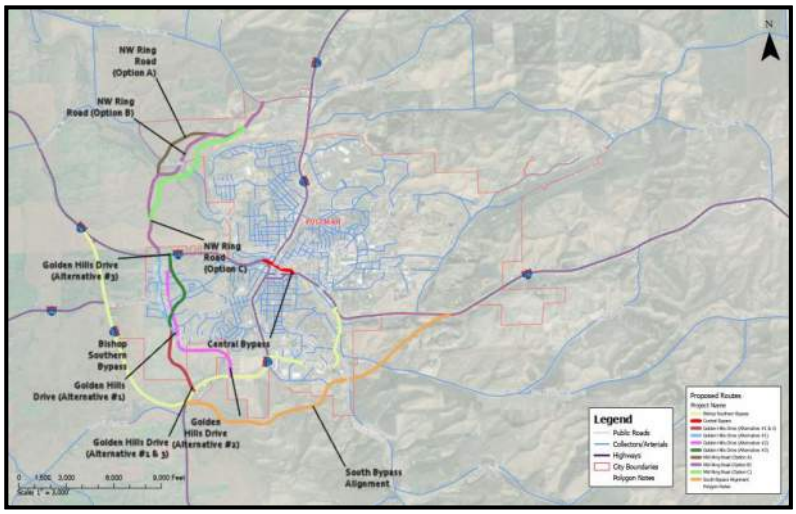
Data Collection

- Existing Route Analysis Report Options:
  - Golden Hills Drive (2007)
  - NW Ring Road
  - South Bypass Alignment (2005)
  - Central Bypass



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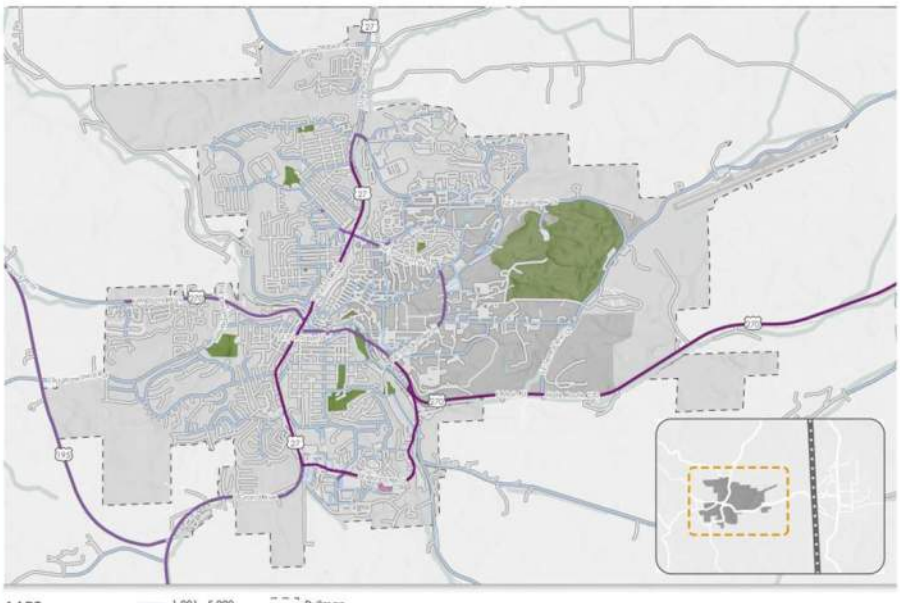
Data Collection - Replica

- Generate trip level data for trucks modeled from multiple datasets, including land use data, public transportation datasets, and truck probe data.
- Goals:
  - Understand general travel patterns
  - Identify movements that bring trucks onto downtown roads

9



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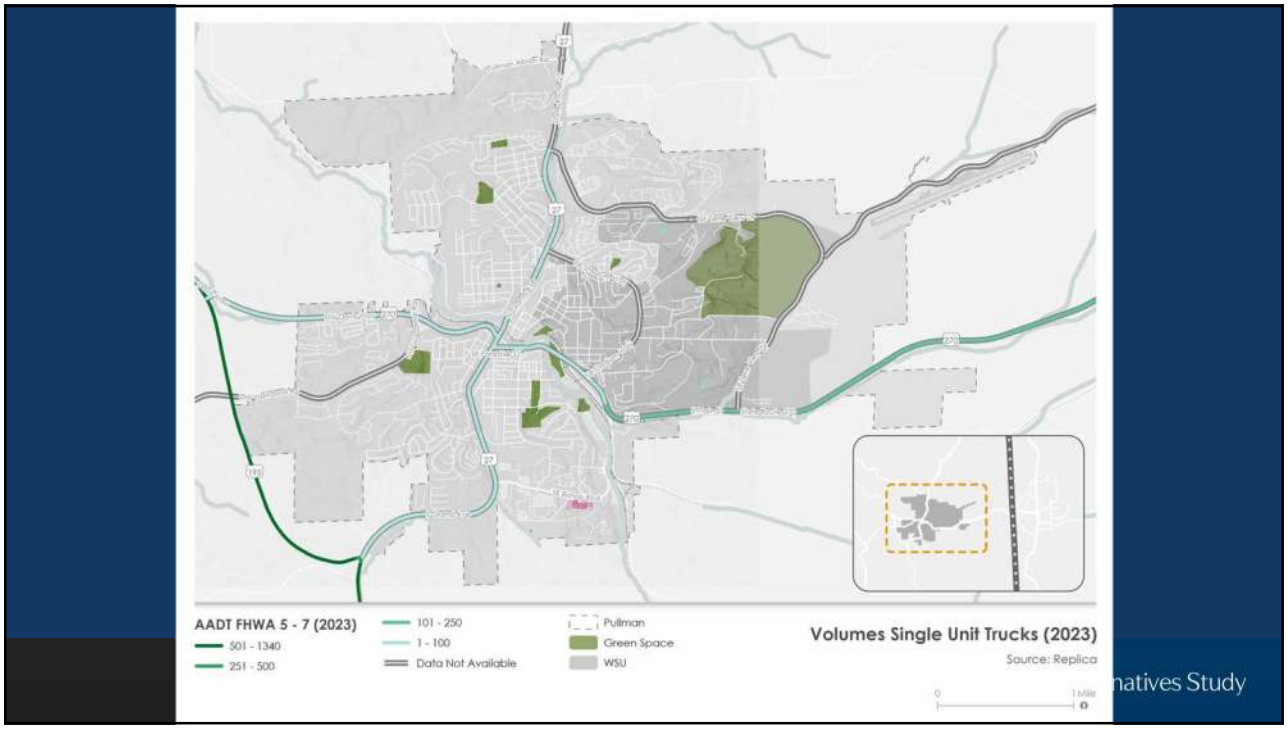

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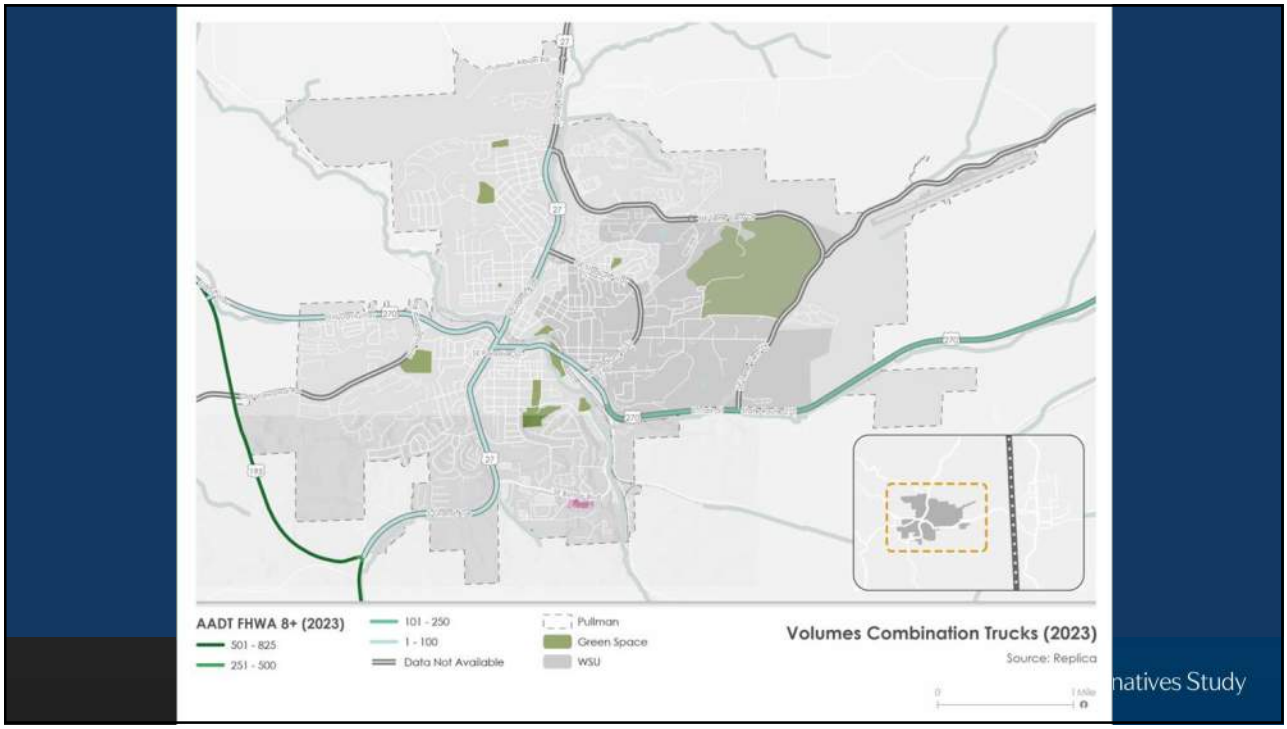

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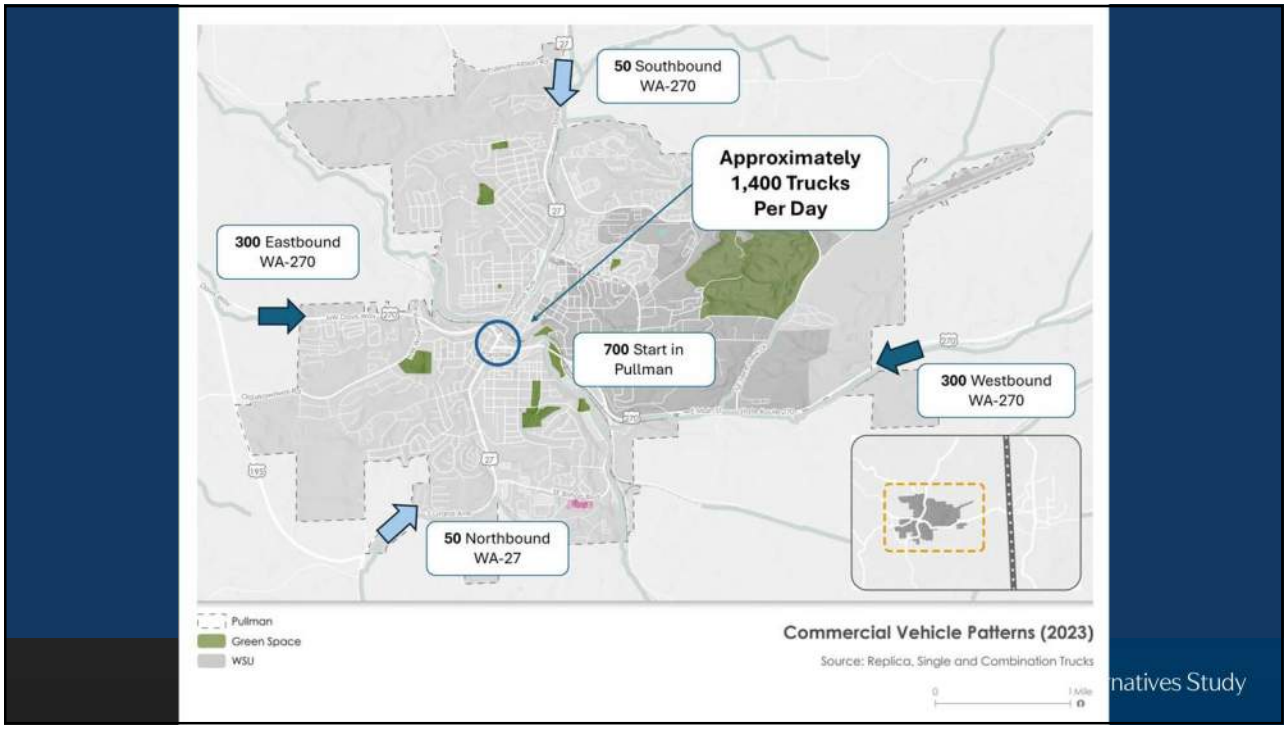

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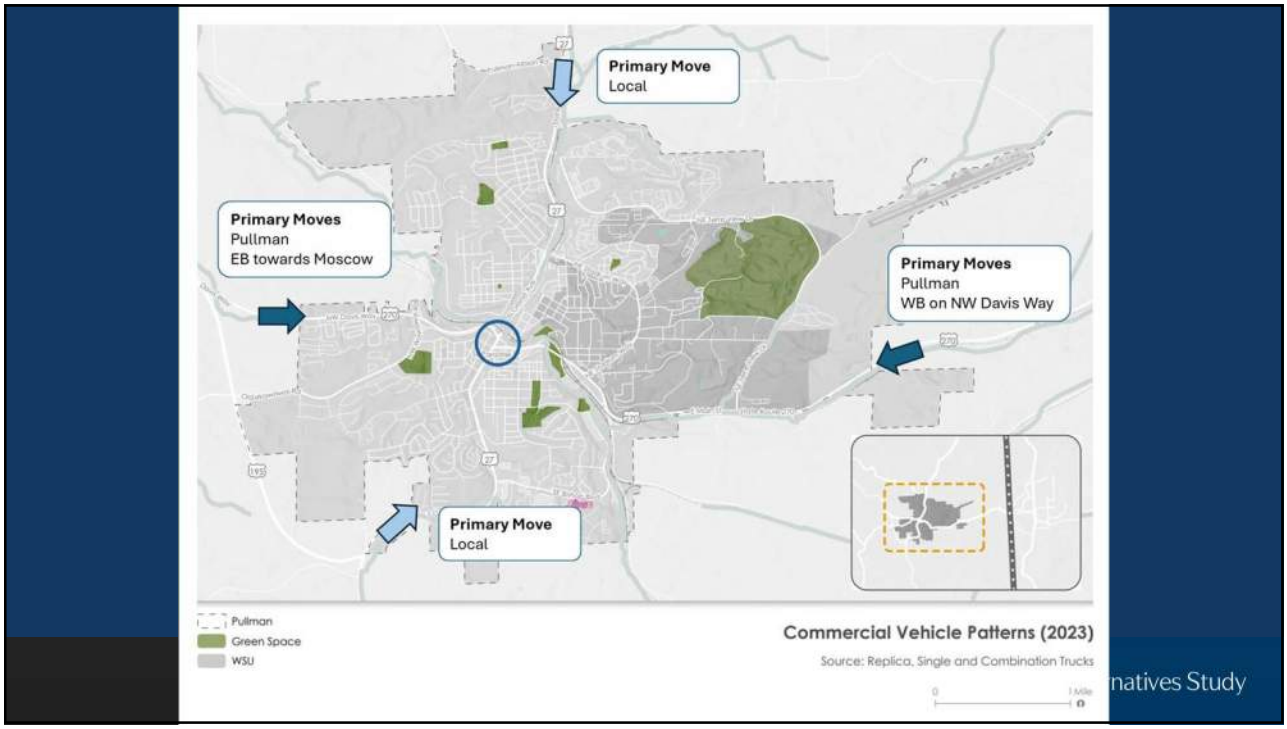

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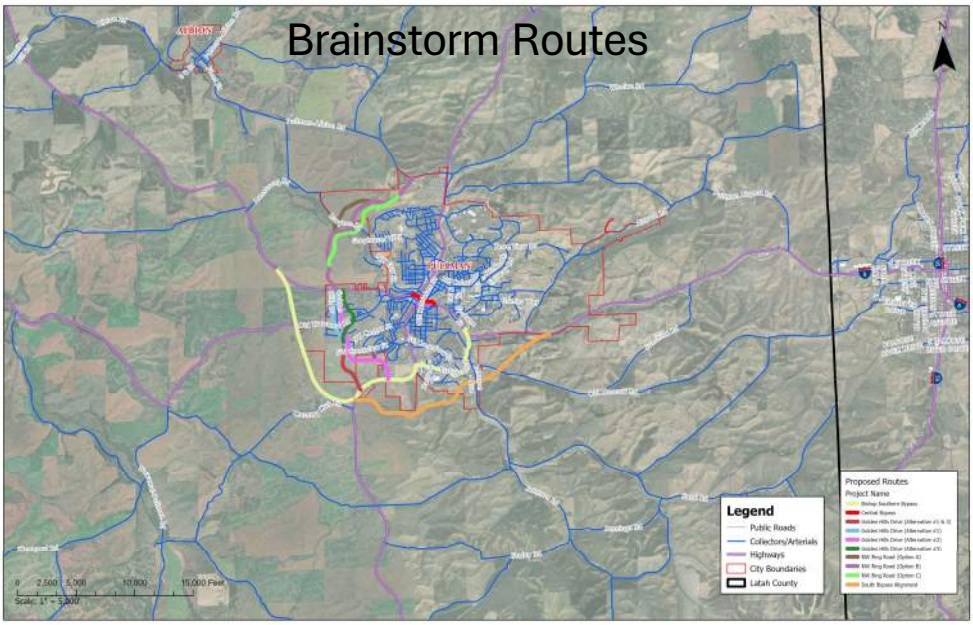
Proposed Assumptions & Discussion of Challenges

- Terrain
- Residential Areas building out
- Airport
- Roadway connections to U of I Campus or WSU
- Truck Generators within Pullman

15

Brainstorm Routes



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Public Outreach Update

Agency Stakeholders

- ✓ Port Subcommittee Meeting on January 28, 2025
- City of Moscow
- Latah County
- University of Idaho
- WSU Facilities

Regional Freight

- ✓ Ian Coleman, Coleman Oil
- ✓ Bert Sahlberg, Clearwater Paper
- ✓ McKenzie Brumet, Schweitzer Engineering Labs
- ✓ Adam Miller, Idaho Forest Group
- Inland NorthWaste
- Pullman Disposal
- Atlas Gravel and Sand

Ag Supply Companies

- ✓ Allen Druffel, Uniontown Co-Op
- ✓ Linda Becker, McGregor Company
- ✓ Jeremy Druffel, Norm Druffel Farms
- ✓ Shawn O'Connell, PNW Grain Growers
- Nick Bell, Wilbur Ellis
- Shawn O'Connell, PNW Grain Growers
- Kelly Stewart, WSU Ag Extension
- Jordan Druffel, Spokane Seed
- CHS Primeland
- Ben Moehrle, AgGrow
- Helena
- Dick Druffel Farms

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Website/Social Media, Intro Video

- WhitmanTruckRoutes.org
- @WhitmanTruckRoutes

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Upcoming Meetings

- 2/11 at 10:00 AM – TAG Meeting No. 2
- 2/20 Open House

Pullman-Whitman Freight Alternatives Study

19

Pullman-Whitman Freight Alternatives Study

Transportation Advisory Group (TAG) Meeting No. 2

February 11, 2025

1

Agenda

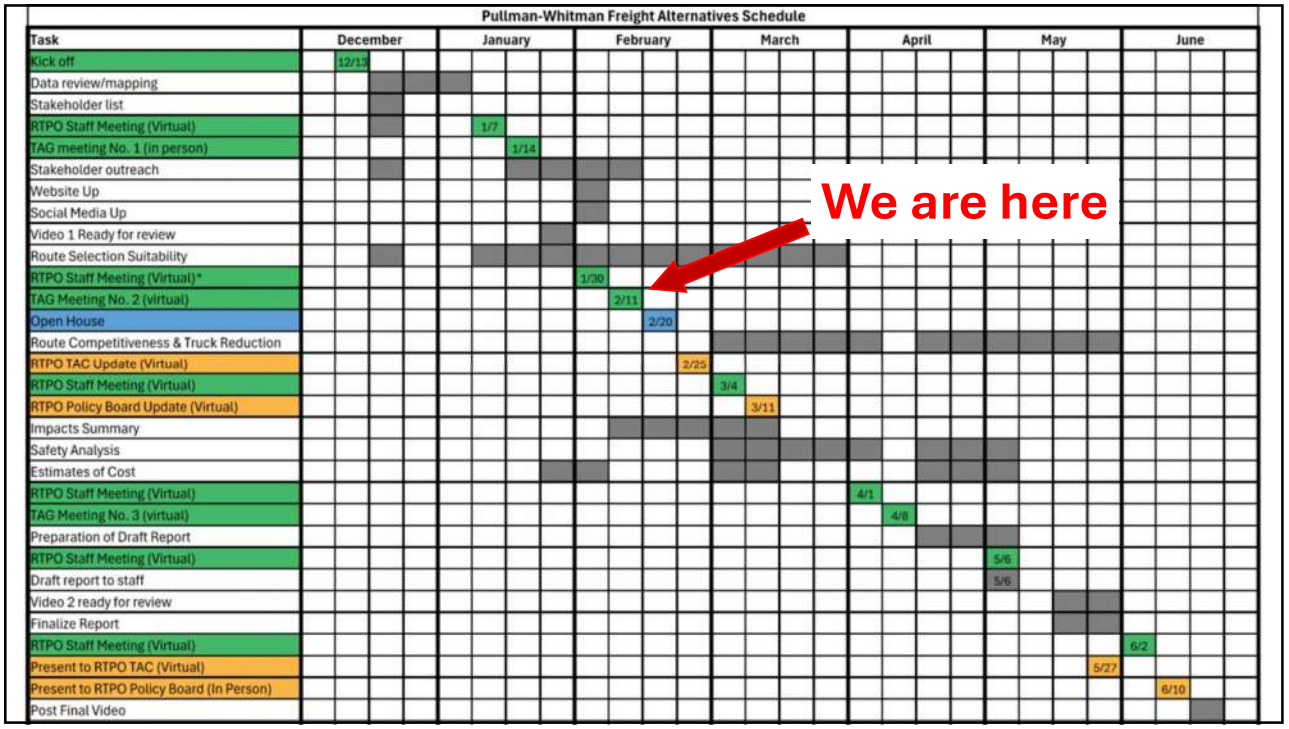
- Refinement of Goals
- Schedule
- Public Outreach Update
- Review Collected Data
- Discuss Alternatives
- Review Preliminary Ranking Criteria
- Prep for Open House

2

Refinement of Goals

- 50% of truck traffic in downtown has a reason to be there
- Target other 50% - WSU, Harvest, etc
- Practical solutions with most likelihood of re-routing the other 50%
- Consider Washington-Idaho solutions

3



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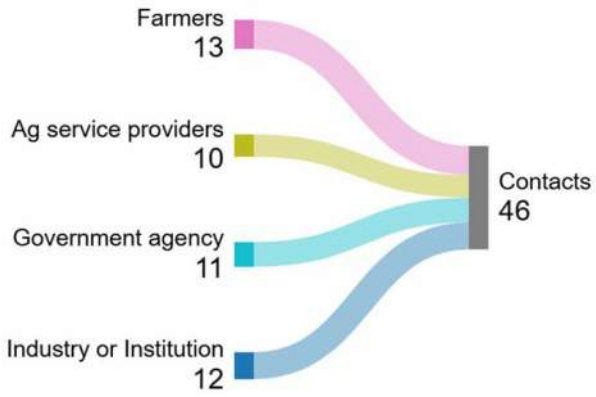
Public Outreach Update



Public outreach is ongoing…

Key Takeaways:

1. Local farmers avoid downtown Pullman, use Bishop Boulevard & Terre View
2. Development along each road has made it harder to use as a truck route.
3. The stop lights on Bishop make it challenging to stop, and regain momentum
4. Turning movements at Bishop Boulevard/270 a challenge.
5. Albion Road a good alternative, except when students return to town, which makes crossing or turning left on 195 dangerous
6. Kirkendahl-Sand-Palouse River Drive are used as a truck route, except when Kirkendahl is closed to heavy loads when the ground is wet.
7. "Harvest Traffic" may especially be hay farmers going east-west from Deary/Troy, through Pullman, to HWY 26 to central Washington.
8. WSU's published truck route brings deliveries from Spokane down Davis-Grand-Paradise Streets.
9. WSU trucks only lightly use Main Street to deliver to the President's Office.

5

Website, Social Media, and Outreach

Whitman Co. Gazette 2/13 & 2/20
Moscow-Pullman Daily News 2/15

eNewsletter to be shared to 600+ contacts

Social Media and eNewsletter to be re-shared by:

- Port of Whitman
- Port of Clarkston
- Port of Lewiston
- LC Terminals
- Coleman Oil
- PNW Co-Op
- Uniontown Co-Op
- City of Pullman?
- Whitman County?

Pullman-Whitman Freight Alternatives Study

6

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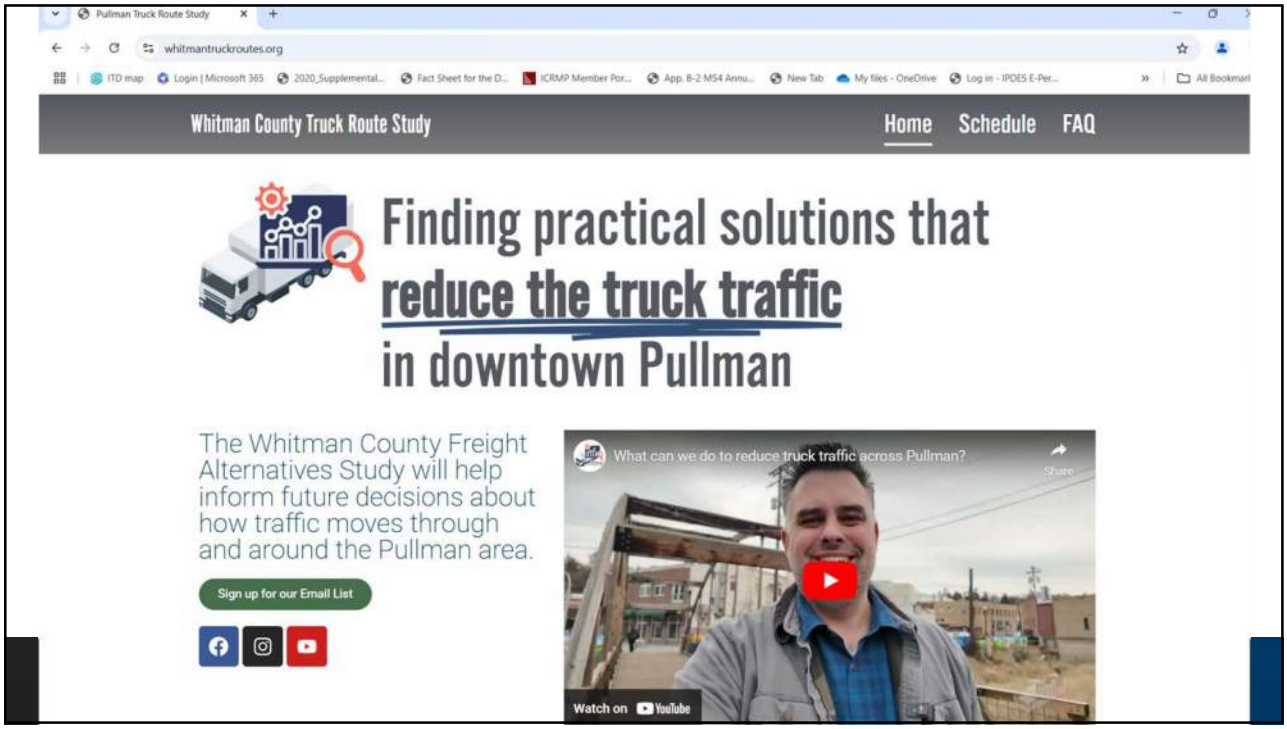

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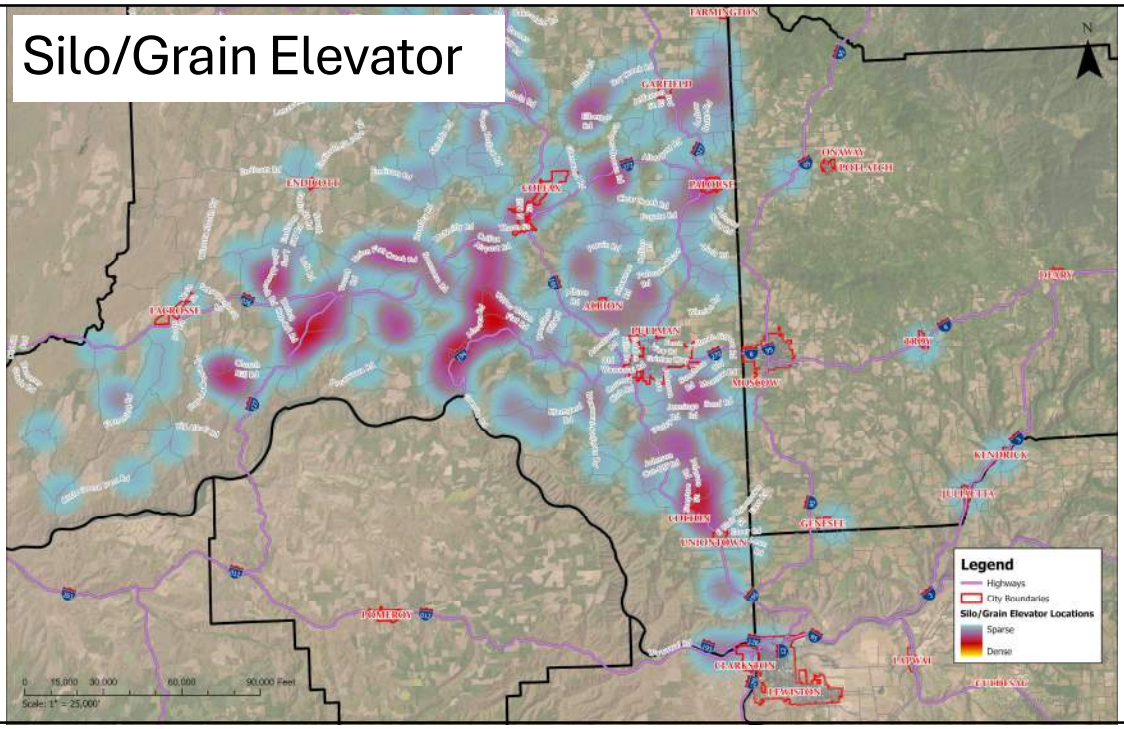
Review Collected Data

- Previous Studies
  - Golden Hills Drive
  - Northern Arterial (WSDOT)
  - NW Ring Road
  - Southern Route (Bishop/Johnson-195)
  - Kirkendahl/Sand Road Route
  - Pullman Downtown Project
- WSDOT
  - Freight Truck Corridors
  - AADT Traffic Counts
  - Highways, Public Roads
- WSU Delivery Routes
- Lower Snake River Dam Transportation Study

- Public Reach Out
  - Golden Hills Drive
  - Northern Arterial (WSDOT)
  - NW Ring Road
  - Southern Route (Bishop/Johnson-195)
  - Kirkendahl/Sand Road Route
  - Idaho Department of Transportation
  - City of Moscow
  - Horrocks Engineering (ITD Hwy 95)
  - Washington State University
  - Port Subcommittee
  - PNW – Sunshine Road

9

Silo/Grain Elevator



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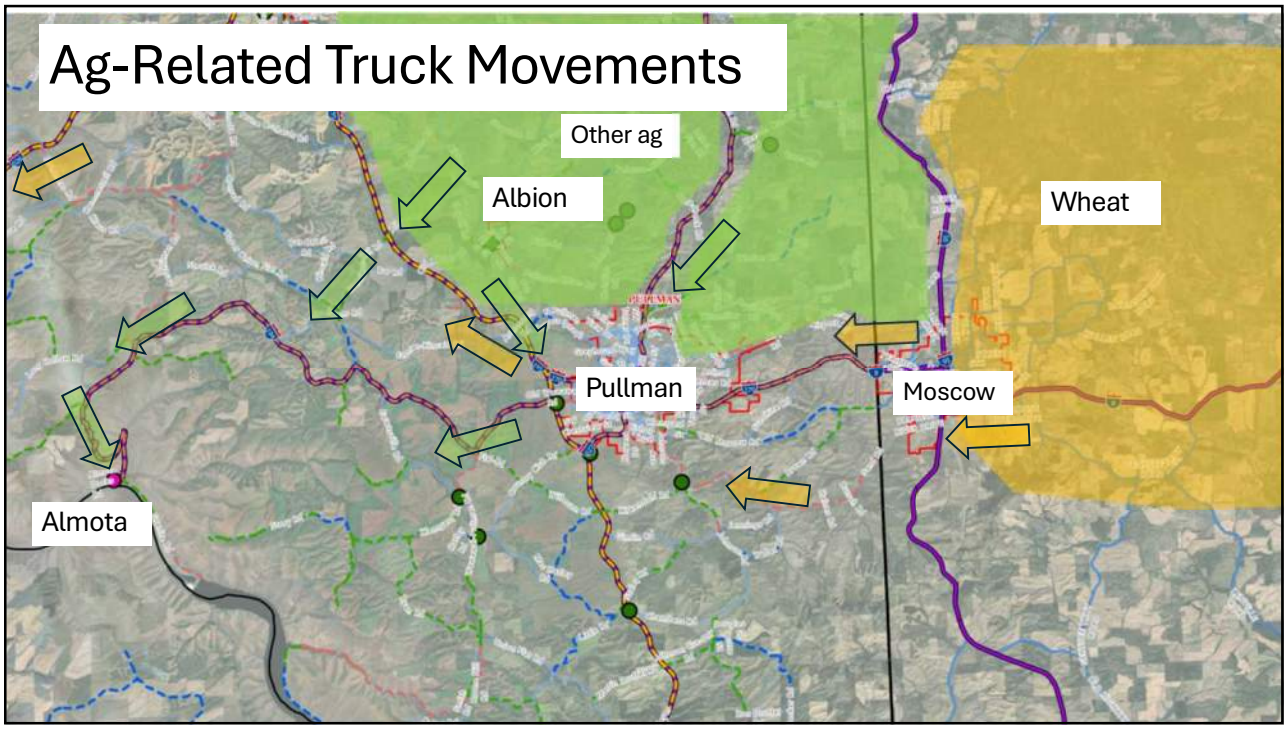

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Review Collected Data

- Pullman Downtown Traffic Counts: Heavy Vehicles:
  - Vehicle Counts Completed on December 1st, 2021
  - Daily Heavy Vehicles Through Downtown: 1,008 vpd
  - Peak Hour: 78 vph

Pullman Downtown Traffic Count

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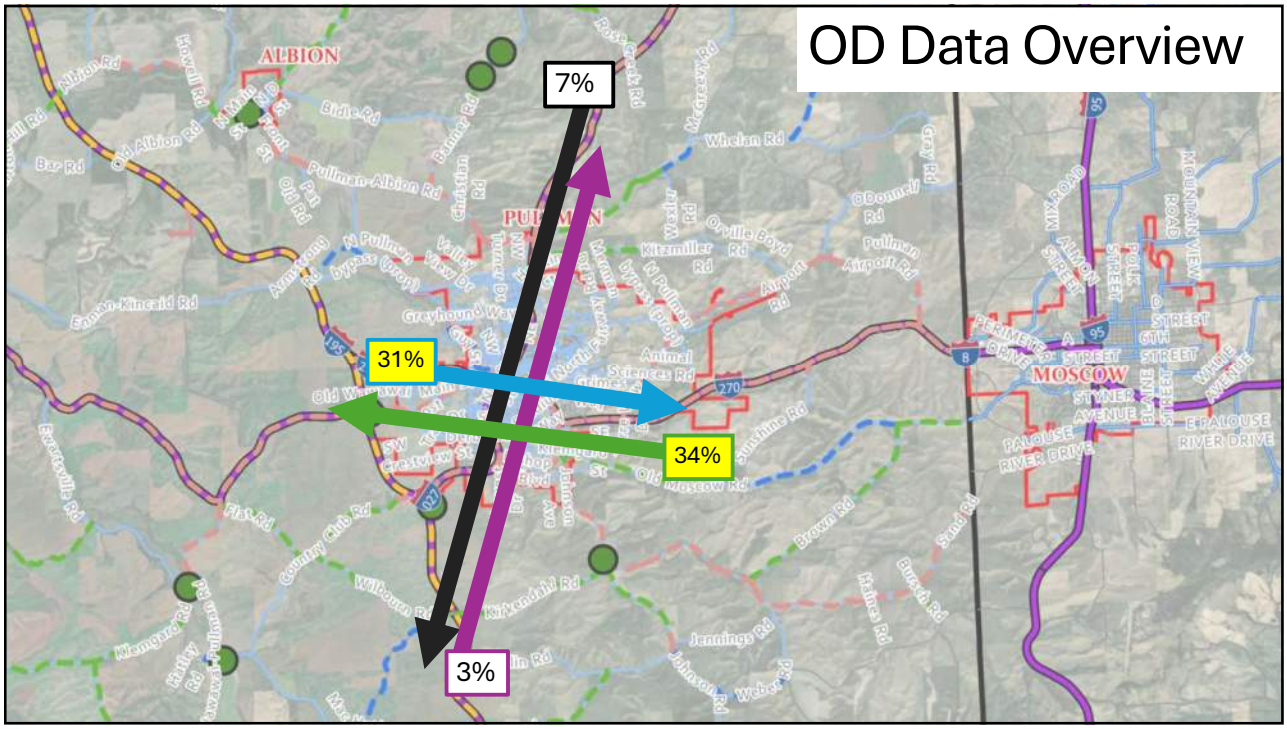

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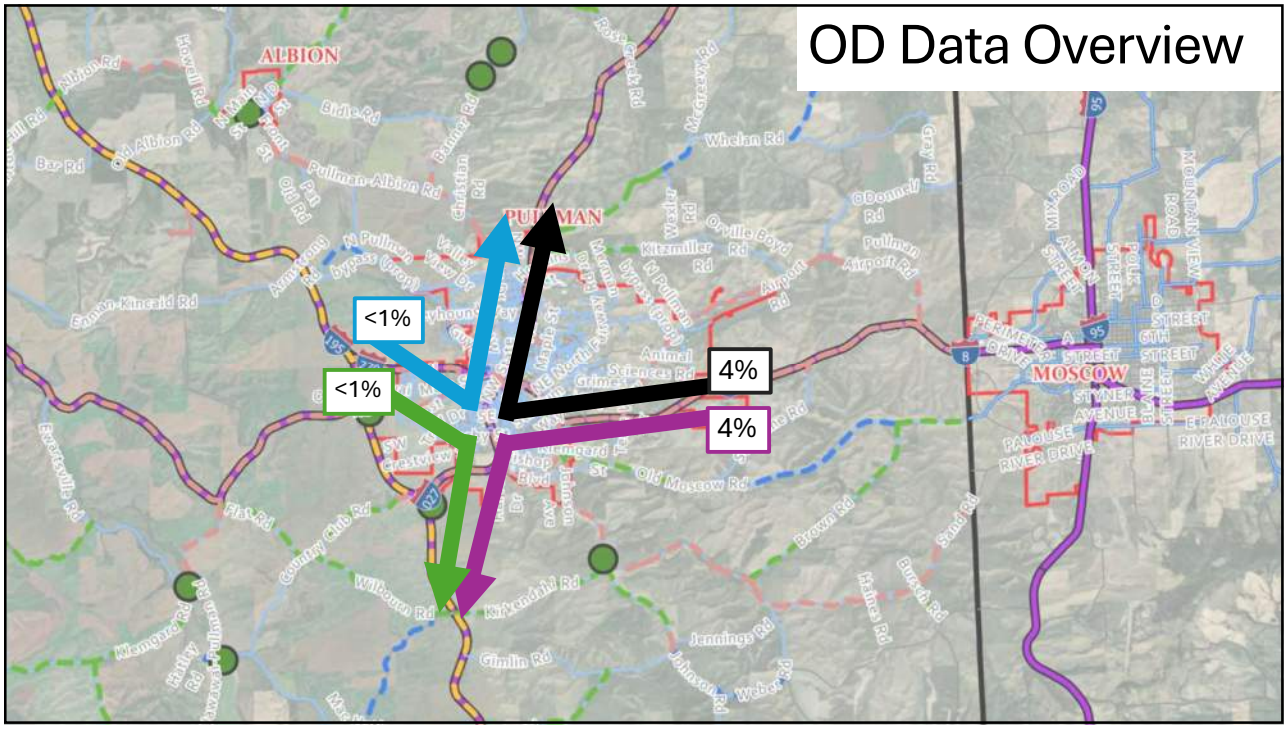

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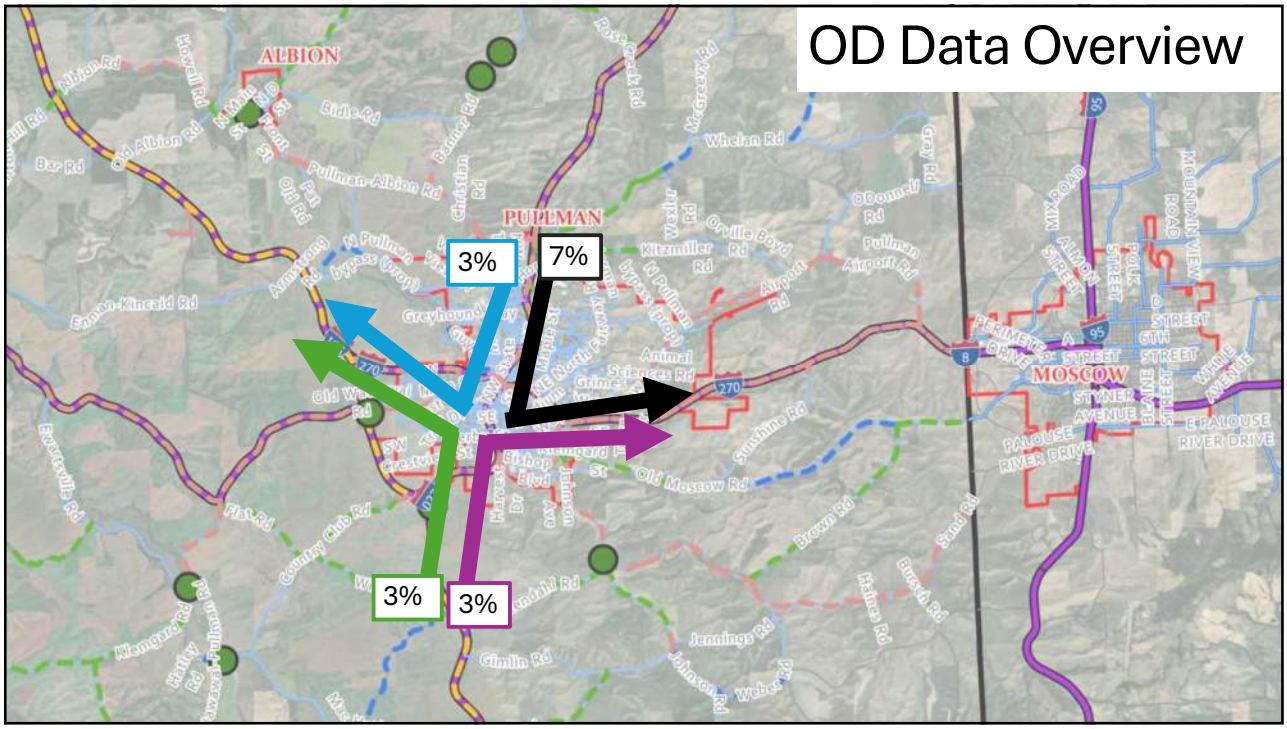

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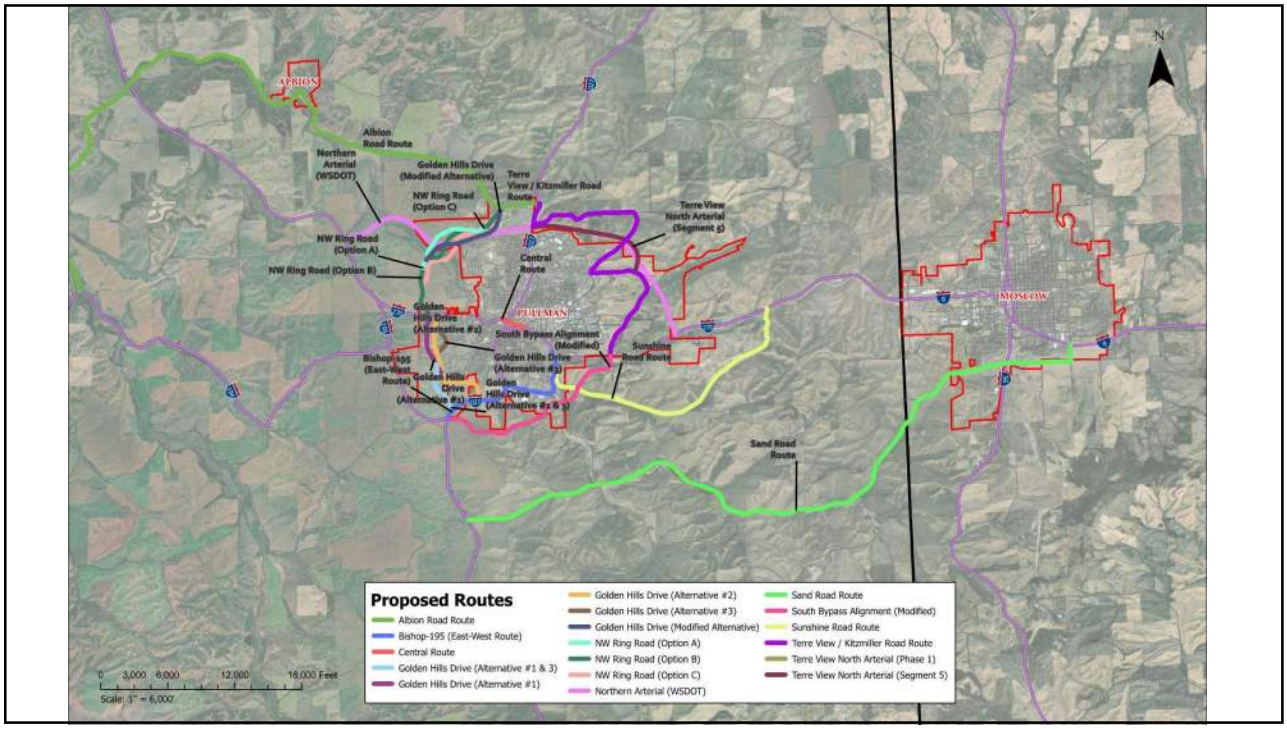

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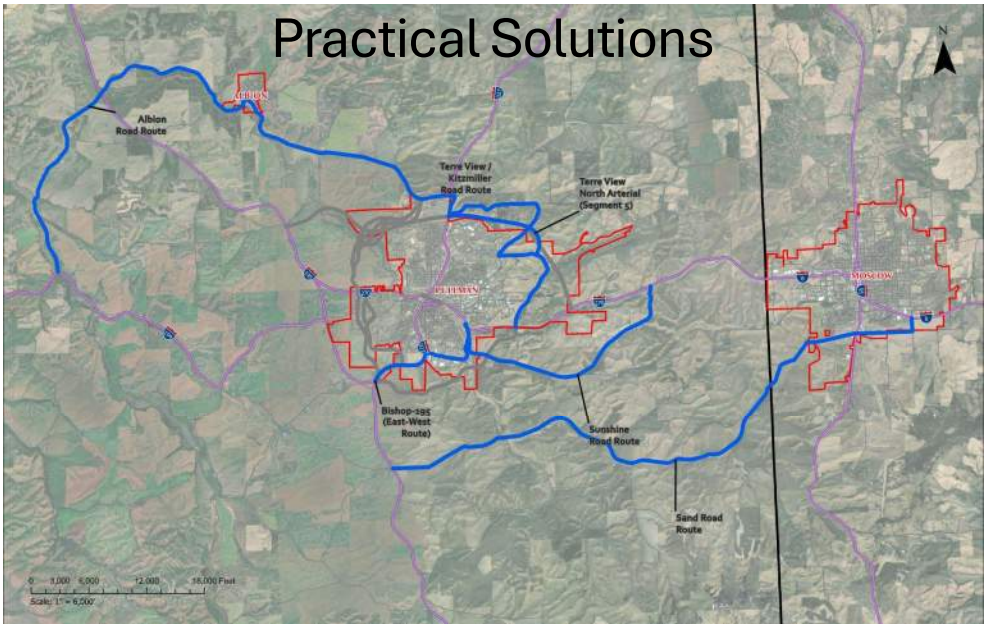
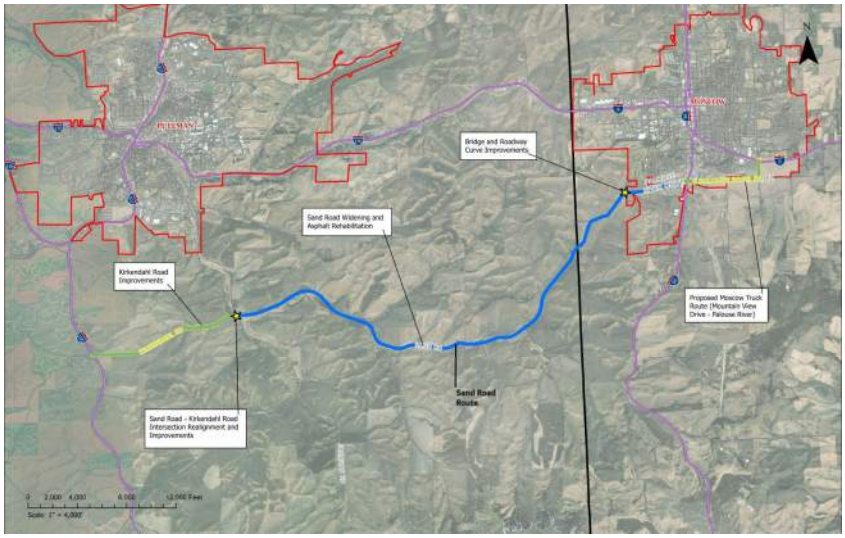
Practical Solutions



17

Sand Road – Kirkendahl Road

- Pros:
  - Existing Road and Intersection
  - City of Moscow and ITD Preferred Truck Route
  - Improvements to road currently being designed
    - Moscow Sand Road Bridge Replacement
    - Kirkendahl Road Feasibility Study
- Cons
  - Increased Travel Time
  - Sand Road and Kirkendahl Road require improvements for heavy vehicles
    - Horizontal Alignment
    - Vertical Profile
    - Width
    - Roadway Section
- Estimated Cost: $10M -$15M



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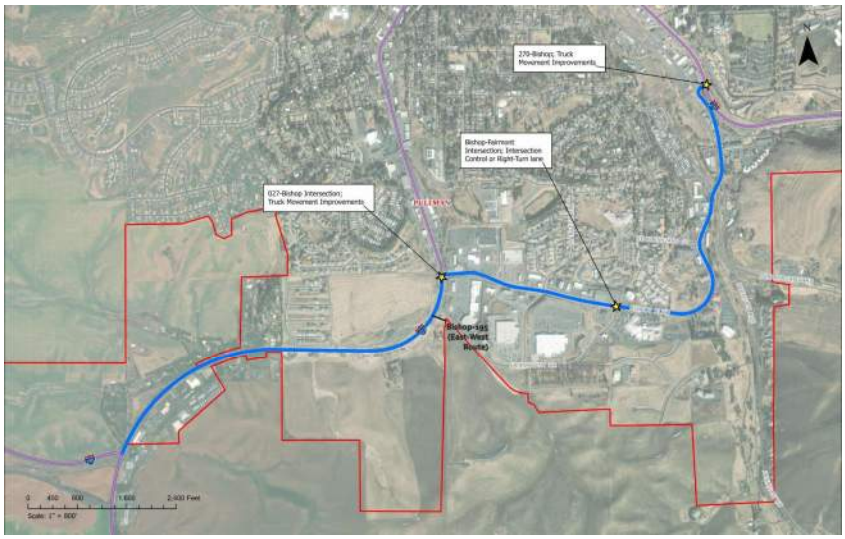
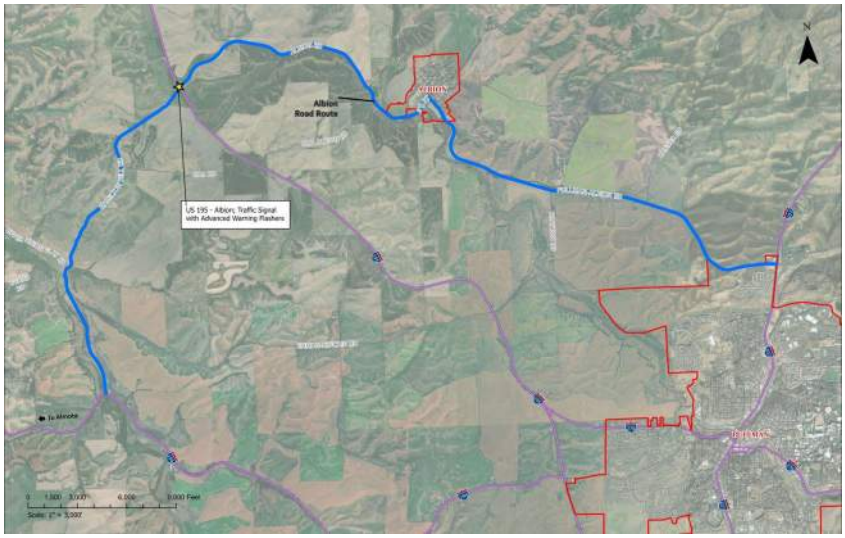
Bishop Blvd – US 195 Route

- Pros:
  - Existing Roads and Intersection
  - Closer to Downtown (Minimal Additional Travel Time)
  - Alternative Route for Passenger Vehicles
- Cons
  - Updates required at US-270, Fairment Dr. and US-27 intersections.
  - Environmental and Railroad Issues
  - Vertical Profile
- Estimated Cost: $1.5M - $3M



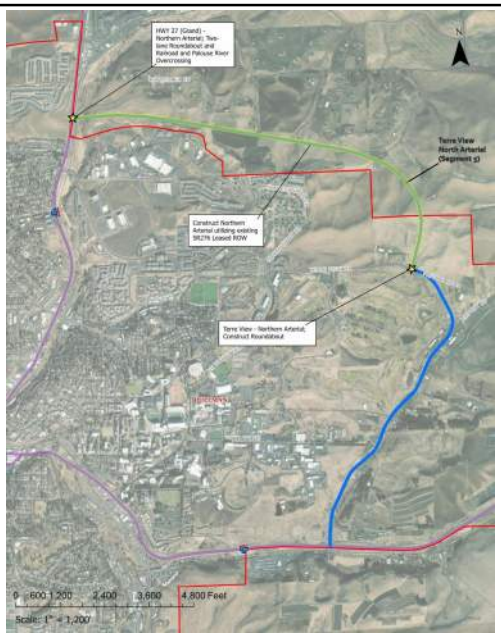
Albion Road Route

- Pros:
  - Existing Truck Route
  - Direct Route to Almota Port
  - Fewer Improvements and Implementation Costs required
- Cons
  - Unattractive for passenger car alternative route.
  - Increased Travel Time for North-South Travelling Trucks
- Estimated Cost: $500k - $1.5M



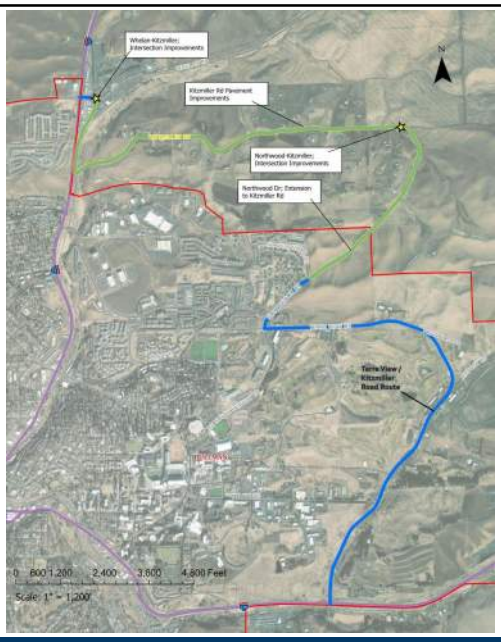
Terre View – North Arterial (Segment 5)

- Pros:
  - Utilizes existing SR276 Leased ROW
  - Closer to Downtown (Minimal Additional Travel Time)
  - Alternative Route for Passenger Vehicles
- Cons
  - Larger Improvement Costs
  - Environmental and Railroad Issues
  - Vertical Profile
- Estimated Cost: $25M - $35M



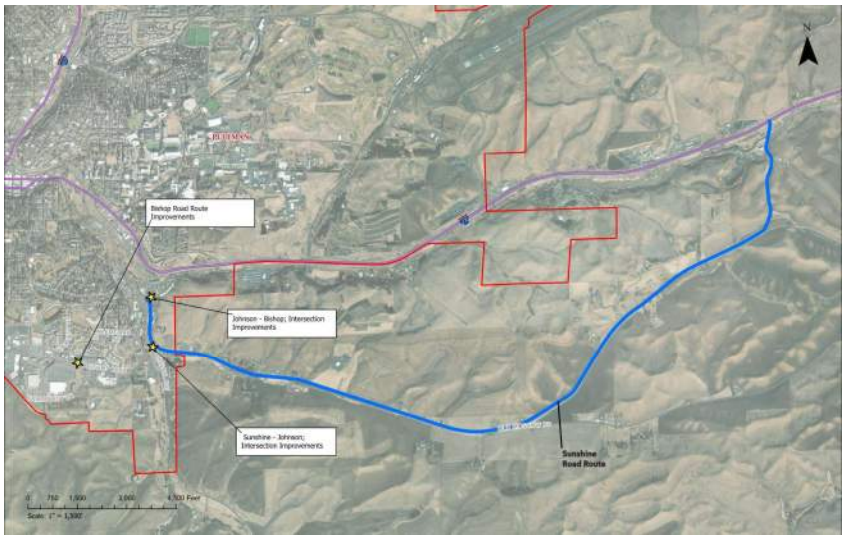
Terre View – Kitzmiller Road Route

- Pros:
  - Utilizes existing Kitzmiller Alignment and ROW
  - Fewer Improvements Required on Terre View and Whelan/HWY 027
  - Alternative Route for Passenger Vehicles
  - Uses existing Railroad and Palouse River Crossings
- Cons
  - Doesn't utilize existing SR276 Leased ROW
  - Closer proximity to residential areas
  - Vertical Profile and Horizontal Alignment Concerns
- Estimated Cost: $10M - $15M



Sunshine Road Route

- Pros:
  - Existing Road
    - Minimal Improvements required to service Heavy Vehicles
  - Closer to Downtown (Minimal Additional Travel Time)
- Cons
  - Relies on Bishop Blvd Truck Route Updates
  - Intersection Improvements at Bishop and Johnson
- Estimated Cost: $3M - $5M



Ranking Criteria

- Improvement Cost
- Effectiveness
  - % Trucks Removed
- Additional Travel Time
- Constraints
  - ROW, Railroad, Environmental, Land Use
- Route Suitability
- Geometry
  - Vertical Profile & Horizontal Alignment

Open House Prep

- Goals of meeting
- Thoughts on products for meeting
- Outreach to get people to meeting
- Any other logistics

Upcoming Meetings

- 2/20 Open House
- 2/25 RTPO TAC update
- 3/4 RTPO Staff Check-in
- 3/11 RTPO Policy Board

Pullman-Whitman Freight Alternatives Study

Transportation Advisory Group (TAG) Meeting No. 3

April 8, 2025

1

Agenda

- Reminder of Goals
- Schedule Update
- Summary of Public Outreach
- All Routes & Practical Routes
- Route Suitability Analysis
- Route Competitiveness
- Estimates of Cost
- Next Steps

2

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Goals

- Through practical solutions, reduce through truck traffic downtown Pullman
- 50% of truck traffic in downtown has a reason to be there
- Target other 50% - WSU, Harvest, etc
- Practical solutions with most likelihood of re-routing the other 50%
- Consider Washington-Idaho solutions
- Side benefit of helping with passenger car congestion (not the primary goal)
- Adopt in June

Pullman-Whitman Freight Alternatives Study

3

Pullman-Whitman Freight Alternatives Schedule

Task	December	January	February	March	April	May	June
Kick off	12/19						
Data review/mapping							
Stakeholder list							
RTPO Staff Meeting (Virtual)		1/7					
TAG meeting No. 1 (in person)		1/14					
Stakeholder outreach							
Website Up							
Social Media Up							
Video 1 Ready for review							
Route Selection Suitability							
RTPO Staff Meeting (Virtual)*			1/30				
TAG Meeting No. 2 (virtual)			2/11				
Open House			2/20				
Route Competitiveness & Truck Reduction							
RTPO TAC Update (Virtual)			2/25				
RTPO Staff Meeting (Virtual)				3/4			
RTPO Policy Board Update (Virtual)				3/11			
Impacts Summary							
Safety Analysis							
Estimates of Cost							
RTPO Staff Meeting (Virtual)					4/1		
TAG Meeting No. 3 (virtual)					4/8		
Preparation of Draft Report							
RTPO Staff Meeting (Virtual)						5/6	
Draft report to staff						5/6	
Video 2 ready for review							
Finalize Report							
RTPO Staff Meeting (Virtual)							6/2
Present to RTPO TAC (Virtual)						5/27	
Present to RTPO Policy Board (In Person)							6/10
Post Final Video							

We are here

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Schedule Update

- Completed Route Selection Suitability
- Working on Route Competitiveness
- Truck reduction in process
- Safety analysis in process
- Draft report May 6th
- Planning to have draft of explanatory video prepared mid-May

Pullman-Whitman Freight Alternatives Study

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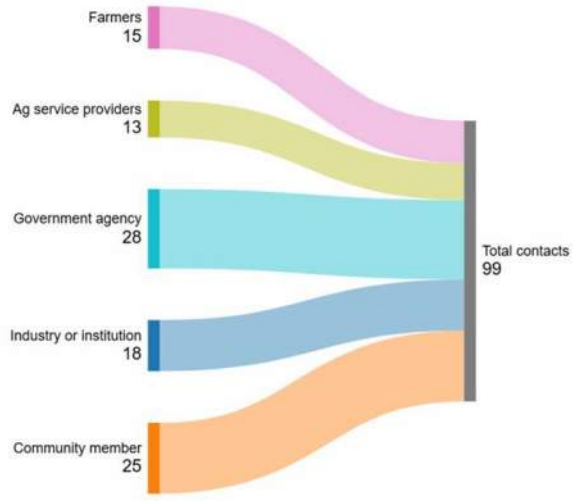
Public Outreach To Date



Key Takeaways:

1. Local farmers avoid downtown Pullman, use Bishop Boulevard & Terre View
2. Development along each road has made it harder to use as a truck route.
3. The stop lights on Bishop make it challenging to stop, and regain momentum
4. Turning movements at Bishop Boulevard/270 a challenge.
5. Albion Road a good alternative, except when students return to town, which makes crossing or turning left on 195 dangerous
6. Kirkendahl-Sand-Palouse River Drive are used as a truck route, except when Kirkendahl is closed to heavy loads when the ground is wet.
7. "Harvest Traffic" may especially be hay farmers going east-west from Deary/Troy, through Pullman, to HWY 26 to central Washington.
8. WSU's published truck route brings deliveries from Spokane down Davis-Grand-Paradise Streets.
9. WSU trucks only lightly use Main Street to deliver to the President's Office.

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Website, Social Media, and Outreach

eNewsletter to be shared to 600+ contacts

Social Media and eNewsletter to be re-shared by:

- Port of Whitman
- Port of Clarkston
- Port of Lewiston
- LC Terminals
- Coleman Oil
- PNW Co-Op
- Uniontown Co-Op
- City of Pullman?
- Whitman County?

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8

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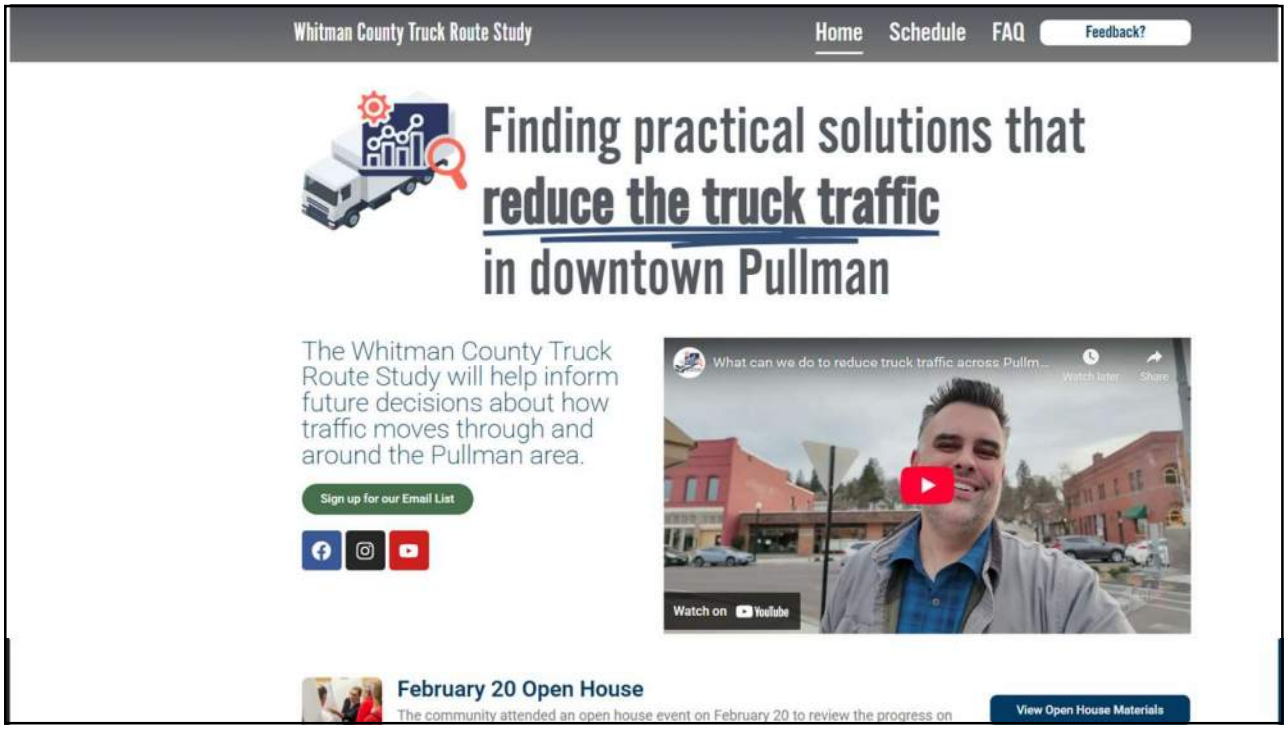

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Open House (Feb 20)

46 people signed in

50+ attendees

Genuine interest in alternatives for trucks

13 written comments

- Opportunities and challenges for Bishop (hospital, already congested)
- Support for Sand Road-Kirkendahl
- Desire for north-south alt route for passenger cars
- Desire for east-west route north of town for WSU traffic
- Some against Sunshine as an option

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Stakeholder Outreach

Wrapping up… remaining:

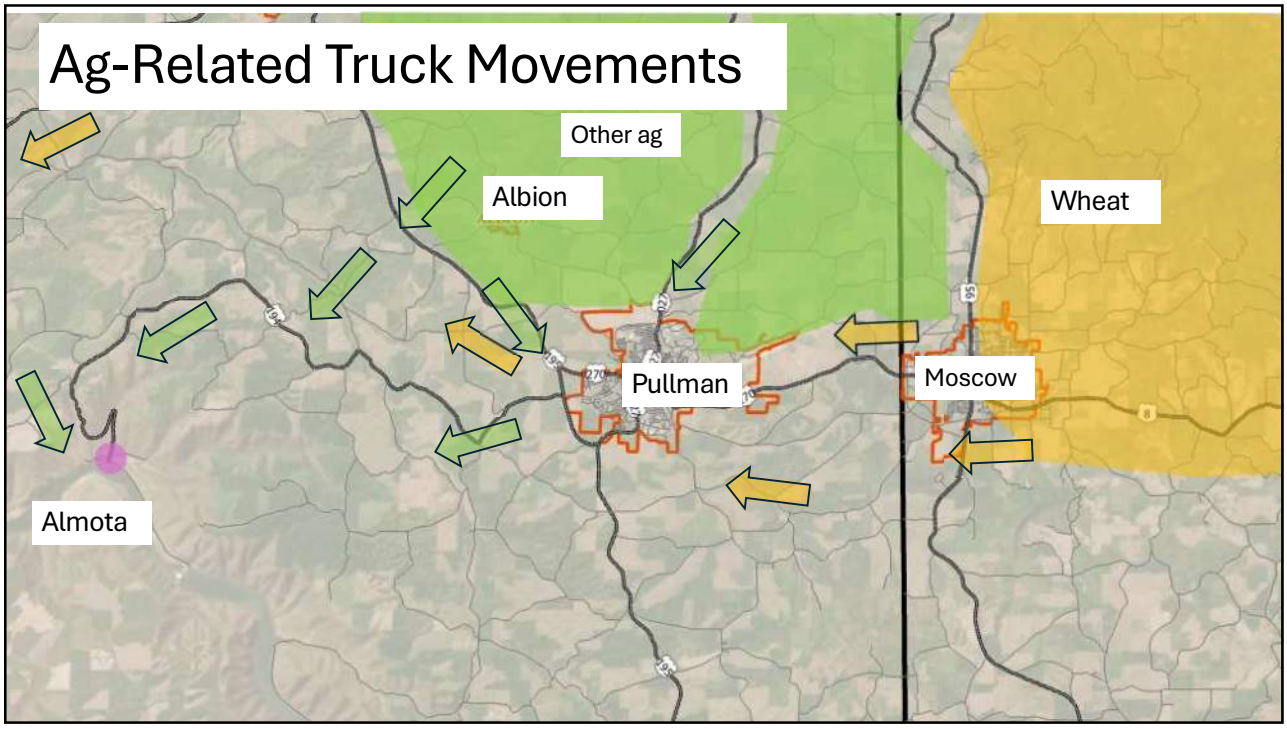
- McGregor Co. Hay trucking operators
- SEL… unresponsive

Public Review of Draft Plan

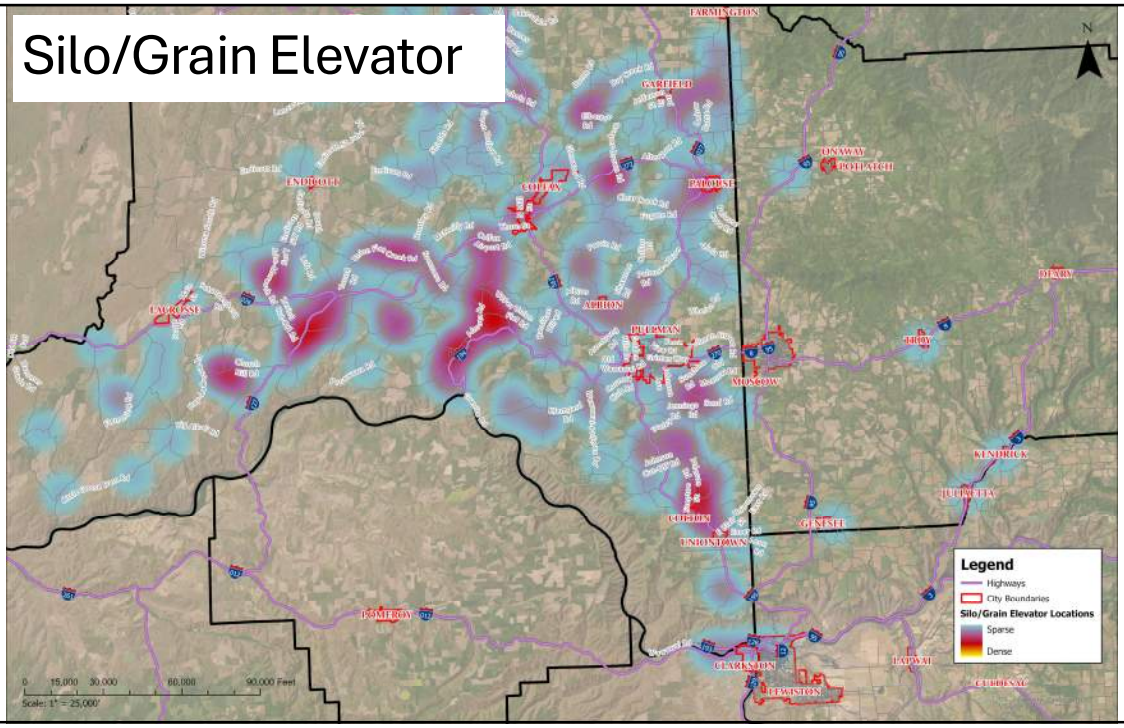
Recommendation:

- Page on project website with PDF of plan
  - Comment form on website
  - Email to send comments on website
  - Physical copy available for review at Pullman City Hall
- Public review May 12-23
- Media push on May 12 that document is available for review
  - Press release
  - eNewsletter/Social Media with partners amplifying messaging

Ag-Related Truck Movements



Silo/Grain Elevator



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Pullman Downtown Traffic Count

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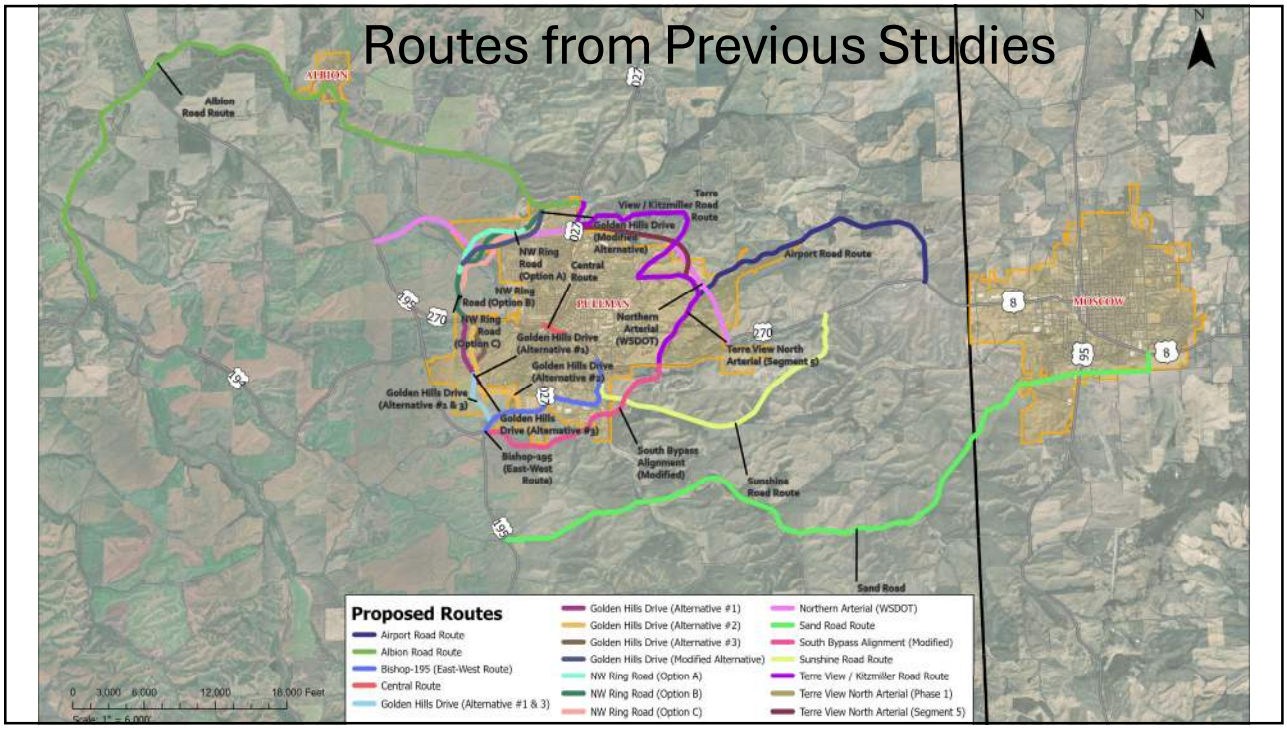

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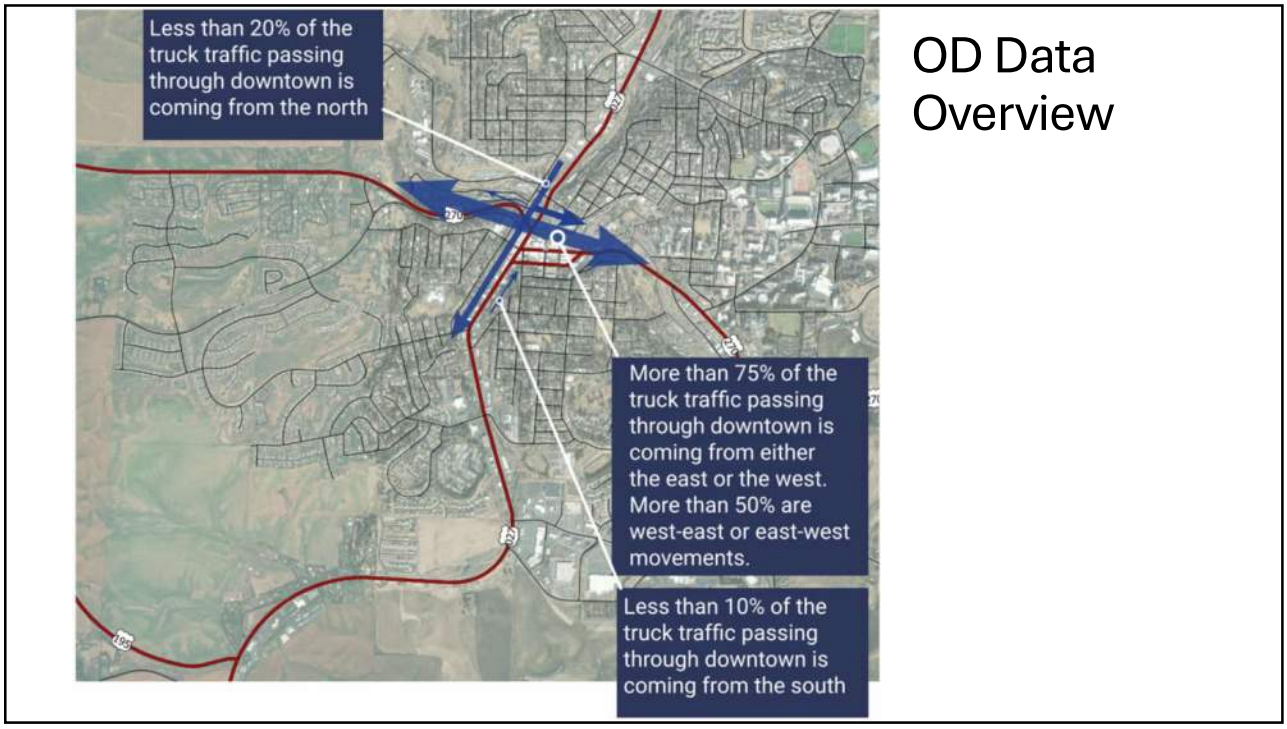

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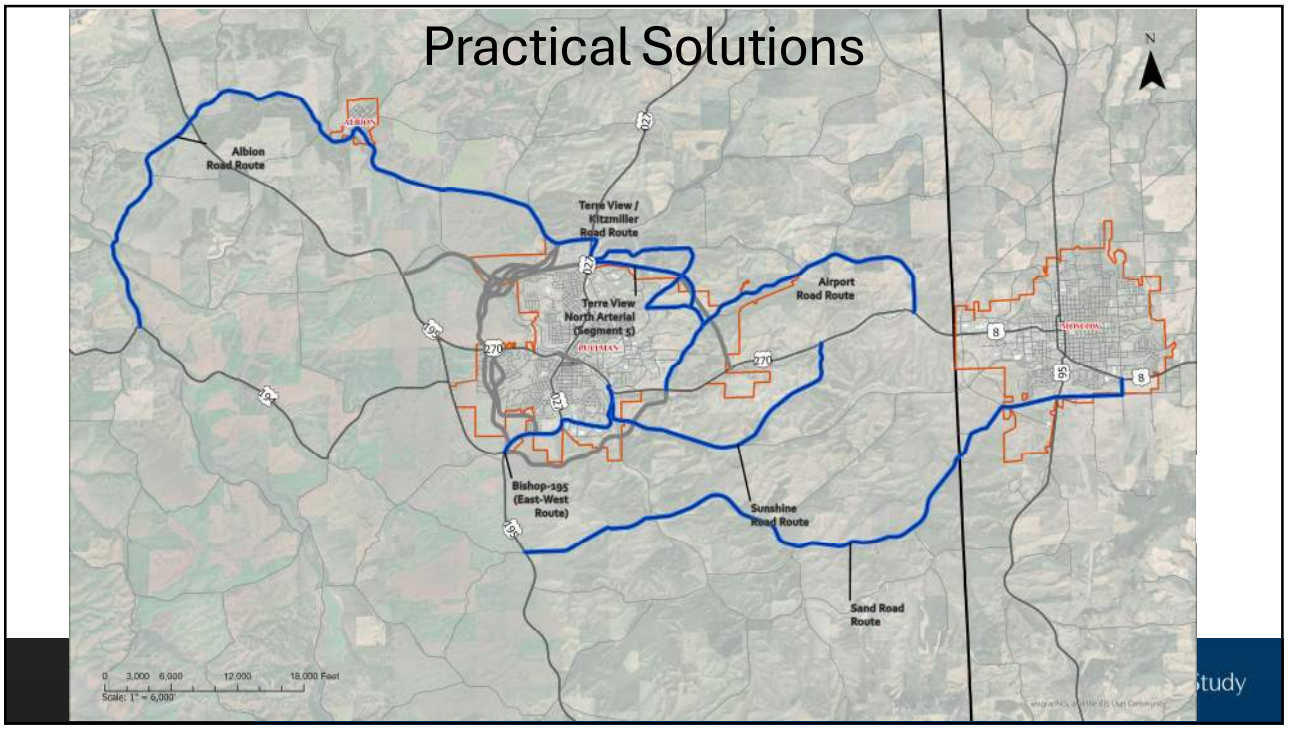

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Route Selection Suitability

Route Options	Total Project Cost	Add'l Distance	# of Intersection Impr	# of Bridge Impr	Zoning Comp	Private Party Impacts	Environ Impacts	Safety	Multi-Modal Impacts	Project Decision Rank	SCORE
Airport Road											20
Albion											29
Bishop Blvd											27
Sand Rd – Kirkendahl Rd											28
Sunshine Rd											22
Terre View – Kitzmiller Rd											17
Terre View – North Arterial											24

Suitability Rating 1-4 — Not Good — Not Good, but Better — Good — Best

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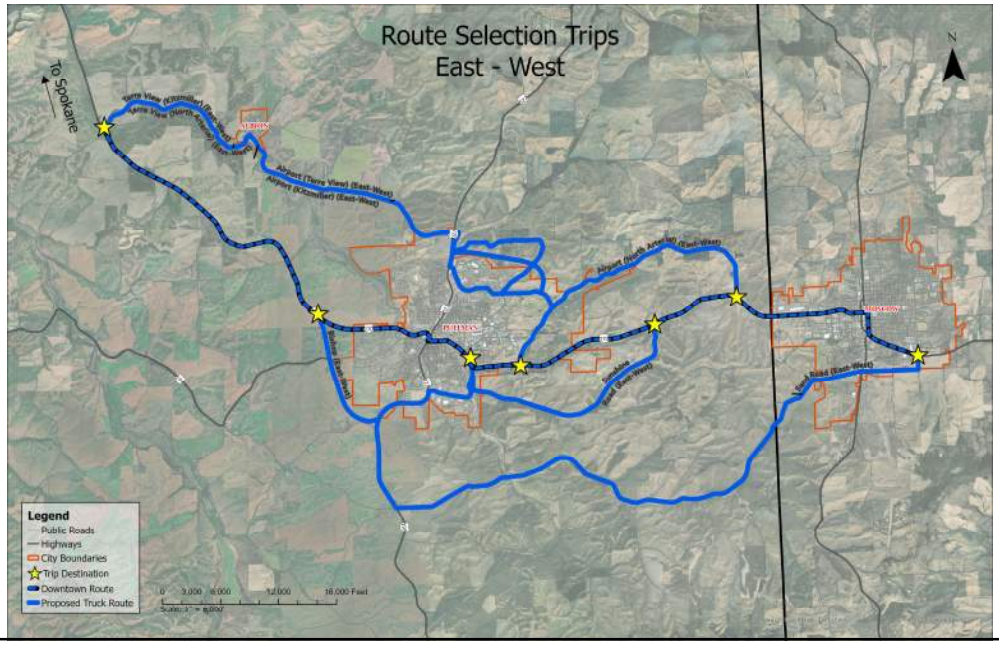
ADDITIONAL DISTANCE



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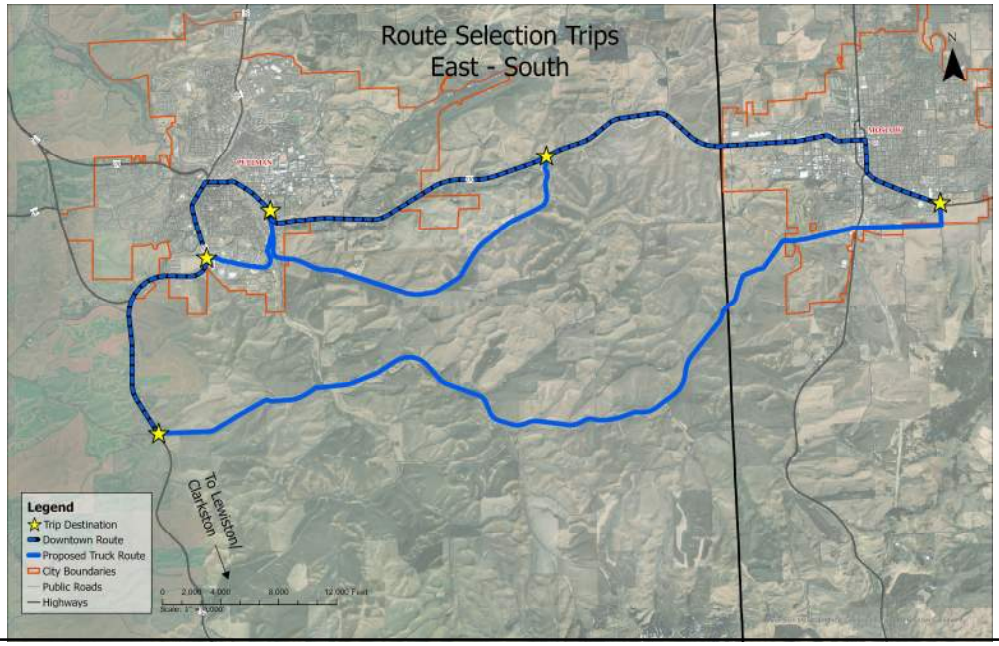

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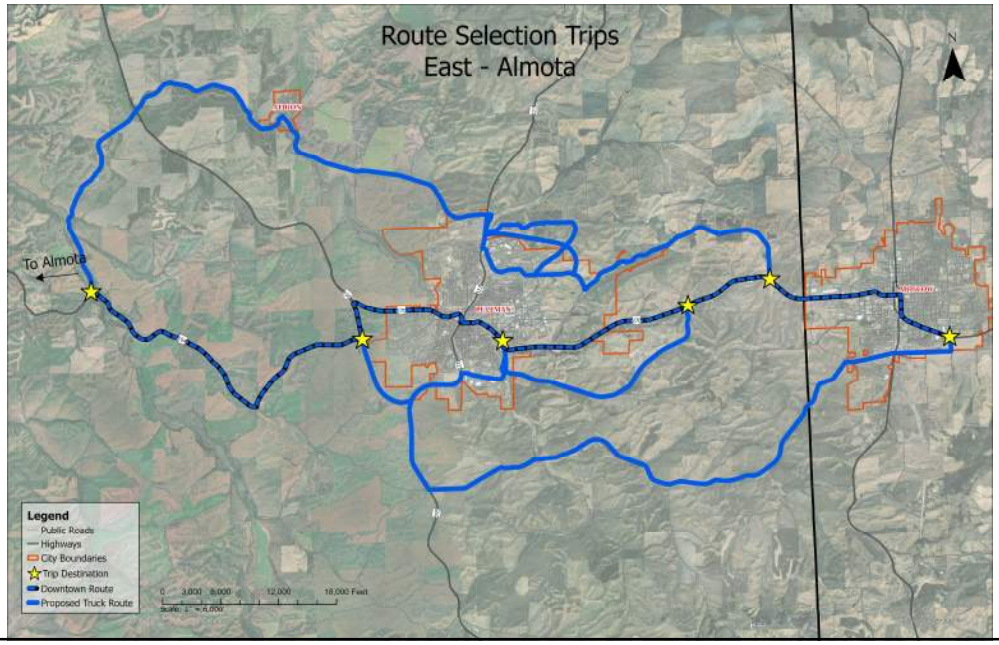

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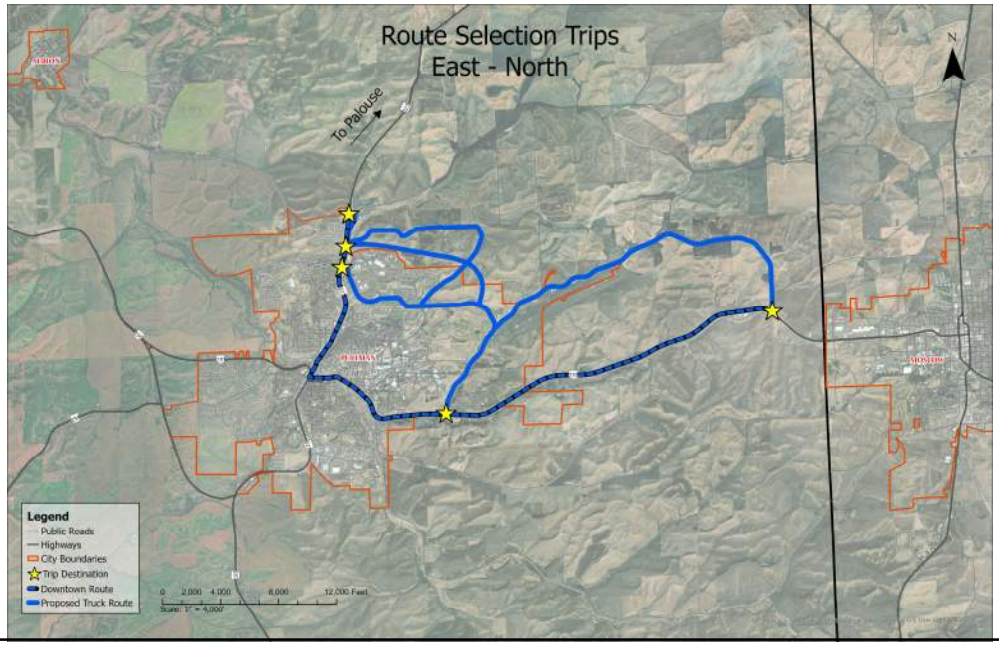

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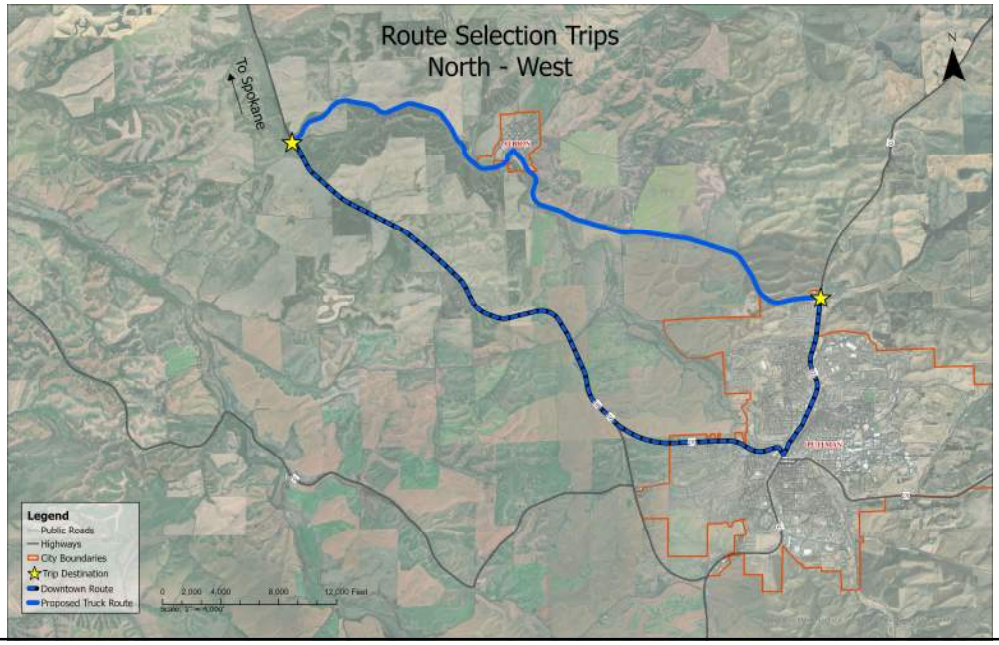

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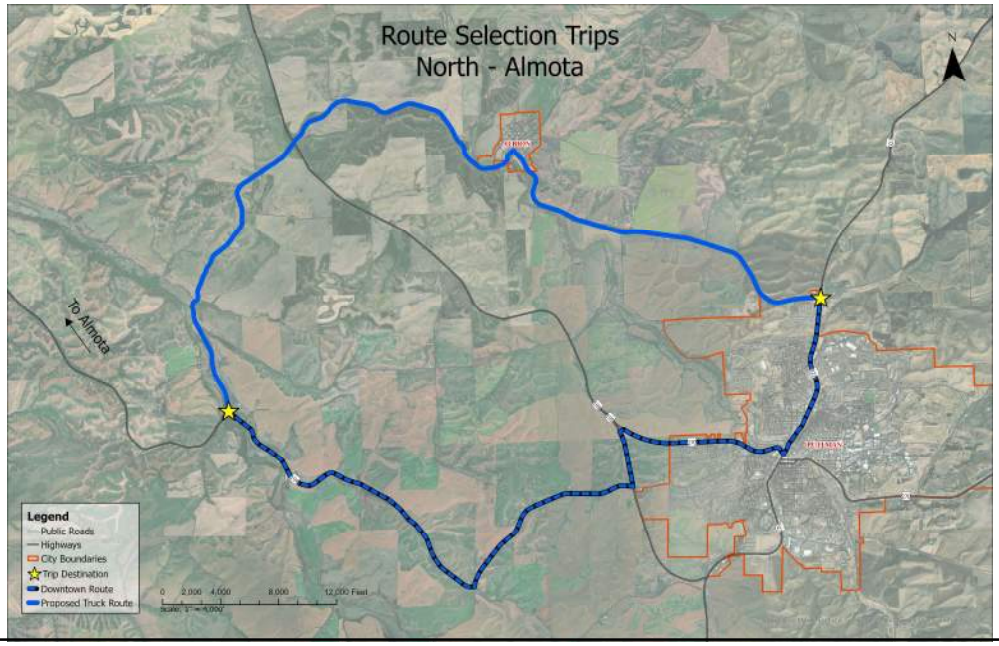

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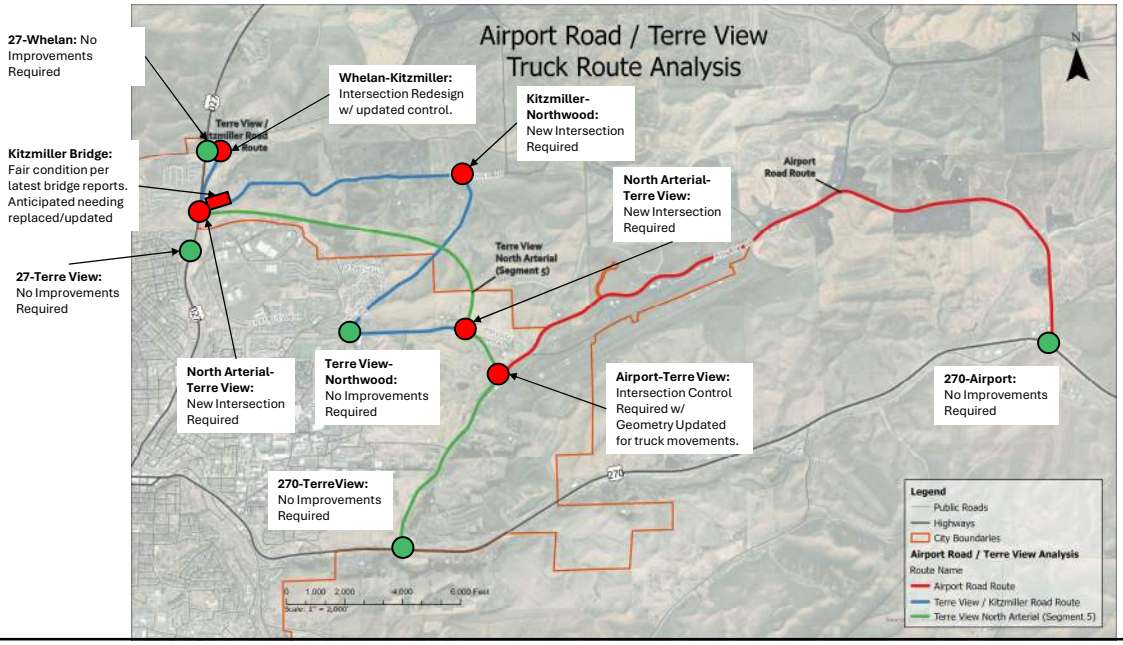
INTERSECTION & BRIDGE IMPROVEMENTS



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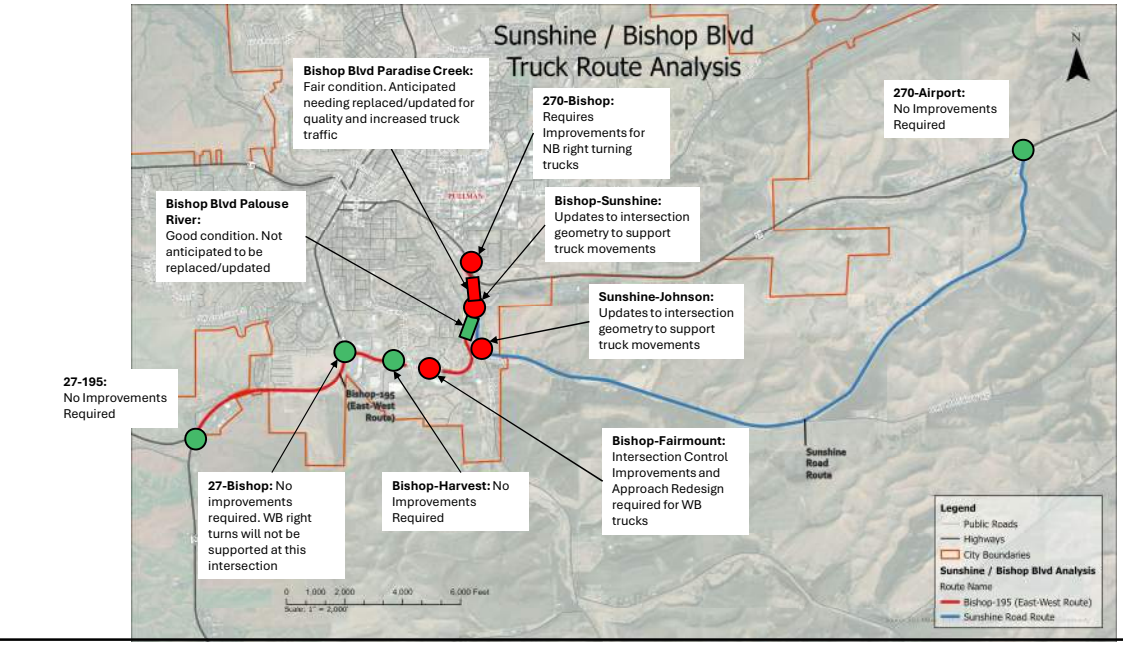
INTERSECTION & BRIDGE IMPROVEMENTS



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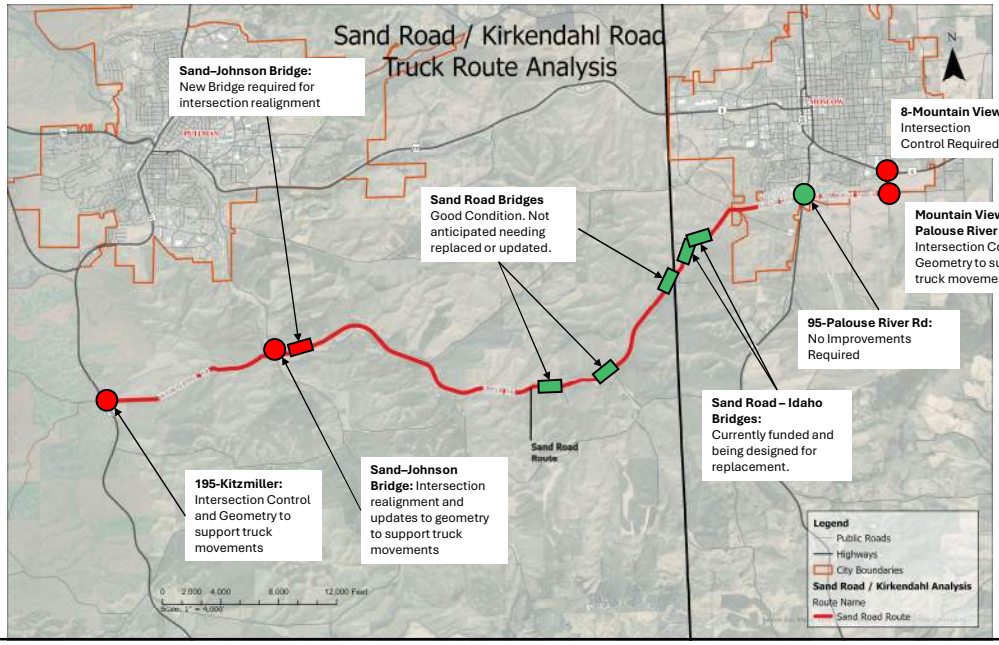

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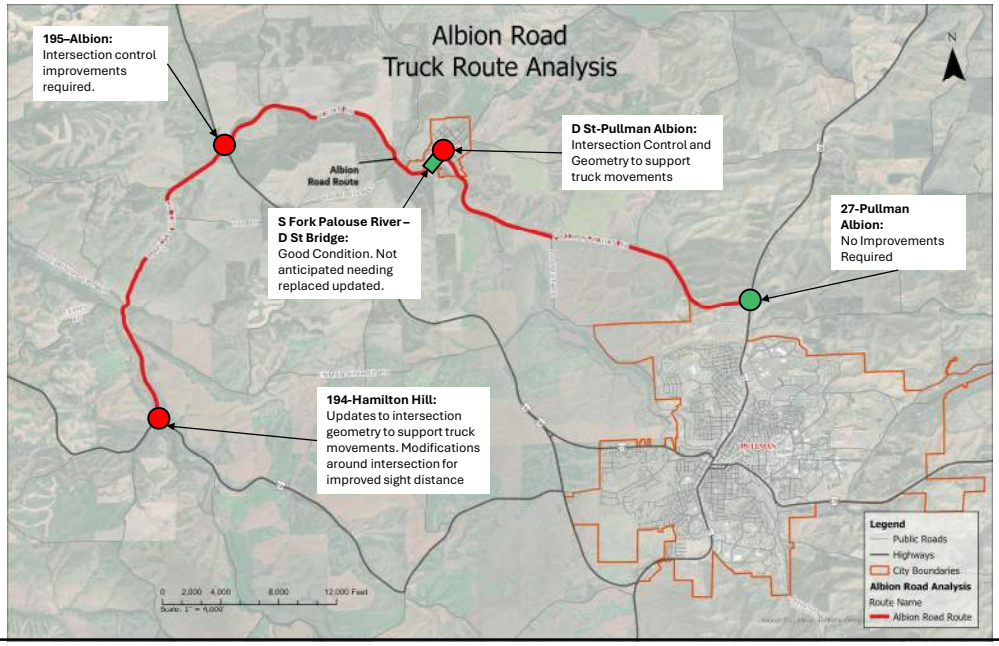
INTERSECTION & BRIDGE IMPROVEMENTS



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INTERSECTION & BRIDGE IMPROVEMENTS

Intersection Summary

Project Name	# of Intersections Requiring Improvements on Route
Airport Road Route (Terre View)	1
Airport Road Route (North Arterial)	3
Airport Road Route (Kitzmiller)	3
Albion Road Route	3
Bishop-195 (East-West Route)	2
Sand Road Route	4
Sunshine Road Route (incl. Bishop)	3
Terre View / Kitzmiller Road Route	2
Terre View North Arterial (Segment 5)	2

Bridge Summary

Project Name	# of Bridges on Route	Year Built	Overall Bridge Condition	Length	Replacement Cost	Improvements Needed? (Bridge Condition > Fair?)	Total Route Improvement Costs	
Airport Road Route (Terre View)	1	Unknown	Fair	140	$4,125,000	Yes	$4,125,000	$4,125,000
Airport Road Route (Kitzmiller)	1	1960	Fair	24	$707,000	Yes	$707,000	$707,000
Airport Road Route (North Arterial)	1	Proposed	New	100	$2,946,000	Yes	$2,946,000	$2,946,000
Albion Road Route	2	1975	Good	100	$2,946,000	No	$0	$2,062,000
		1969	Fair	70	$2,062,000	Yes	$2,062,000	
Bishop-195 (East-West Route)	2	1992	Good	90	$2,652,000	No	$0	$1,090,000
		1985	Fair	37	$1,090,000	Yes	$1,090,000	
Sand Road Route	4	2017	Good	65	$1,915,000	No	$0	$1,591,000
		2005	Good	82	$2,416,000	No	$0	
		1976	Good	36	$1,061,000	No	$0	
		Proposed	New	54	$1,591,000	Yes	$1,591,000	
Sunshine Road Route (incl. Bishop)	2	2007	Good	100	$2,946,000	No	$0	$0
		2007	Good	18	$530,000	No	$0	
Terre View / Kitzmiller Road Route	1	1960	Fair	24	$707,000	Yes	$707,000	$707,000
Terre View North Arterial (Segment 5)	1	Proposed	New	100	$2,946,000	Yes	$2,946,000	$2,946,000

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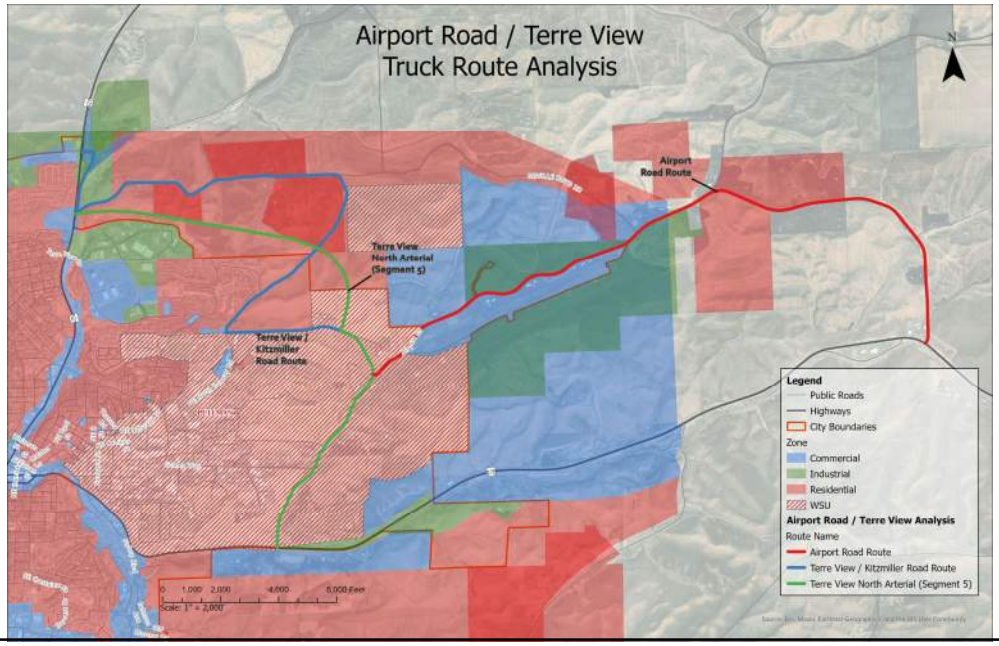
ZONING ANALYSIS



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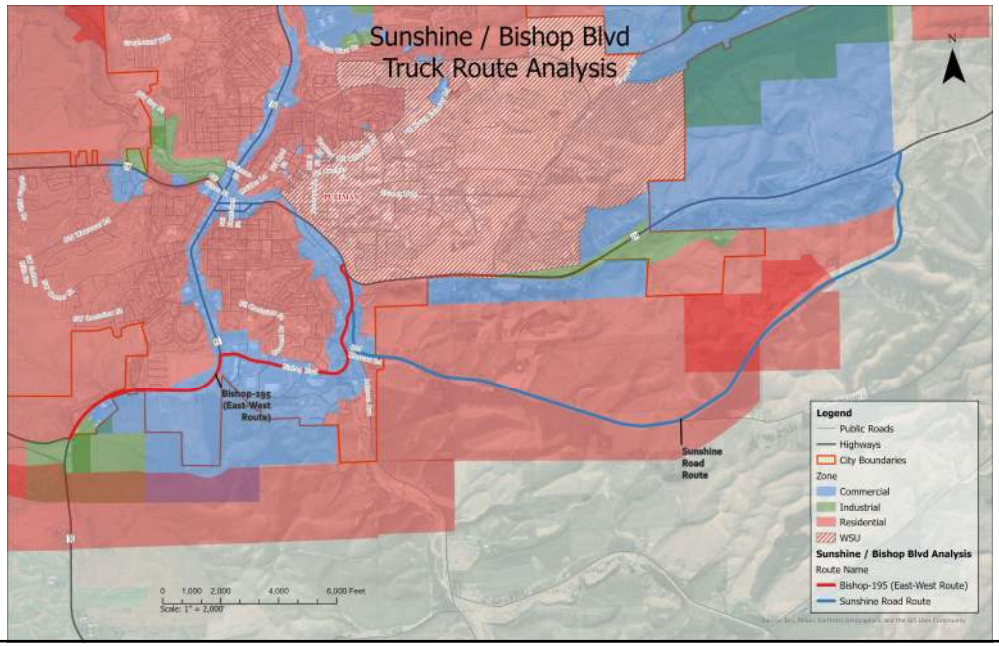
ZONING ANALYSIS



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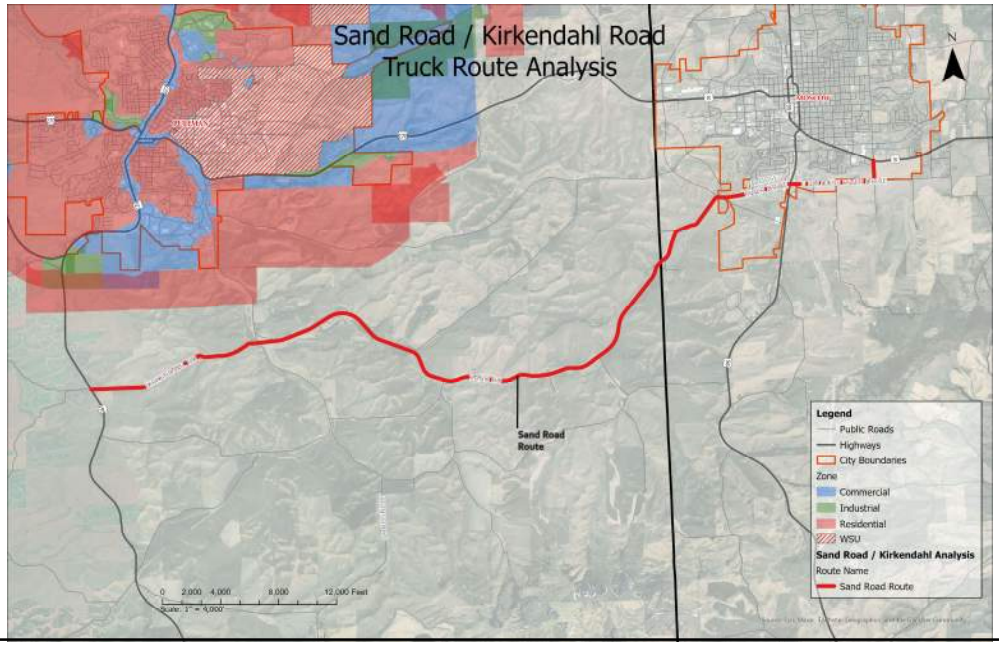
ZONING ANALYSIS



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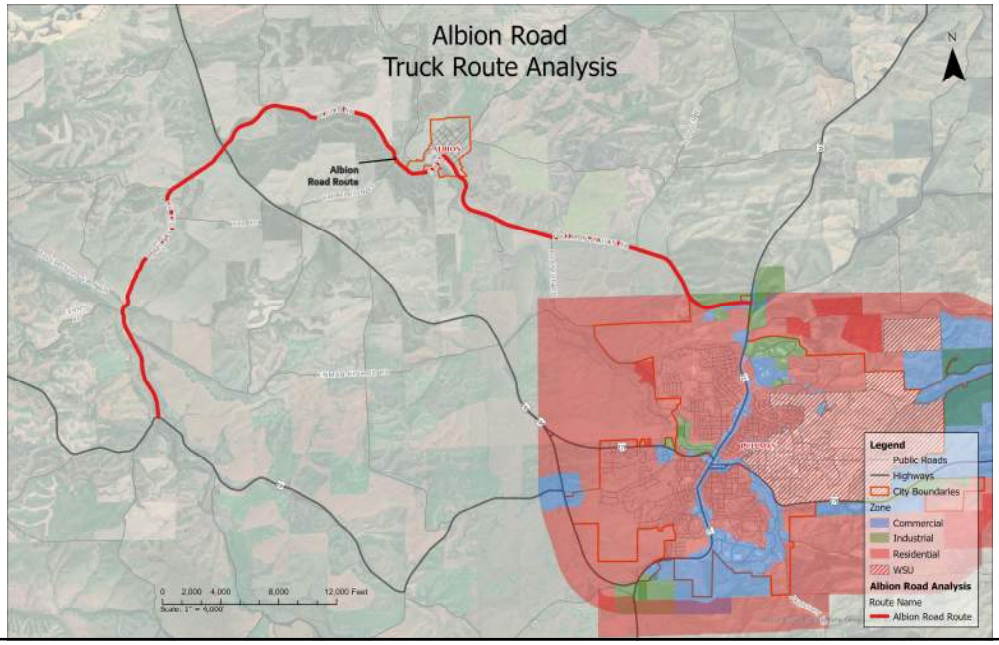
ZONING ANALYSIS



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ZONING ANALYSIS

Zoning Summary

	Airport Road Route	Albion Route	Bishop Boulevard Route	Sand Road - Kirkendahl Road Route	Sunshine Road Route	Terre View - Kitzmiller Road Route	Terre View - North Arterial Route	Weighted Value
Commercial	12%	3%	100%	10%	8%	4%	0%	2
Industrial	25%	1%	0%	0%	0%	2%	0%	1
Residential	21%	3%	0%	0%	69%	64%	50%	4
WSU	10%	0%	0%	0%	0%	31%	50%	3
Agricultural	31%	93%	0%	90%	22%	0%	0%	1.5
Weighted Average Ranking	2.12	1.59	2.00	1.55	3.28	3.56	3.50	

Private Property Impacts

Project Name	# of Parcels Impacted
Airport Road Route	15
Albion Road Route	28
Bishop-195 (East-West Route)	2
Sand/Kirkendahl Road Route	8
Sunshine Road Route (incl. Bishop)	2
Terre View / Kitzmiller Road Route	10
Terre View North Arterial (Segment 5)	1

*Parcels Impacted based on proximity to truck route

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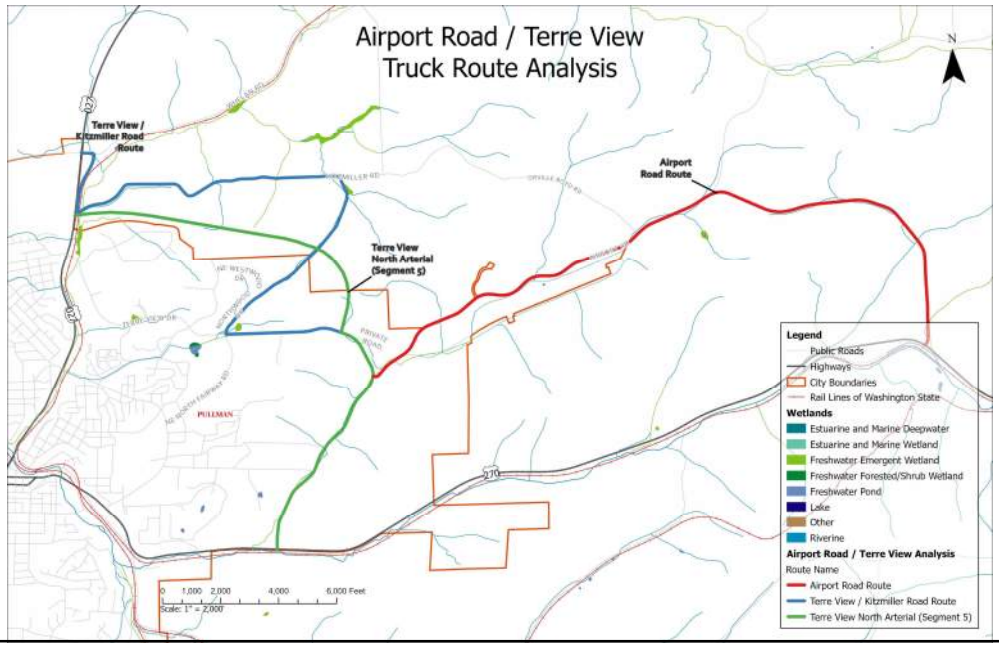
ENVIRONMENTAL ANALYSIS



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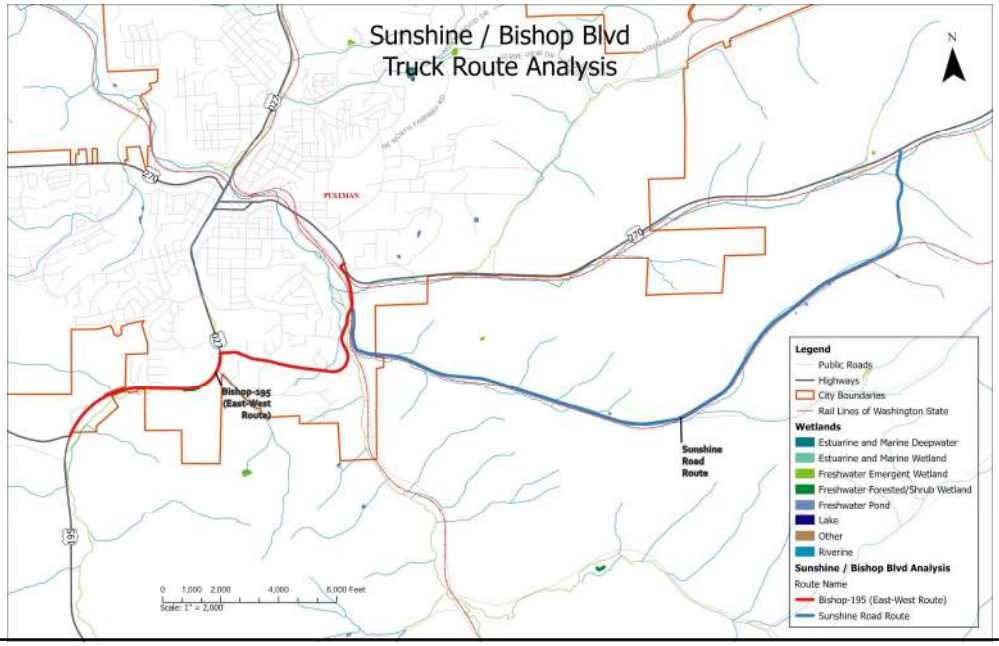
ENVIRONMENTAL ANALYSIS



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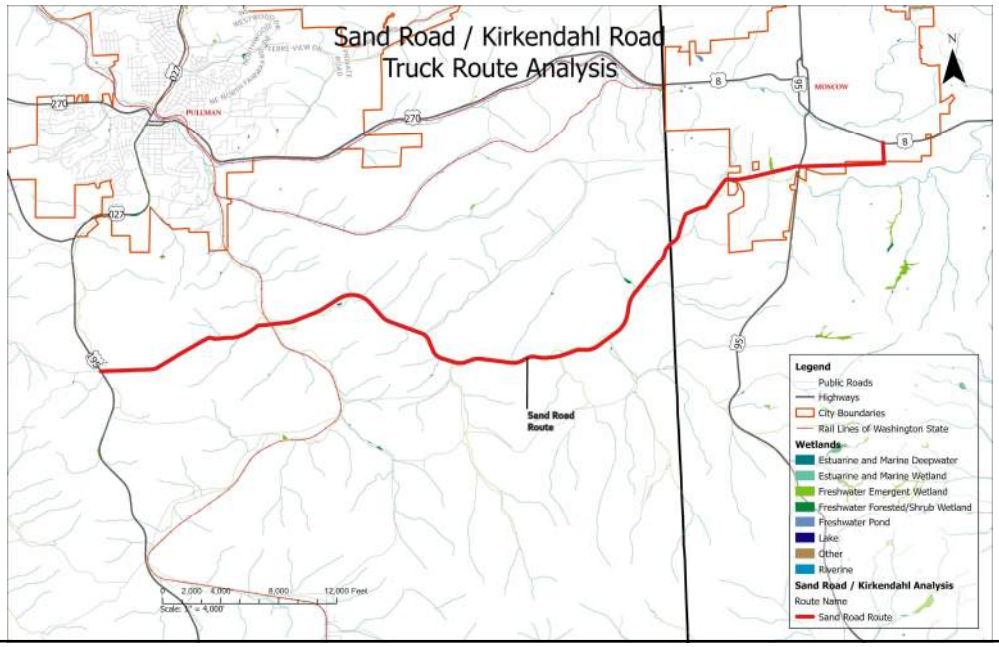
ENVIRONMENTAL ANALYSIS



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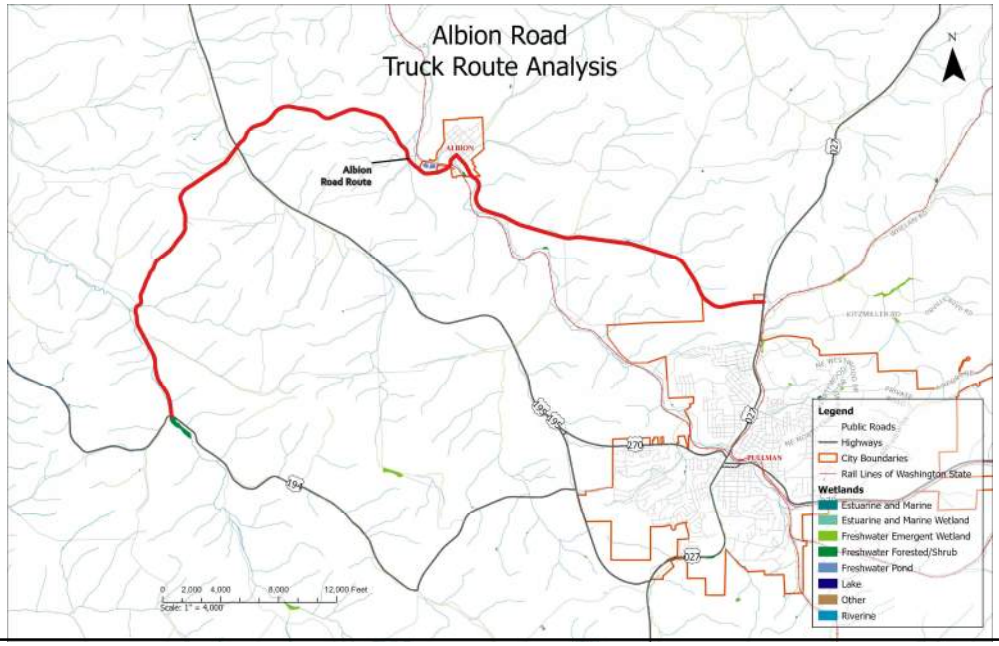
ENVIRONMENTAL ANALYSIS



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ENVIRONMENTAL ANALYSIS

Environmental Impact Summary

Project Name	# of Wetland Crossings	# of Railroad Crossings	In Pullman Airport Protection Zone?	Total # of Environmental Impacts
Airport Road Route (Terre View)	17	0	Yes	17
Airport Road Route (Kitzmiller)	23	0	Yes	23
Airport Road Route (North Arterial)	10	0	Yes	10
Albion Road Route	16	1		17
Bishop-195 (East-West Route)	5	2		7
Sand/Kirkendahl Road Route	24	1		25
Sunshine Road Route (incl. Bishop)	15	2		17
Terre View / Kitzmiller Road Route	22	1	Yes	23
Terre View North Arterial (Segment 5)	12	1	Yes	13

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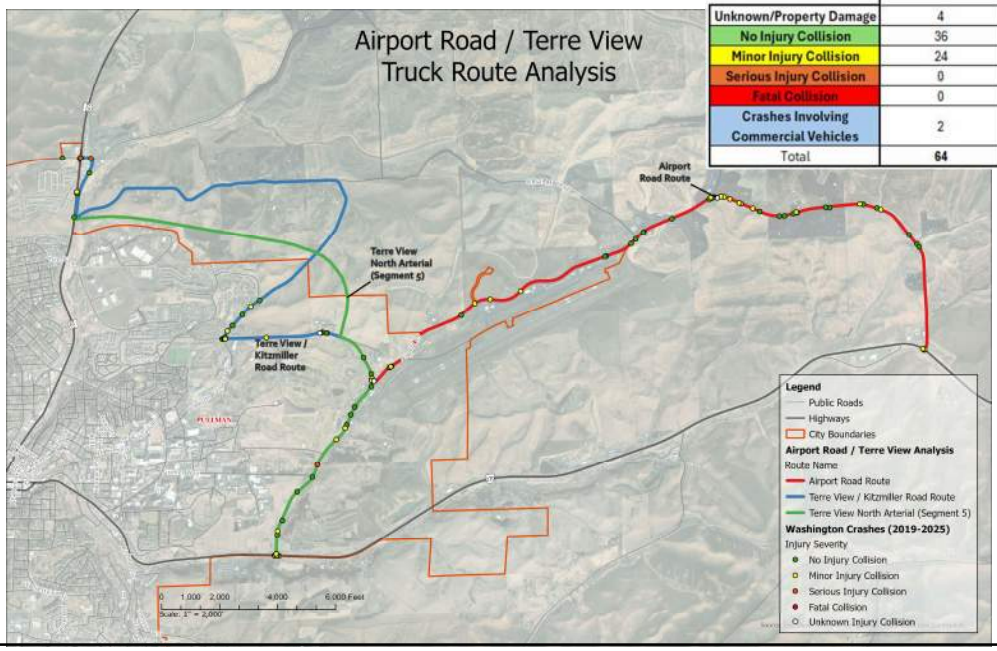
TRAFFIC SAFETY ANALYSIS

	Airport Road Route	Terre View - Kitzmiller Road Route	Terre View - North Arterial Route
Unknown/Property Damage	4	2	0
No Injury Collision	36	49	27
Minor Injury Collision	24	33	14
Serious Injury Collision	0	3	3
Fatal Collision	0	0	0
Crashes Involving Commercial Vehicles	2	2	0
Total	**64**	87	44



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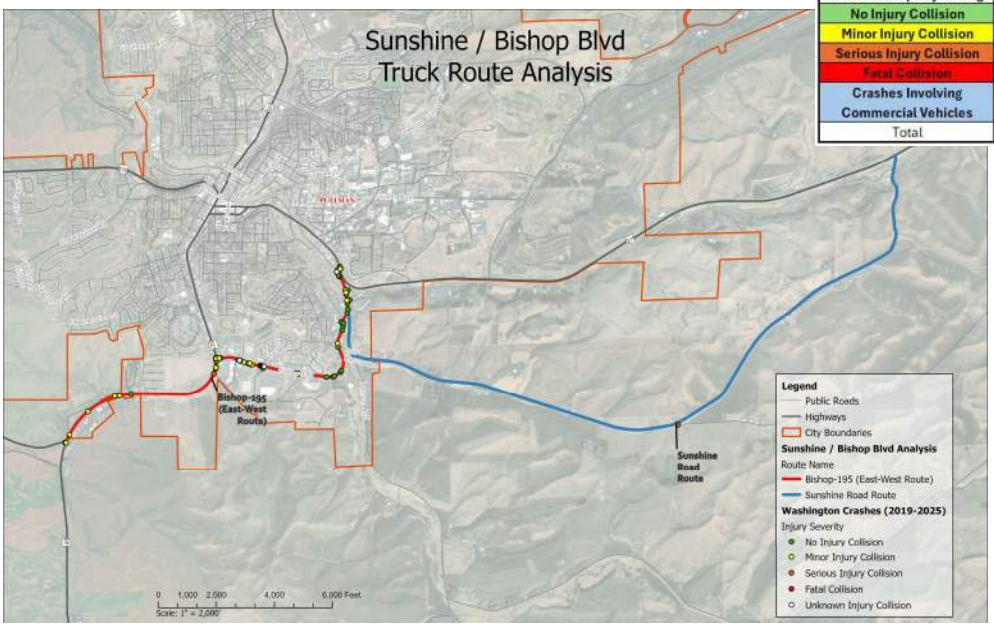
TRAFFIC SAFETY ANALYSIS

	Bishop Boulevard Route	Sunshine Road Route
Unknown/Property Damage	5	0
No Injury Collision	107	4
Minor Injury Collision	36	0
Serious Injury Collision	3	1
Fatal Collision	0	0
Crashes Involving Commercial Vehicles	11	0
Total	151	5



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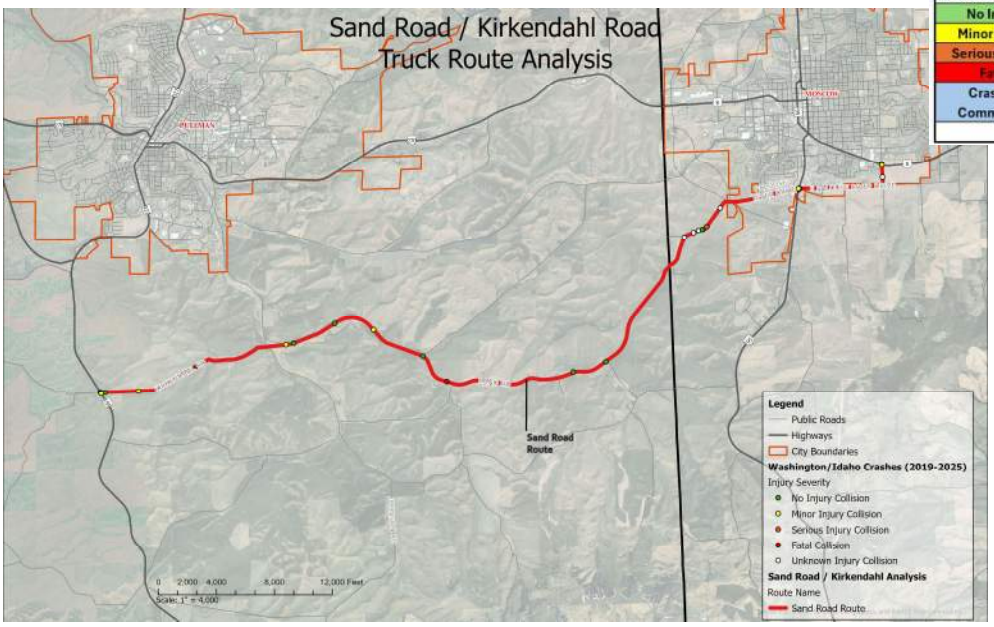
TRAFFIC SAFETY ANALYSIS

	Sand Road - Kirkendahl Road Route
Unknown/Property Damage	28
No Injury Collision	17
Minor Injury Collision	8
Serious Injury Collision	1
Fatal Collision	1
Crashes Involving Commercial Vehicles	2
Total	55



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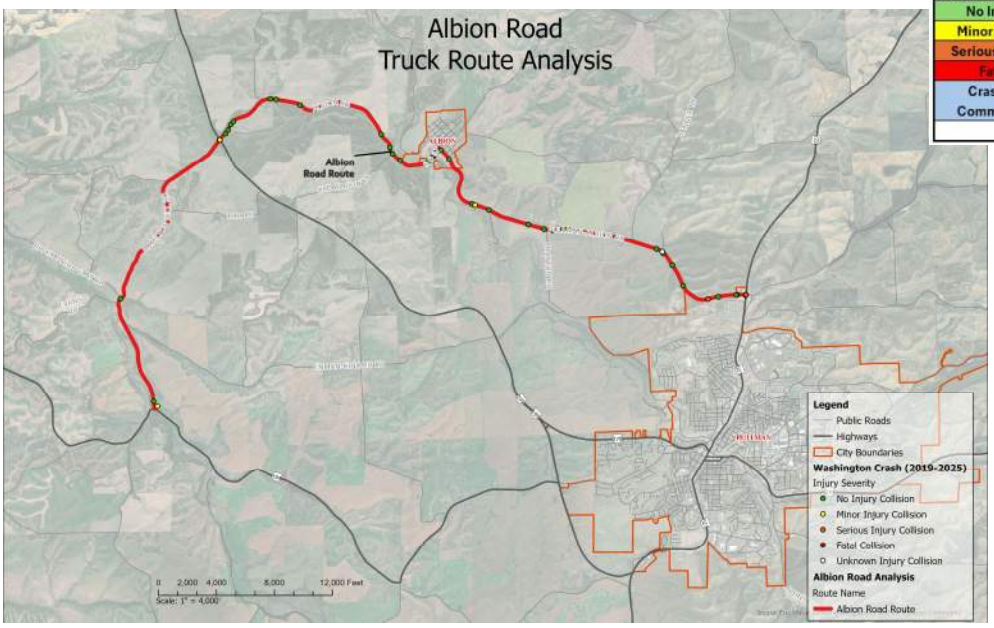
TRAFFIC SAFETY ANALYSIS



	Albion Route
Unknown/Property Damage	1
No Injury Collision	45
Minor Injury Collision	9
Serious Injury Collision	2
Fatal Collision	0
Crashes Involving Commercial Vehicles	5
Total	57

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TRAFFIC SAFETY ANALYSIS

Traffic Safety Summary

	Airport Road Route	Albion Route	Bishop Boulevard Route	Sand Road - Kirkendahl Road Route	Sunshine Road Route	Terre View - Kitzmiller Road Route	Terre View - North Arterial Route	Weighted Value
Unknown/Property Damage	4	1	5	28	0	2	0	1
No Injury Collision	36	45	107	17	4	49	27	2
Minor Injury Collision	24	9	36	8	0	33	14	3
Serious Injury Collision	0	2	3	1	1	3	3	4
Fatal Collision	0	0	0	1	0	0	0	5
Crashes Involving Commercial Vehicles	2	5	11	2	0	2	0	3
Total	64	57	151	55	5	87	44	
Weighted Total	154	141	372	101	12	217	108	

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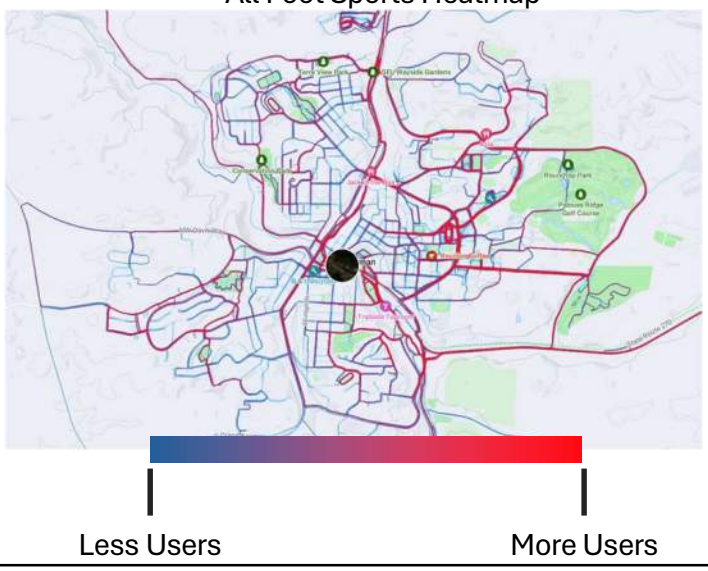
MULTI MODAL TRANSPORTATION ANALYSIS

- ***Strava Running, Cycling, and Hiking App***
- ***Online Heat Maps***
  - ***Online Heat Maps and Route/User Counts***
    - ***Records data for all sorts of Multi-Modal Transportation Modes:***
      - ***Bicycles***
      - ***Pedestrians***
      - ***Scooters***
      - ***Wheelchairs***
      - ***Etc.***
- ***Data Collected from Users Only***
  - ***Not representative of total users***
  - ***Likelihood of impacts to existing Multi-modal transportation users.***

All Foot Sports Heatmap



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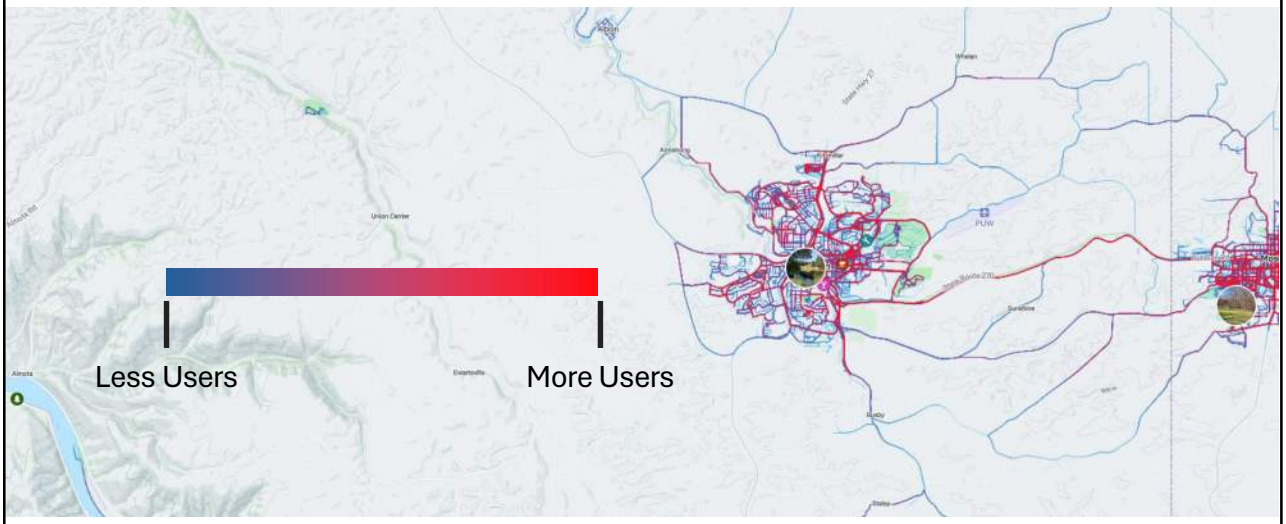
MULTI MODAL TRANSPORTATION ANALYSIS

All Foot Sports Heatmap



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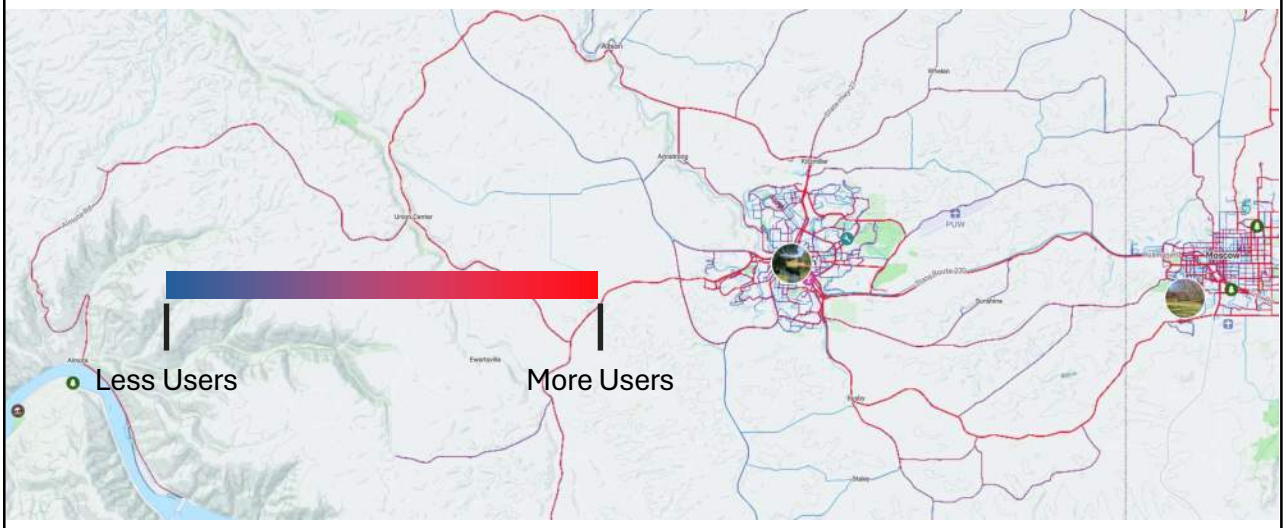
MULTI MODAL TRANSPORTATION ANALYSIS

All Cycle Sports Heatmap



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Route Selection Suitability

Route Options	Total Project Cost	Add'l Distance	# of Intersection Impr	# of Bridge Impr	Zoning Comp	Private Party Impacts	Environ Impacts	Safety	Multi-Modal Impacts	Project Decision Rank	SCORE
Airport Road											20
Albion											29
Bishop Blvd											27
Sand Rd – Kirkendahl Rd											28
Sunshine Rd											22
Terre View – Kitzmiller Rd											17
Terre View – North Arterial											24

Suitability Rating 1-4 — Not Good — Not Good, but Better — Good — Best

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Route Competitiveness

- ***Albion Road*** potential to shift trips btw North of Pullman and West of Pullman
- ***Bishop Boulevard*** and ***Sand Road*** potential to shift trips btw East/South of Moscow and West/South of Pullman
- ***Bishop Boulevard*** has greater overall potential to shift trips than Sand Road:
  - Faster route for East-West Movement
  - Competitive route from North of Moscow
  - Potential to serve new trips from 270 East of Pullman

Process – Step 1

Evaluate Travel Time for Routes between:
- Four gates around Pullman
- Three gates outside of Moscow
- Port Locations in Almota and Lewiston

Calculate Fastest Route
- Each pair of gates and from gates to Ports
- Check if route includes Downtown Pullman
- Focus on these routes

Example – Trips traveling westbound on 195
- **Blue** routes where Downtown is preferred
- **Light Blue** existing not through Downtown

Process – Step 2

Evaluate Travel Time with Projects:

- Factor for increased speeds along roads
- Is route using project competitive with Downtown route (Example: Bishop Blvd)

		Pullman				Moscow			Port	
		195 North of Pullman	27 North of Pullman	195 South of Pullman	270 Btw Pullmand and Moscow	95 North of Moscow	8 East of Moscow	95 South of Moscow	Port of Lewiston	Port of Almota
Pullman	195 North of Pullman	NA	Y - No Impact	NA	Y - Possible	Y - Strong	Y - Strong	Y - Strong	NA	NA
	27 North of Pullman	Y - No Impact	NA	Y - No Impact	Y - No Impact	NA	Y - No Impact	Y - No Impact	Y - No Impact	Y - No Impact
	195 South of Pullman	NA	Y - No Impact	NA	NA	Y - Strong	Y - Strong	Y - Strong	NA	NA
	270 Btw Pullmand and Moscow	Y - Possible	Y - No Impact	NA	NA	NA	NA	NA	NA	Y - Strong
Moscow	95 North of Moscow	Y - Strong	Y - No Impact	Y - Strong	NA	NA	NA	NA	NA	Y - Strong
	8 East of Moscow	Y - Strong	Y - No Impact	Y - Strong	NA	NA	NA	NA	NA	Y - Strong
	95 South of Moscow	Y - Strong	Y - No Impact	Y - Strong	NA	NA	NA	NA	NA	Y - Strong
Port	Port of Lewiston	NA	Y - No Impact	NA	NA	NA	NA	NA	NA	NA
	Port of Almota	NA	Y - No Impact	NA	Y - Strong	Y - Strong	Y - Strong	Y - Strong	NA	NA

NA	Not Downtown not Attractive
Y - No Impact	Downtown is Attractive
Y - Possible	Downtown is Attractive and Bishop is Potentially Competitive
Y - Strong	Downtown is Attractive and Bishop is Competitive
	Ag Route
	Future Growth

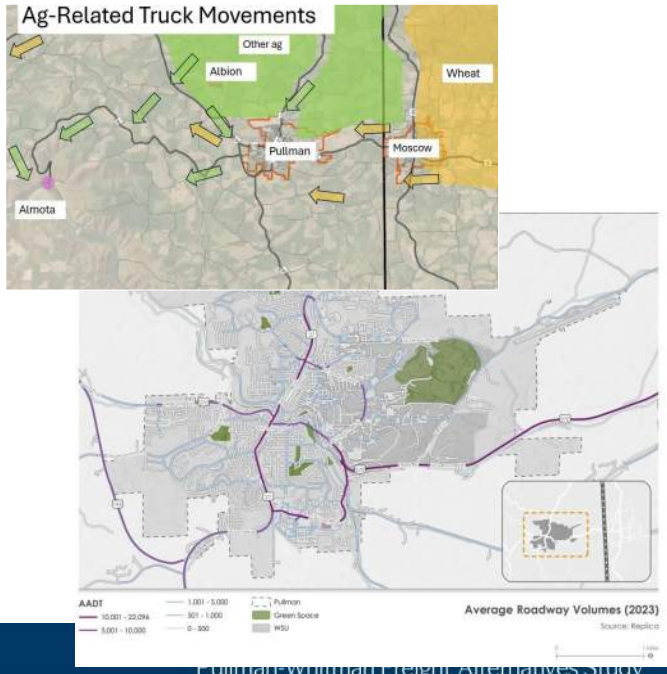
Process – Step 3

Calculate Impacts:

- Agricultural Impact – Stakeholder Feedback
- Non-Agriculture Impact – Source Replica

Agriculture
- Isolate routes used by Agriculture Trucks
- For each project, 1 point for all route project creates strong alternative to Downtown, 0.5 points if possible alternative

Non-Agriculture Impact
- Count trips on routes benefited by project
- If possible alternative divide by two



Findings

Agriculture

- Sand Road & Bishop Road: 4 Points
- Albion Road: 2 Points

Non-Agriculture Impact

- Sand Road: ~250 Trucks
- Bishop Road: ~400 Trucks
- Albion Road: ~25 Trucks

Trips on 270 between Pullman and Moscow

- Bishop Boulevard potential to mitigate impact

High Level Estimates of Cost

- Bishop: $5 million - $8 million
- Albion: $7 million - $10 million
- Sand Road: $8 million - $11 million

Next Steps

- Wrap up route suitability
- More detailed project improvements and costs
- Wrap up route competitiveness and truck reduction
- Draft report
- Video script
- Updates on website and social media

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Upcoming Meetings

- 5/6 RTPO Staff Check-in (also when draft report will be delivered)
- 5/27 RTPO TAC (virtual)
- 6/2 RTPO Staff check in
- 6/10 RTPO Policy Board (in Clarkston)

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Appendix C

Public Outreach Materials

Continued from Front Page

Wind project concerns addressed

project spending is $158 million, supporting a total of $221 million in economic output. That just refers to the local spending within Whitman County. In total the project is actually estimated to generate $480 million in economic output, that would be the total inside Whitman County and outside Whitman County," she said.

Wirkalla also mentioned excise tax options that would allow for local benefit allocation, including dispersal of approximately $3.6 to $6 million between Whitman County, county schools and local tribes over ten years.

Hohn evaluated the project's visual impact on the surrounding landscape and what key concerns there are. He noted that the closest turbine to Kamiak Butte would be approximately two miles away.

Dave Phillips spoke on the environmental compliance and impact mitigation for the wind project.

Regarding environmental impacts, Phillips spoke on the project's goals to avoid and minimize impacts to aquatic environments. These included complying with local, state and federal regulations and late stage field delineations of wetlands and water resources potentially impacted.

He mentioned wildlife habitat mapping including one year of monitoring acoustic levels of bats in the area and two years of avian and raptor nest surveys. He noted the surveys identify concentrations of areas that may be impacted from the turbines if placed there.

Phillips also touched on cultural aspects of the project, including performing desktop studies to inform facility siting and coordination with local tribal agencies during the project to preserve local tribal heritage sites and potential archaeological findings.

Dr. Jonathan Rogers presented on the effects on aviation operations, focusing on, turbulence wakes, safety and compliance with FAA regulations.

Question and Answer

A question and answer session followed presentations given by the panel and moderated by Moderator Rita Graham.

Questions ranged from whether turbines would have lithium batteries, studies on birds, chemical aviation and fire mitigation.

Roche said the Harvest Hills project is not solar, just wind in answer to whether or not lithium batteries were used.

"There's not any large scale storage," he said, adding the batteries are used for maintaining minor energy.

A question was posed concerning how many turbines were expected for the project.

Roche said there would be 45 turbines at the beginning and end of the project.

Wirkkala was asked whether the taxing law fell within access roads as well.

"Access roads are included," she said. "It's just the taxing law within Washington State."

Wirkkala said the question would have to be directed to the state on why the state does it that way.

A question was asked about painting lines on the wind turbines to deter birds.

"There was a study in 2015, in a Norwegian project," Phillips said, adding it was considered and recommended but they need more data.

Phillips said in response to bird fatalities the area is low risk.

"The reality is it's a very small number and those numbers are distributed through a population that is very large," Phillips said.

"We take precautions to minimize that," he said, adding they have the State Environmental Policy Act (SEPA) to go through.

In regards to fire mitigation, Roche said wind turbines systems have matured.

Roche said the existing site drills with the Rosalia Fire Department for the existing wind farm near Oakesdale.

In response to who would be liable for a fire that occurred due to a wind turbine, Roche said the owner of the land project.

When asked why the visual simulations showed differing number and location of turbines than at the last informational session in 2024, Hohn responded that the simulations are built using information and plans available during the stage of the project at the time.

Roche encouraged the community to keep on asking questions as the project continued and mentioned in response to a question of whether or not the project team would go to the state Energy Site Evaluation Facility (EFSEC).

"Right now the county is working through a moratorium and we are committed to working with the county through the process," he said.

The full informational session can be found online to view at https://harvesthillswind.com and questions that were not addressed at the meeting can be found on the website frequently asked questions page.

Continued from Page A3

Pullman Regional renews Stroke Ready Recertification

Knewbow said the certification means they are able to assess patients, connect with a stroke specialist, neurologist or neurosurgeon and administer thrombolytics (a clot-busting medication) when prescribed. The team can also admit or stabilize and transfer patients within specific windows of time.

"This is when being a small hospital is a tremendous asset," Registered Emergency Medicine Nurse and Pullman Regional Hospital stroke educator Kim Johnson said. "Our CT machine is steps away from our emergency department and we don't have to wait to get our patient in for imaging."

Johnson said they can be connected to a neurologist who specializes in stroke care so they can proceed with treatment to save brain function in minutes.

"It is crucial our hospital is best equipped to take fast and effective action for stroke," Director of the Intensive Care Unit and Medical-Surgical Unit and member of the Pullman Regional Hospital Stroke Team Verna Yockey said.

DRAFT 5-8-2025

Welcome

Open House

February 20, 2025 | 4:30pm-6:30pm
Pullman City Hall | 190 SE Crestview St, Pullman

Do you or someone you know, have knowledge in these areas:

- Farmers in the Pullman area
- Independent logging contractors
- Hay farmers
- Delivery drivers in Pullman area

If so, please speak to one of the engineers today or reach out to Courtney Kramer, Public Involvement Specialist, at **ckramer@welchcomer.com.**

Because agriculture activities will soon begin, there will not be another open house. Rather, updates will be provided through the web.
Learn more and stay up to date by checking the website at **WhitmanTruckRoutes.org**, signing up for the newsletters and follow on Facebook, YouTube, and Instagram at **@whitmanTruckRouteStudy** or **scan the QR codes below**

Website | Newsletter | Facebook | YouTube | Instagram

WELCH COMER | KITTELSON & ASSOCIATES | PALOUSE

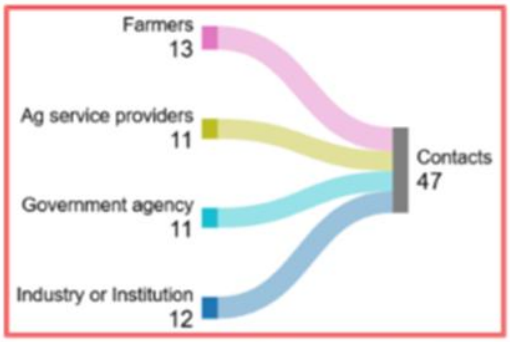
DRAFT 5-8-2025

Who we have talked to so far...

Please contact Courtney Kramer, Public Involvement Specialist, at ckramer@welchcomer.com if you could provide information about trucking and freight routes in the Pullman area.

Connecting with community members who use this infrastructure...

Bar Star Farms
Boyer Farms
Dick Druffel Farms
Kramer Farms
Mader Farms
Norm Druffel Farms
R&J Farms
Schultheis Farms
Sodorff Farms
Wolf Corporation Farms



Help us by providing:

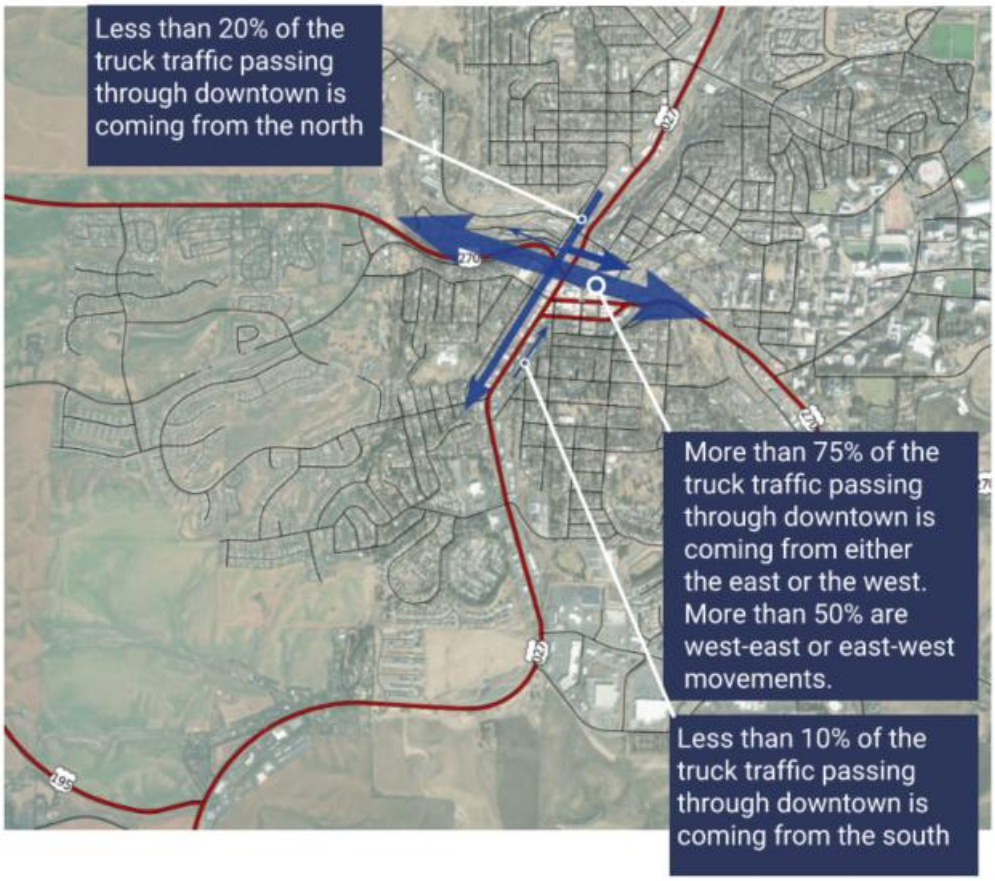
- Do you use Main Street or Grand Avenue to move freight by truck?
- What other routes do you use, and how could they be improved to be better?
- If you couldn't use Main Street or Grand Avenue, how would you move freight by truck?
- Who else should we talk to about moving freight by truck in the area?

Help us connect with...

- Farmers in the Pullman area
- Independent logging contractors
- Hay farmers
- Delivery drivers in the Pullman area

DRAFT 5-8-2025

Existing Truck Movements

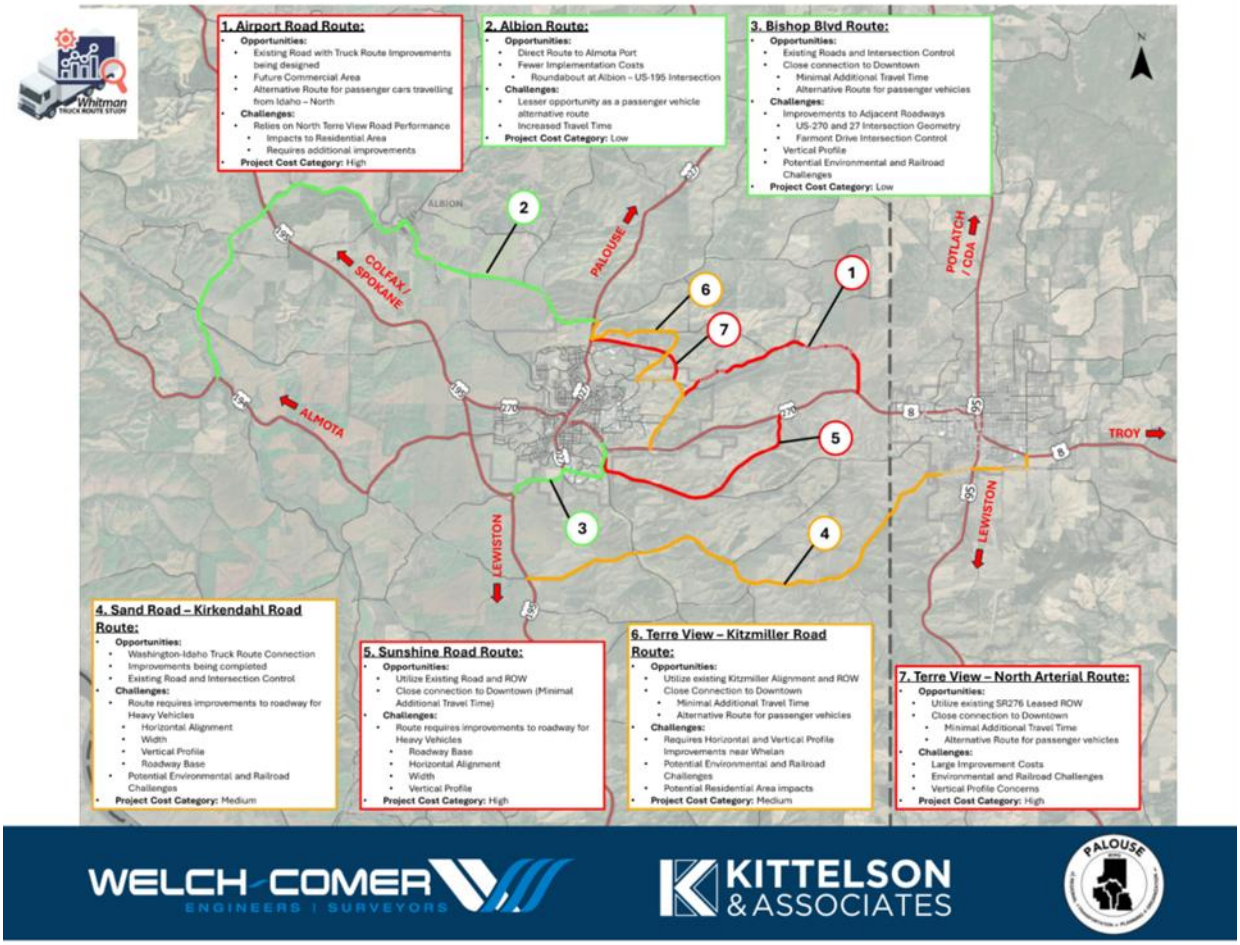


WELCH COMER ENGINEERS | SURVEYORS

KITTELSON & ASSOCIATES

PALOUSE

DRAFT 5-8-2025



WELCH COMER ENGINEERS | SURVEYORS

KITTELSON & ASSOCIATES

PALOUSE

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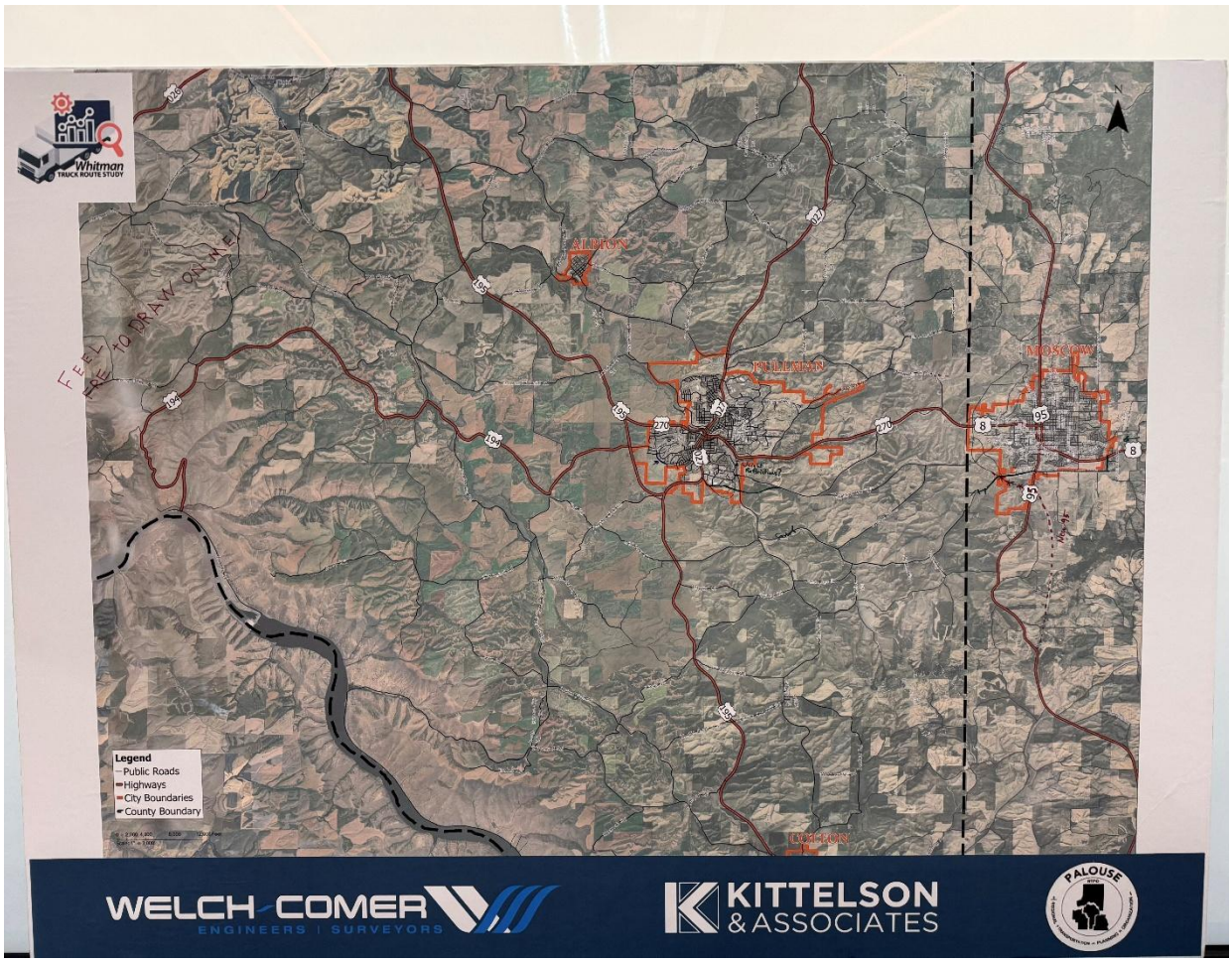

DRAFT 5-8-2025

DRAFT 5-8-2025

Open House

Thursday, February 20, 2025

Name	Email	Would like to receive the Newsletter?
Zacharias		
Tawny		
Wayne Wolff		
Janet Zaratell	gov	Yes
Mark Pfeifer	.gov	yes
Ben Fitzsimmons	ov	yes
Jon M Whitman	.com	yes
Tony Bean	✓	Yes
PHIL MIXTER		YES
Dave Gibney		✓
FRANK GOMEZ		YES.
[illegible]		yes
LOGAN LOUGHRIDGE		YES
Carolyn Gordon		yes
Elizabeth Smith		yes
Sam Jennings		NO
Vadym Lihu		no
Lorna Bruya		yes
LARRY BRUYA		y
Mary Carloye		yes
Evan O. Laybach	Konect	yes
Melinda Beasley	il	yes
Bobbie Ryder		Yes
Liesbeth Powers		yes
Travis Mattoon		Yes
Finn Benson		Yes
Robert Rahl	n	Yes

DRAFT 5-8-2025

Name		Would like to receive the Newsletter?
Roger & ZiQin Johnson	.com	yes
Tim Pawlitz		
Beverley Wolff		yes.
Tom Handy		
Margaret Wodob		yes
Harvey Lehmitz		
Ann Parks		yes
Carla DeLira	a.gov	yes!
KARL OLSEN		YES
Lisa Carloye		yes.
Greg UMBRIGHT		Y

DRAFT 5-8-2025

Name	Email	Would like to receive the Newsletter?
Holly Greystone		
Brett Duffel		
Craig Duffel		
J. Brush		Already signed up, online
Kara Riebold		already signed up.
Tom Chamberlin		Yes
Eileen Macoll		Yes
Kelly Brown		Yes

DRAFT 5-8-2025

Comment Cards

Date: 2/20/25

Name: Phone: E-mail:

Plan 4 seems best for Pullman and where trucks want to go. It would need to be fast enough to make it attractive to trucks.
- Bishop has the hospital - need ambulance/emergency access.
- Bishop is our only other concentrated retail center - having it become a truck route would make it unpleasant and not enhance our community feel.

Whitman County Truck Route Study

Comment Cards

Date: 2/20

Name:

~~#4 Kirkendahl Road~~ the best + only #4 Kirkendahl !!

Whitman County Truck Route Study

Comment Cards

Date: 2/19/2025

Name:

Pretty please can you do something to improve the absolute nightmare/trash fire that exists for Pullman residents to commute north-south (& vice versa) on Grand Ave? We really need better options/solutions/bypasses for avoiding downtown but trying to get from point A to B within Pullman. Thank you!

Whitman County Truck Route Study

Comment Cards

Date:

Name:

Consult with Steve Mader about Road that goes by VMRD. He is developing there so work with Mader.

Forget #3. Terrible route.

Whitman County Truck Route Study

Comment Cards

Date: 20 Feb 2025

Name:

For east - west #2 (Albion) + #6 or #7 Terrview
or #4 (Sand road)

Whitman County Truck Route Study

Comment Cards

Date:

Name:

The Bishop option seems like the best near term
solution (option 3)

Whitman County Truck Route Study

Comment Cards

Date: 2/20/25

Name:

Project 2
6 - modified

Whitman County Truck Route Study

Comment Cards

Date: 2/20/25

Name:

- Sand road - but complains w/ time is hard.
- use land w/ abandoned/closed buildings to make a bypass
- any of the north paths would need to be wide to take into account traffic (SEL, WSU) that does not want to go south to go to Moscow.
- traffic patterns for summer truck heavy traffic US →

Whitman County Truck Route Study

Comment Cards

Date: 2/20/2

Name:

pullman-wa.

Magpie Forest near Merman Dr.
- My concern is that any routes that ~~[illegible]~~ are hugging close to the Magpie Forest would alter the only green/natural space this area has. Would love to know the environmental impact of any other routes that may be near any natural land features like rivers, forests, etc.

Whitman County Truck Route Study

Comment Cards

Date:

Name: Phone: E-mail:

The existing truck traffic board is misleading. Trucks are traveling N → S, they just enter from the west when coming into Pullman.

Whitman County Truck Route Study

Thank you for this gathering!

Comment Cards

Date: 2/20/25

Name:

@gmail.com

I think the Kirkendall Road option seems the most reasonable and cost effective - especially with the help of the County.

Bishop Blvd would be the best option - short term - redirecting - ~~[illegible]~~ redesigning the corner from Moscow to B. Blvd.

Downtown Pullman is "retail" - Bishop - commercial

Whitman County Truck Route Study

Comment Cards

Date: 2/20

Name:

Sand road option is the most direct and least invasive.

Any route coming onto Bishop will require all new intersections and road widening. This is already a very busy road and it can be difficult to pull out onto. No to Sunshine road.

Whitman County Truck Route Study

Comment Cards

Date:_____

Name:

Any route except 3 Bishop Road. They should have com
widened it when they built Walmart. Should be 2 lanes
each direction. Too congested now. Plus w/ hospital. What
happens if you have a fuel spill or overturned truck, and you
block EMT access? Plus Main/Bishop intersection would have
to be completely built. My preference is #4 Sand Rd/
N/S traffic com already bypass Pullman

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330 E. Lakeside Avenue, Suite 101
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Memorandum

TO: FILE

FROM: COURTNEY KRAMER

PRJ. #: 57003.00.0

SUBJECT: STAKEHOLDER INTERVIEW SUMMARY

DATE: 5-8-2025

CC:

This memo summarizes outreach conversations conducted with stakeholders between December 2024 and April 2025 as part of the Palouse RTPO Pullman Whitman County Freight Study.

Coleman Oil: On December 12, 2024, an in-person discussion with Kayla Yardley focused on identifying trucking bottlenecks and exploring options to reach constituents via billing or marketing communications ahead of the February 2025 open house.

McGregor Company: Linda Becker shared on December 18, 2024, that freight often uses Albion or Grand Avenue and SR 270, especially when serving the north end of Pullman. The company would need internal approvals to participate in outreach efforts. Follow-up occurred through Linda and outreach director Leslie Druffel.

Norm Druffel Farms: On December 20, 2024, Jeremy Druffel shared that their operation avoids downtown Pullman and uses early morning hours to reduce traffic conflicts when traveling north-south.

Boyer Farms: Conversations with Bryan Boyer on January 3 and January 14, 2025, indicated that they try to avoid downtown Pullman. They haul grain to Lapwai, ID and prefer routes like Estes Road or Albion Road. Sand and Kirkendahl have been used but are not ideal due to narrowness and steep grades.

Clearwater Paper: Bert Sahlberg recommended contacting Idaho Forest Group for additional freight information. Many of their trucks are logging-related.

Uniontown Co-Op: Allen Druffel noted that most freight is headed to the Port of Lewiston. Trucks use routes like Grand-Bishop to Moscow or Thorncreek Highway. Infrastructure like the Thorncreek bridge and narrow WA segments were highlighted as challenges.

Atlas Gravel and Sand: David Latham, on January 14, 2025, shared that they avoid Pullman when possible. Bishop Boulevard and Airport Road were once used as bypasses but are less effective now due to development.

Wilbur Ellis: Nick Bell emphasized avoiding downtown Pullman and described common use of Albion, Sand, and Johnson Roads. Road closures, weight restrictions, and safety concerns were noted for Sand-Kirkendahl and Thorncreek.

Dick Druffel Farms: On January 22, 2025, Craig and Brett Druffel described reliance on Grand Avenue before 7:00 a.m. to avoid congestion. They support improvements to intersections and turn lanes, and they avoid Bishop due to problematic stoplights. Kirkendahl and Sand Roads were noted as substandard.

Palouse Conservation District: Jennifer B. was asked on January 30, 2025, to help distribute open house information to local ag contacts.

WSU Central Receiving: Brady Allen shared insights on February 6, 2025, about routing campus deliveries. They avoid downtown Pullman where possible and noted truck access issues on Terre View and Bishop.

Port of Lewiston: Mary Ichobelli expressed interest in coordination with freight operators like Swift Trucking.

Inland North Waste: Kasey clarified they serve only Latah and Nez Perce counties and suggested alternate contacts for freight services.

PNW (Pacific Northwest Farmers Co-op): On February 10, 2025, Jake Gisler and Shawn O'Connell confirmed that growers use a range of routes to Almota, often avoiding downtown Pullman. They supported Sand-Kirkendahl improvements and described seasonal variations in freight flows.

Lewis-Clark Terminals: Jerry Kiekow stated that trucks mostly use US 95 or US 195, with minimal traffic through Pullman.

Idaho Forest Group: Adam Miller on February 13, 2025, discussed freight logistics and seasonality, especially for logging trucks. Contact info was shared for further coordination.

Diamond S Farms: Art Schultheis, on February 14, 2025, described use of Johnson Road, Bishop Boulevard, and Sand-Kirkendahl routes. He noted interest in potential land sales and improvements.

Anderson Farms: Jeff Anderson on February 18, 2025, described challenges with city infrastructure, including tight corners and barriers that hinder equipment movement. Bishop Boulevard was a concern.

NDS Farms: Kurt Druffel on February 24, 2025, expressed that a full ring road is needed. He emphasized challenges with Kirkendahl and Sand Roads, supported improvements to Albion Road and Bishop, and identified coordination needs with Latah County.

McGregor Company (Follow-up): On March 6 and March 27, 2025, Leslie Druffel and Tom Chamberlain discussed fertilizer and hay transport, use of various corridors, and bridge limitations. Arty Harber confirmed that downtown Pullman is avoided when possible, with alternate routes used based on seasonal or road closure needs.

Bill O'Hare: On March 31, 2025, Bill discussed potential development impacts on bypass road corridors.

KW Baker Trucking: On April 16, 2025, Keith Baker described hauling hay from the Troy/Deary area and suggested additional contacts.

G&G Trucking: Dave Gilcrest, also on April 16, 2025, shared detailed feedback on Sand-Kirkendahl's limitations and supported improvements to Albion Road and Bishop Boulevard.

Town of Albion: On May 2, 2025, Mayor Carolyn Emerson and Starr Cathey voiced concern about increased traffic and limited resources to maintain or improve local infrastructure. The weight-restricted bridge and park expansion were key issues.

These conversations highlight regional trucking behaviors, seasonal variations, and concerns related to infrastructure condition, safety, and routing. The feedback supports the need for targeted improvements and consideration of alternative freight corridors to reduce impacts on downtown Pullman.

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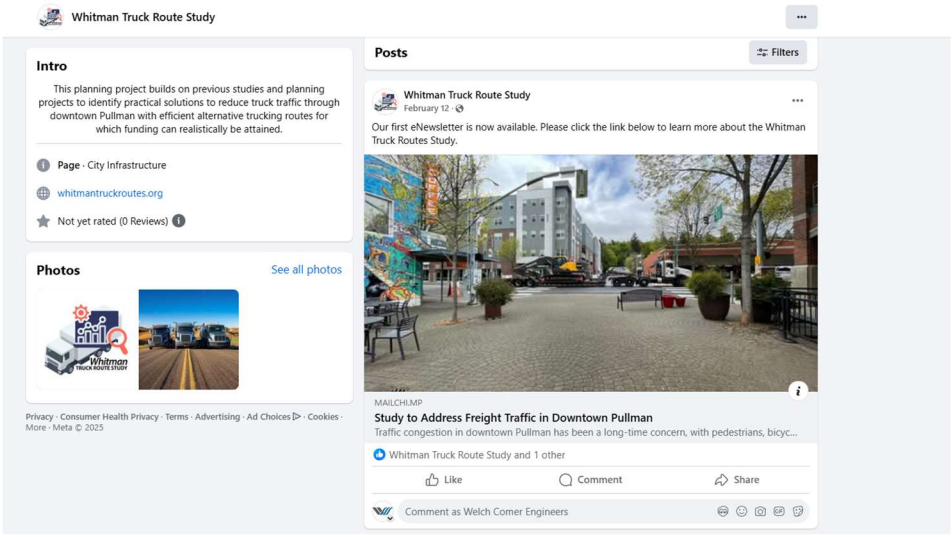

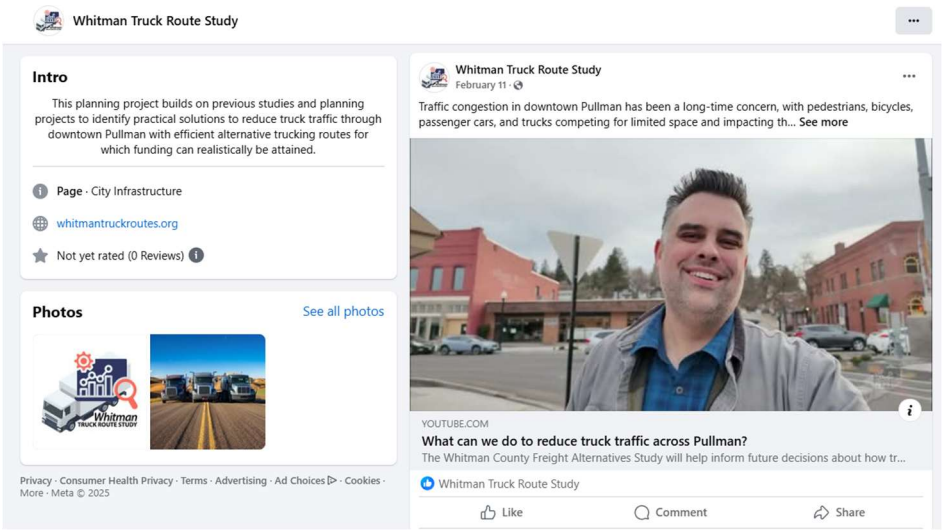

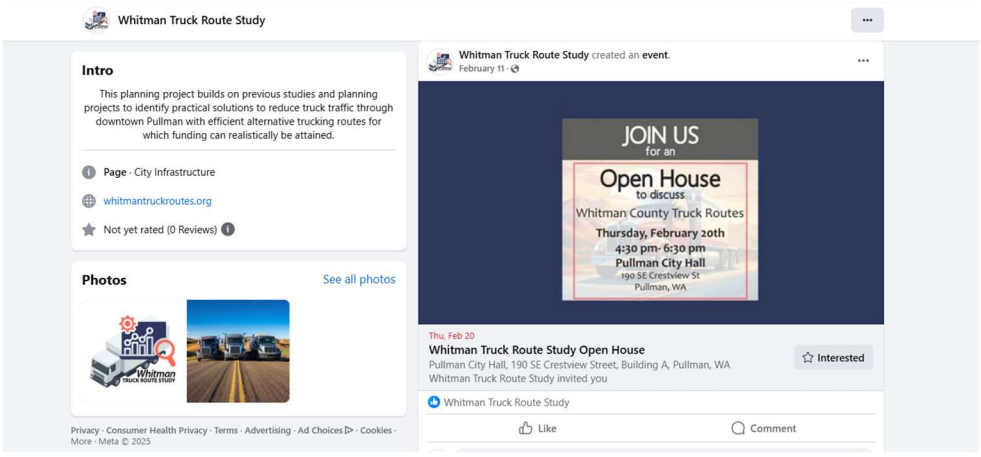

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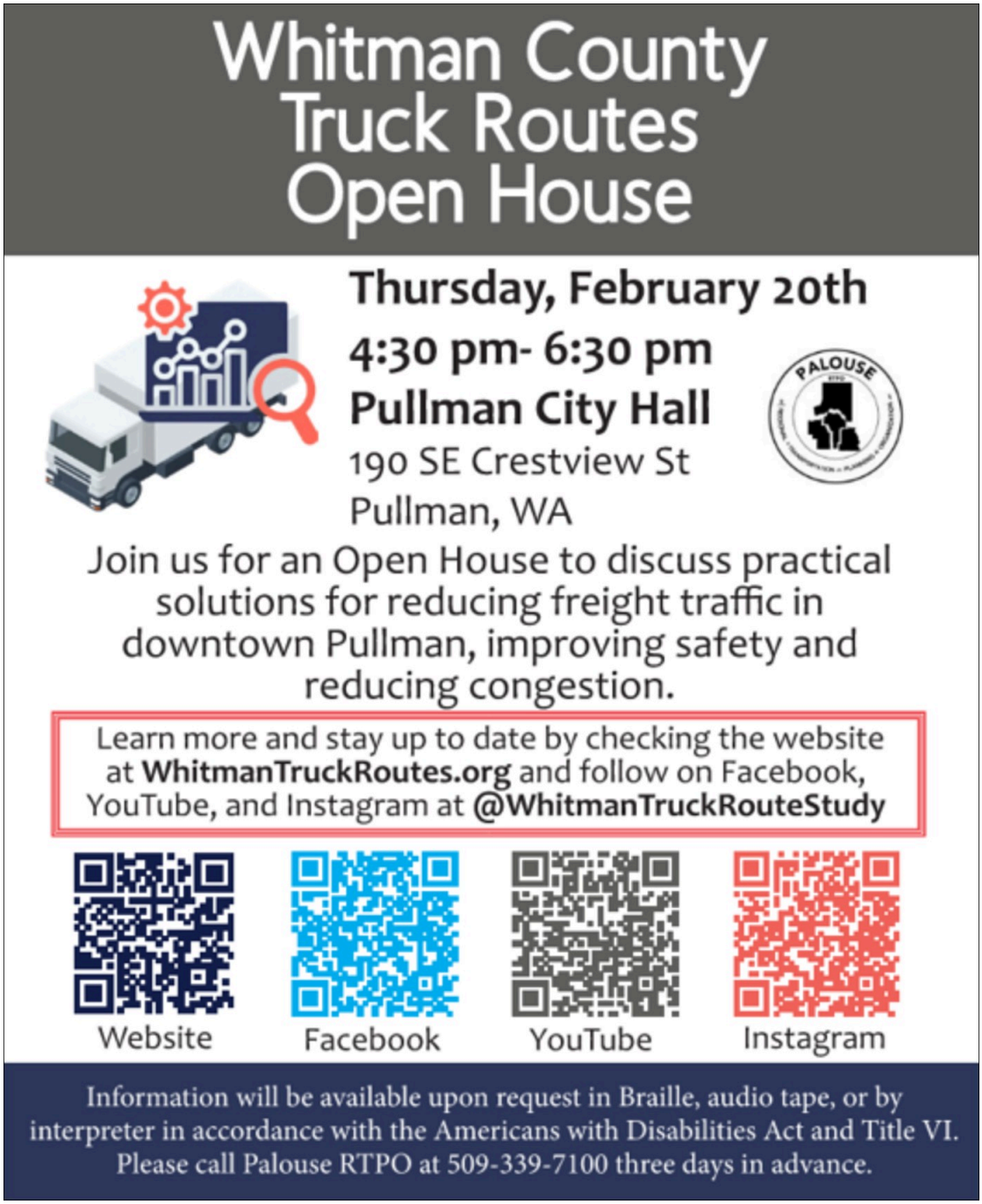
Palouse RTPO and WSDOT Launch Study to Address Freight Traffic in Downtown Pullman

Traffic congestion in downtown Pullman has been a long-time concern, with pedestrians, bicycles, passenger cars, and trucks competing for limited space and impacting the vibrant downtown environment. With the completion of Pullman's Main Street project, reducing or eliminating through freight traffic in downtown Pullman to improve safety, reduce congestion, and enhance the built environment is now a priority.

have partnered to conduct a study to explore practical solutions for reducing or eliminating freight traffic in the area.

Open House Planned for February 20



Led by Welch Comer Engineers, the consultant team will present project goals and potential alternative routes at a public Open House that will take place **from 4:30—6:30 pm on Thursday, February 20, 2025, at Pullman City Hall, 190 SE Crestview**

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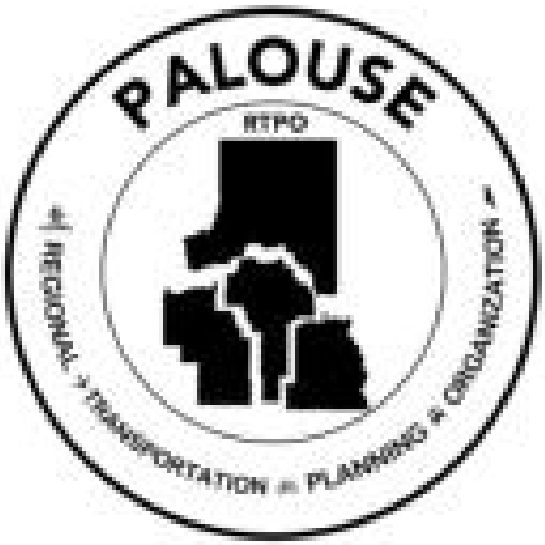
interpreter in accordance with the Americans with Disabilities Act and Title VI. Please call Palouse RTPO at 509-339-700 three days in advance. The study is anticipated to conclude in June.

Additional resources and updates are available online at **WhitmanTruckRoutes.org** and on social media platforms YouTube, Instagram and Facebook at **@WhitmanTruckRouteStudy**.

The team is specifically seeking input from individuals with expertise in harvest-related and other heavy freight-related transportation within the Whitman County region. If you have knowledge in these areas, please reach out to Courtney Kramer, Public Involvement Specialist, at **ckramer@welchcomer.com**.

Your insights and participation are essential to shaping the future of truck traffic in downtown Pullman.



Whitman County Truck Routes Study Website

Our mailing address is:

330 East Lakeside Avenue, Suite 101

Coeur d'Alene, ID 83814

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Practical Solutions for Freight and Truck Movements

The Whitman County Truck Routes Study seeks to explore practical solutions for reducing or eliminating freight traffic in the area, especially through downtown Pullman. But what does that mean? Click on the link below for a quick video about the project.

Open House on Thursday, February 20

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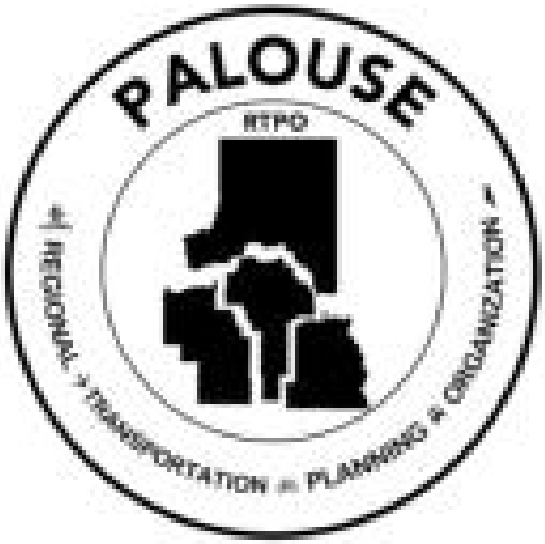
Community members interested in freight and truck routes in and around Pullman are invited to an Open House to be held from **4:30—6:30 pm on Thursday, February 20, 2025, at Pullman City Hall, 190 SE Crestview Street in Pullman**. Residents and stakeholders are encouraged to attend and provide input. Information will be available upon request in Braille, audio tape, or by interpreter in accordance with the Americans with Disabilities Act and Title VI. Please call Palouse RTPO at 509-339-700 three days in advance. The study is anticipated to conclude in June.

The team is specifically seeking input from individuals with expertise in harvest-related and other heavy freight-related transportation within the Whitman County

Your insights and participation are essential to shaping the future of truck traffic in downtown Pullman.



Whitman County Truck Routes Study Website

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Open House on Thursday, February 20

Friendly Reminder: There will be an Open House for the Whitman Truck Routes Study from 4:30—6:30 pm tonight, Thursday, February 20, 2025. The Open House will be held in the Council Chambers of Pullman City Hall, 190 SE Crestview Street, in Pullman.

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trucking and freight routes in and around Pullman. A formal presentation is not planned and attendees are invited to drop into the meeting at their convenience.

Whitman County Truck Routes Study Website

Our mailing address is:

330 East Lakeside Avenue, Suite 101

Coeur d'Alene, ID 83814

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Thank You for Attending the Open House

Our team is grateful to those community members who attended the Open House held for the Whitman Truck Routes Study last Thursday. The community's great turn-out meant that we gathered a lot of information, as well as new contacts to follow up with regarding freight and truck movements in and around Pullman. Thank you for your time!

Open House Display Boards Available on Website

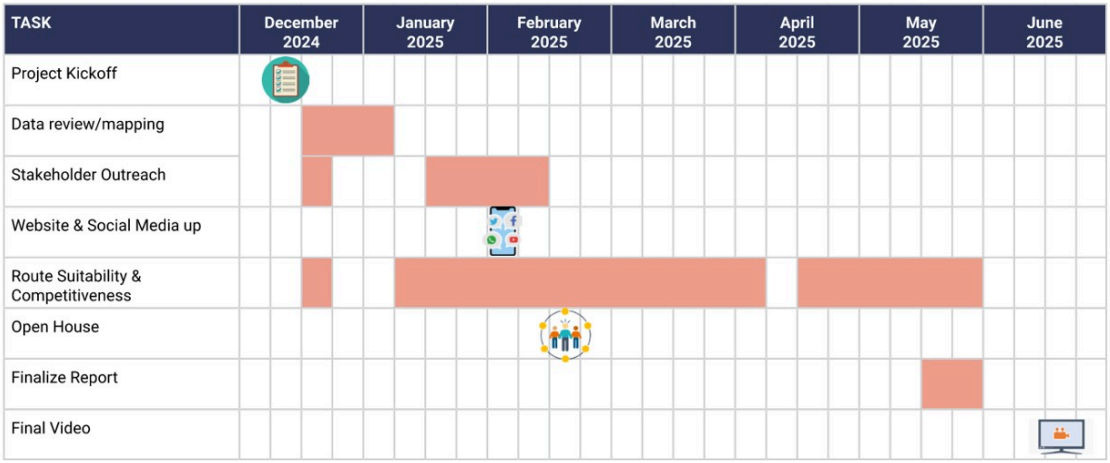
For those of you unable to attend the Open House on February 20, the materials have been published on the project's website at www.whitmantruckroutes.org. The Open House did not include a formal presentation. Comments regarding the materials provided on the website should be sent to Courtney Kramer, Public Involvement Specialist for Welch Comer Engineers, at ckramer@welchcomer.com.

Whitman County Truck Routes Study Website

What to Expect Next

Whitman County Truck Route Study

Schedule



Because of requirements for the funding, the study must be complete by the end of May so that the report can be adopted by the Palouse Regional Transportation Planning Organization in June.

We anticipate completion of a draft report in April. Given the intensity of spring work for many in the agriculture community, a second Open House will not be held to review the draft report. Instead, the draft report will be provided on the website for comments. Please anticipate hearing from us by mid-April as we seek comment on the draft report. An explanatory video will be posted at the project completion.

Thank you for your time and engagement with this study!

Our mailing address is:

330 East Lakeside Avenue, Suite 101

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