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

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Executive Summary

The Pullman-Whitman County Freight Alternatives Study, led by the Palouse Regional Transportation Planning Organization in partnership with and funded by 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-effective alternatives to shift through-truck traffic away from the downtown core while supporting efficient freight movement. These options are intended to complement—not replace—larger regional solutions previously identified or currently under study. The process included strong public engagement, stakeholder interviews, a Transportation Advisory Group, and origin-destination freight analysis.

Key Findings

- About 50% of downtown truck traffic is through-traffic without a local destination.
- Of the through truck traffic, 75% is traveling in an east-west or west-east direction.
- 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

Though several routes were evaluated, the routes identified below were the most practical to reduce truck traffic passing through downtown Pullman.

1. **Bishop Boulevard Route**
   - Most competitive option with minor travel time increases.
   - Estimated improvement cost: $7.65 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: $18.9 million.
   - Most suitable for agricultural traffic coming from the east.
3. **Albion Road Route**
   - Existing truck route with lower infrastructure needs
   - Estimated improvement cost: $9.2 million
   - Key link to the Port of Almota for agricultural goods

Estimated Truck Reduction Potential

Truck trips per day through downtown Pullman on Grand Avenue, Paradise Street, and Main Street were estimated to be 1,400 medium trucks (FHWA Classes 5–7) and 100 heavy trucks (Class 8) for a total of around 1,500 daily trucks. 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 practical alternatives have the potential to divert the majority of the 750 daily through-truck trips currently traveling through downtown Pullman, which make up roughly 50% of the total trucks in downtown Pullman.

Implementation Strategy

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

- Immediate Term (~$2.9M): Focus on priority upgrades to Bishop Boulevard intersections and signal upgrades
- Near Term (Next 5 Years, ~$12.6M): Make Kirkendahl Road truck-capable and continue Bishop enhancements
- Medium Term (5–10 Years, ~$12.5M): Improve Sand Road, replace bridges on Bishop and Sand, and construct Albion roundabout
- Long Term (10–15 Years, ~$7.7M): Address remaining intersection on the Sand Road route in Moscow, Idaho and complete improvements on roadways and a bridge on the Albion Route.

Conclusion

This study provides a data-driven, community-informed roadmap for rerouting freight traffic currently driving through downtown Pullman. Prioritizing the Bishop Boulevard and Sand Road–Kirkendahl alternatives offer the best near-term opportunities to meet the goals while supporting regional freight mobility.

1 - 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) and WSDOT 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.

Building on past planning and strong community input, the study offers data-driven recommendations to guide future infrastructure and policy decisions. Its goal is to improve quality of life in downtown Pullman while supporting regional freight efficiency. It presents cost-effective options to reroute through-truck traffic that complement, not replace, broader regional solutions.

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.

Study Area

The 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, SR 195, SR 270, 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.

The objective is to reduce heavy truck traffic in the downtown Pullman core, as shown in the exhibit.

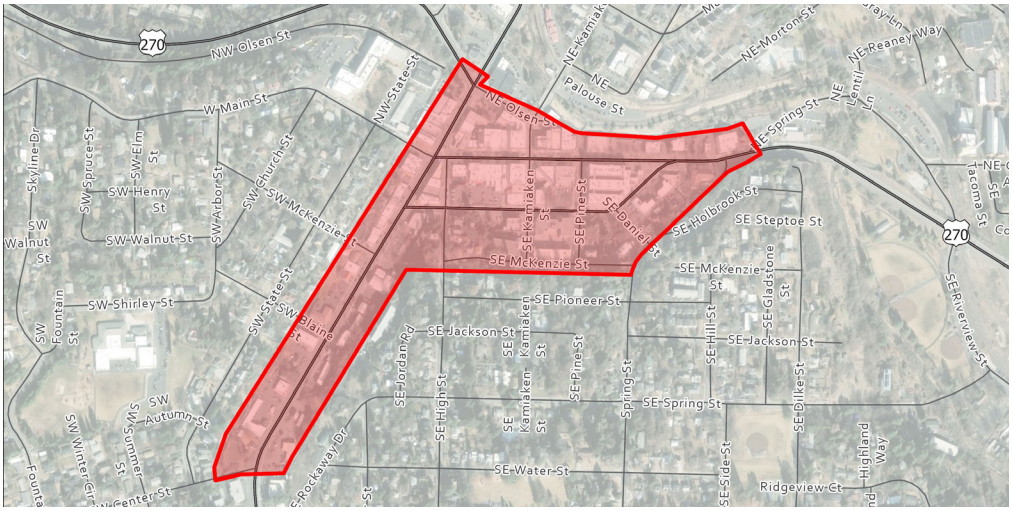


Exhibit 1-1: Downtown Pullman Core limits for purposes of the study.

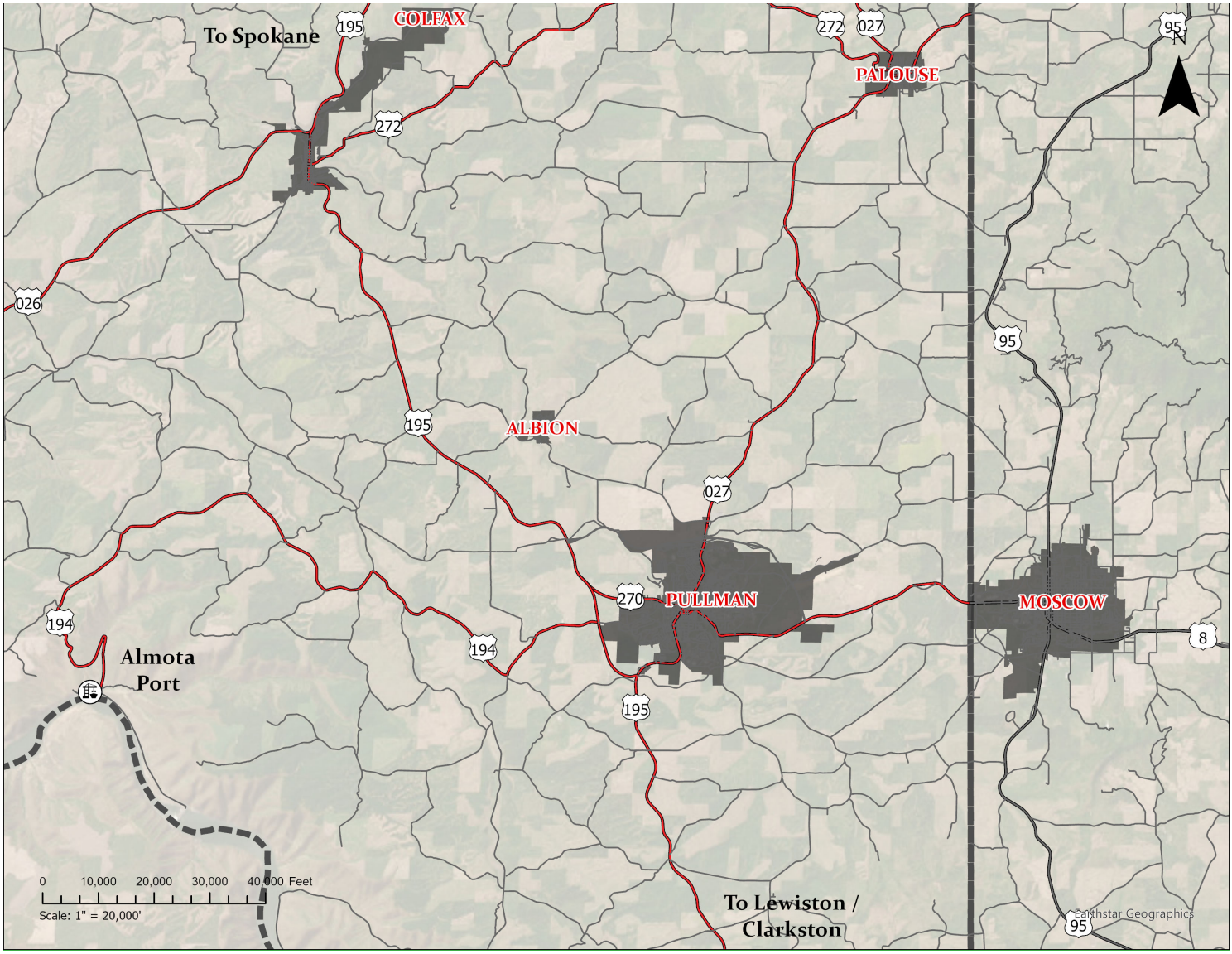


Exhibit 1-2: The study area includes the region in and around the City of Pullman. Some routes extend into Moscow, Idaho.

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 freight challenges while aligning with current community and regional goals.

The Pullman/Whitman County Freight Alternatives Study aims to identify practical freight routes that reduce or eliminate heavy truck traffic in downtown Pullman, improving safety, mobility, and livability while preserving regional freight efficiency. The proposed solutions are designed to be more feasible, cost-effective, and quicker to implement, complementing—rather than replacing—broader regional mobility efforts. The alternatives are not "either-or" options; each may serves specific freight movements and can work in combination to support overall system 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.

2 - 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 150 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

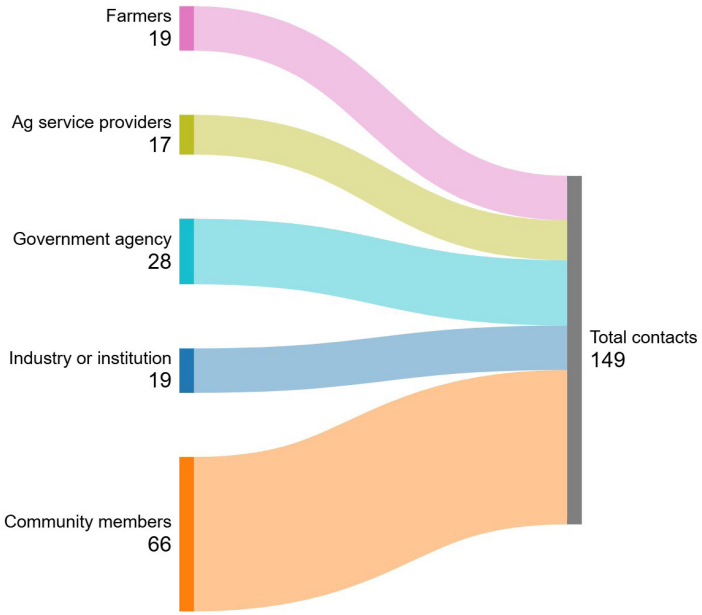
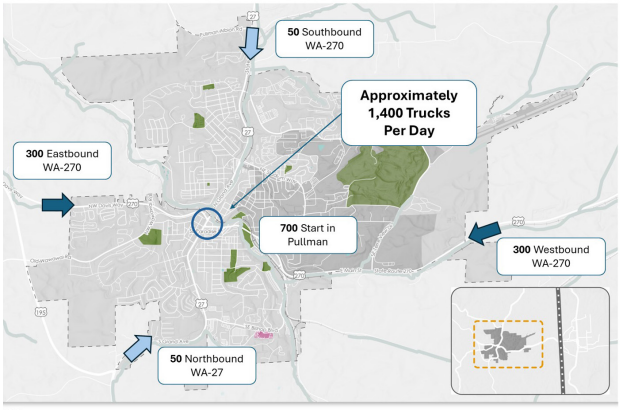


Exhibit 2-1: Direct engagement efforts connected with nearly 150 community members. Passive efforts likely reached many more.

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.

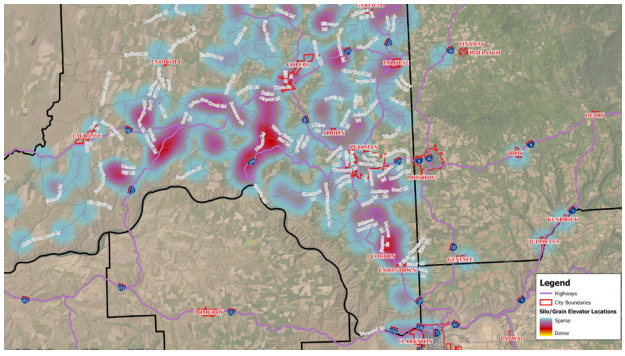


Preliminary data presented to the TAG during the first meeting

TAG Meeting 1 – Project Launch

The first TAG meeting was held on January 13, 2025 and introduced the purpose of the study, 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.



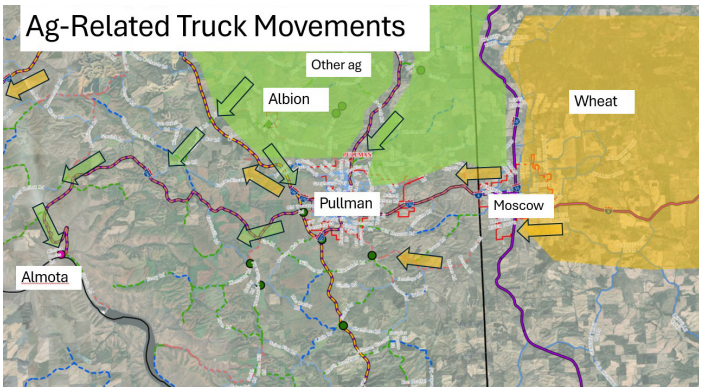
Grain silo density provided by the County was mapped to help inform agricultural freight patterns.

TAG Meeting 2 - Preliminary Alternatives and Evaluation Criteria

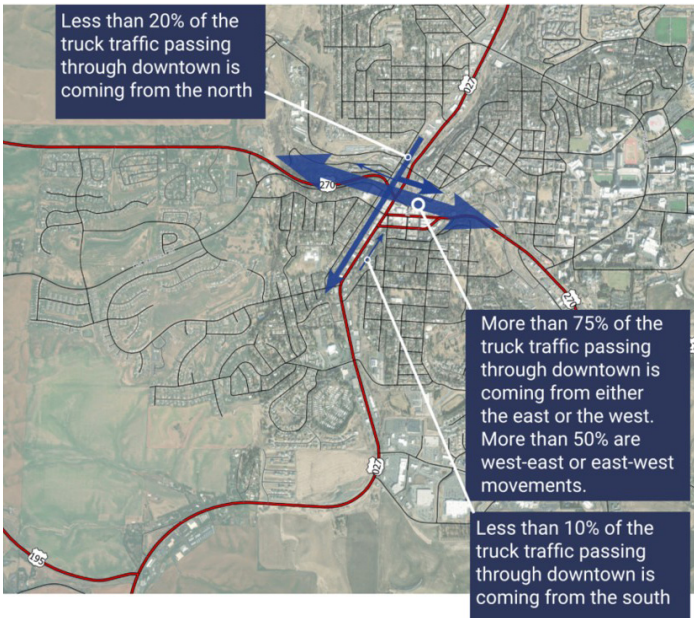
The second TAG meeting was held February 11, 2025 and focused on presenting the data collected to date and reviewing draft route alternatives. The consultant team also introduced proposed evaluation criteria for ranking the alternatives. Key discussion items included:

- 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 1,500 daily heavy truck trips in downtown Pullman have an origination or 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.



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



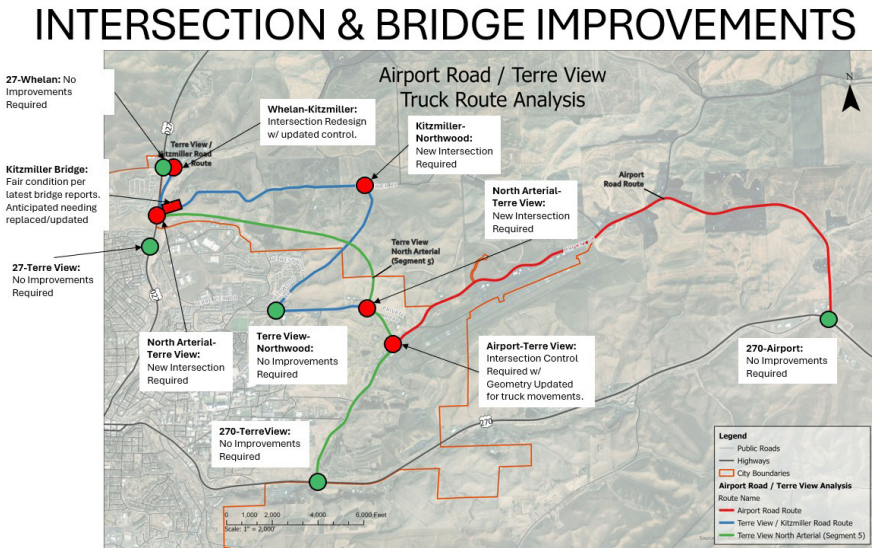
The team's understanding of high-level truck origins and destinations were explained to the TAG.

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.



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 generally prefer to avoid downtown Pullman, but limitations on alternative routes make that challenging. Freight operators identified Albion Road, Bishop Boulevard, and Airport Road as potentially preferred alternatives, though each requires improvements to be truly useful options.
- 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, Latah County, Town of Albion, WSU, and Horrocks, a consultant currently working on another study (US-95 PEL) with the Idaho Transportation Department (ITD) 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. Adjacent 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

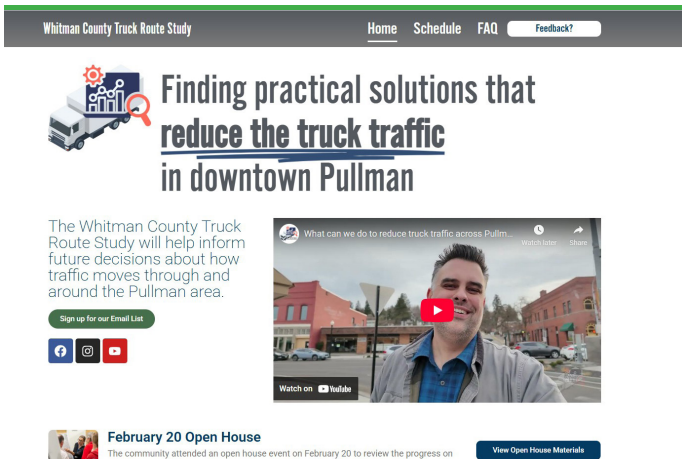
An open house, held at City of Pullman City Hall on February 20, 2025, drew more than 50 attendees and generated 13 written comments. Attendees expressed genuine interest in exploring alternatives to reduce the number of trucks traveling through downtown Pullman. Key take-a-ways included:

- 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. The virtual outreach was successful - nearly 260 e-newsletters were opened and the team received 37 virtual comments on the draft study.



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.

3 - 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.

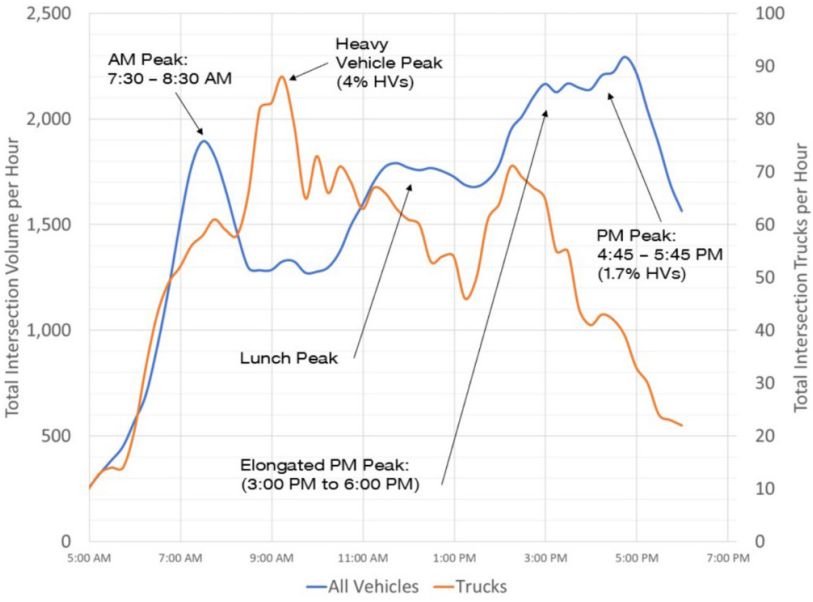


Exhibit 3-2: The freight peak downtown is typically different than that of passenger vehicles (Grand/Main is shown).

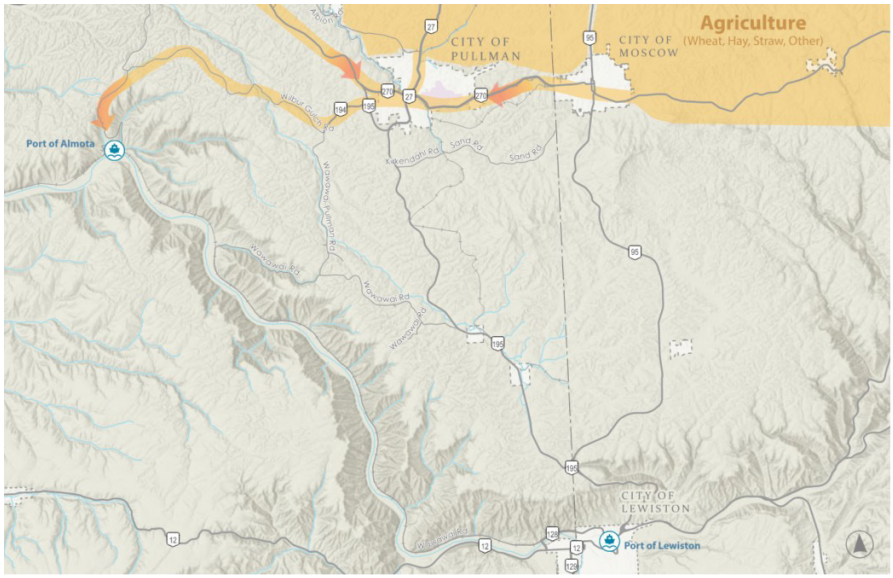


Exhibit 3-1: Much of the agricultural freight passing through Pullman is headed to the middle of Washington State or to the Port of Almota.

Key Findings:

- About one-half of the truck traffic in downtown Pullman has a destination within the downtown.
- 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.

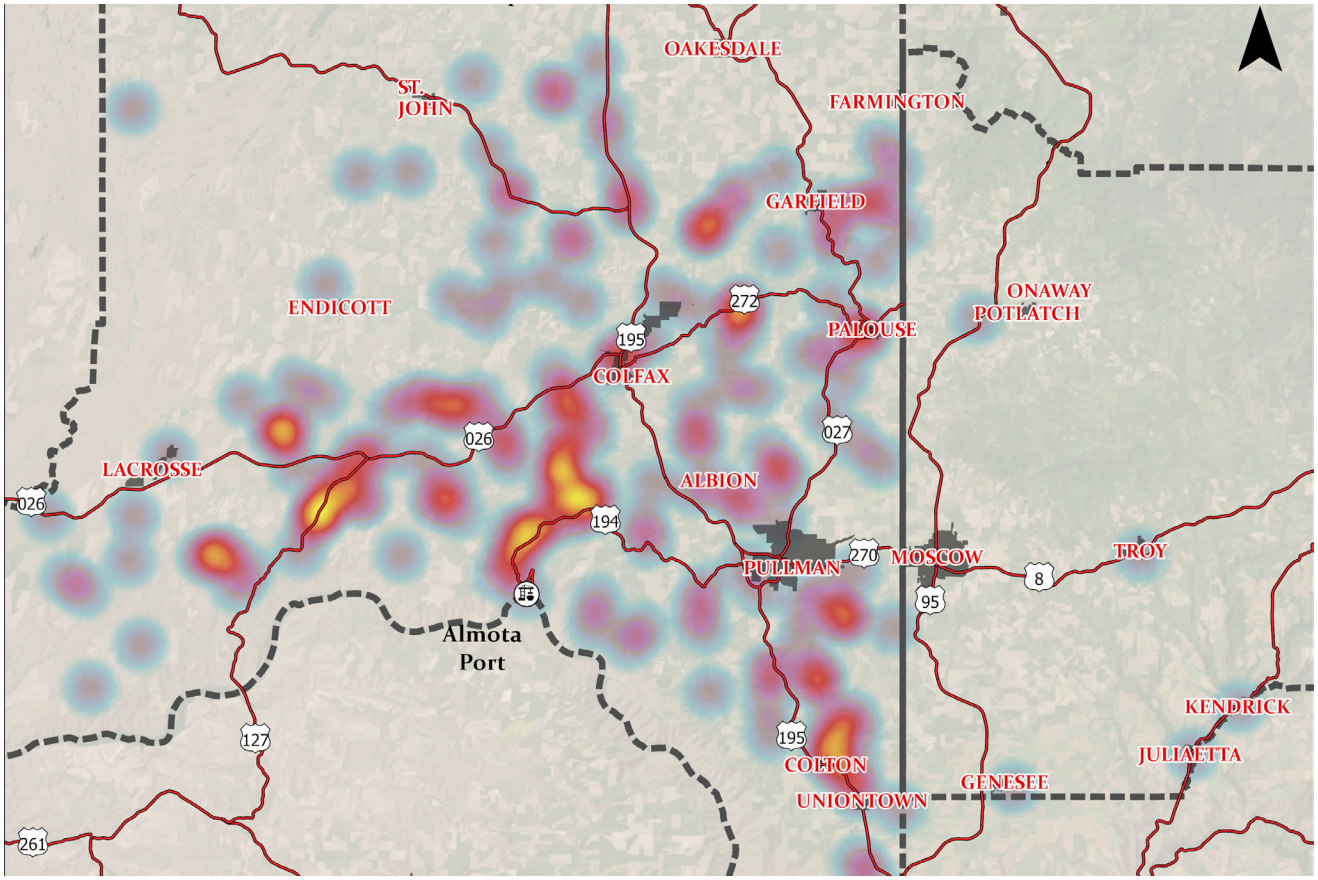


Exhibit 3-3: Silo density was one item that helped the team understand agricultural freight patterns.

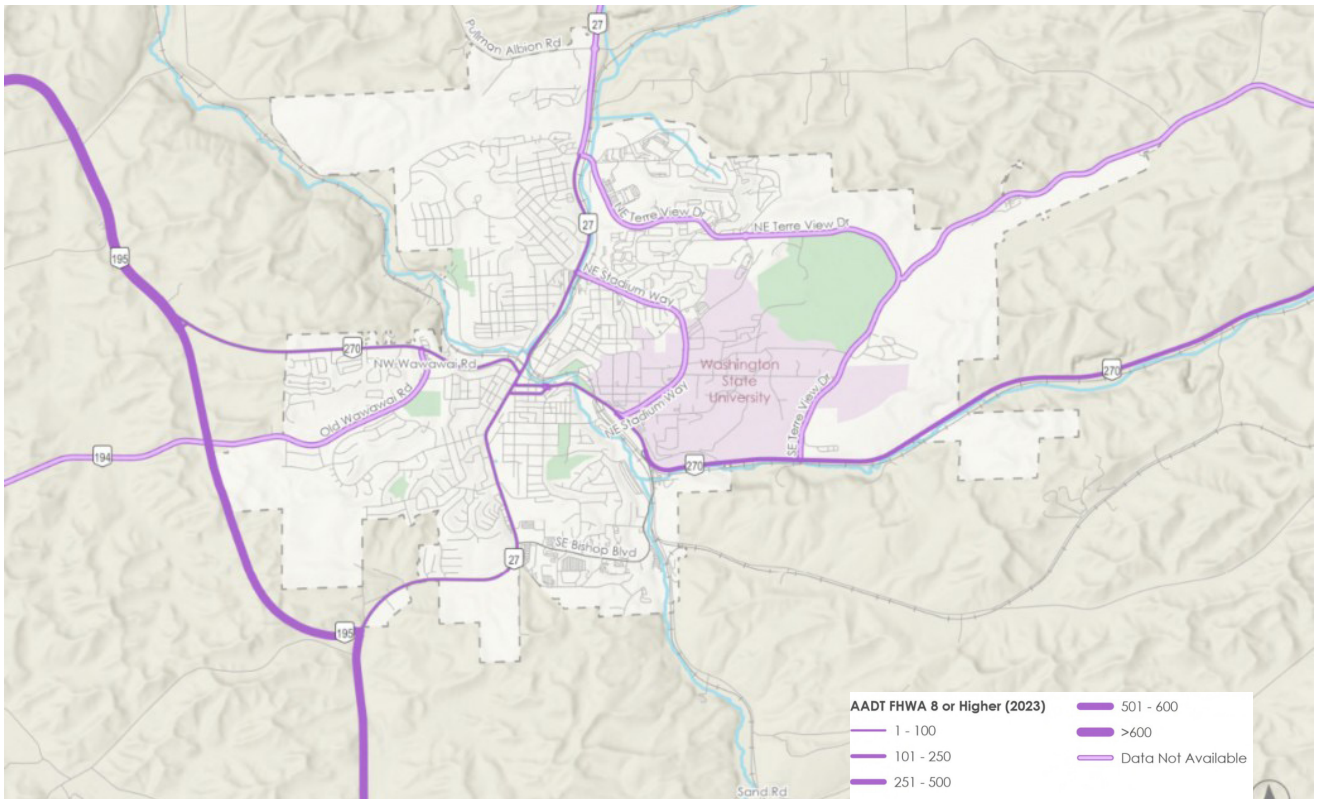


Exhibit 3-4: Freight traffic pulled from Replica was used by the team to understand routes already used by

Literature Review

As noted, freight traffic through downtown Pullman has been a longstanding concern. Over the years, numerous alternative routes have been proposed in past studies or are being explored through ongoing efforts. The design team compiled these historical routes into a single reference graphic. While many of these options remain relevant, they no longer meet this study's criteria for practicality due to current conditions and would likely cost tens or even hundreds of millions to construct. This study does not seek to replace those broader regional alternatives, but instead focuses on identifying more practical, lower-cost options to reduce through freight traffic specifically in the downtown core.

The compiled routes are illustrated in the figure below.

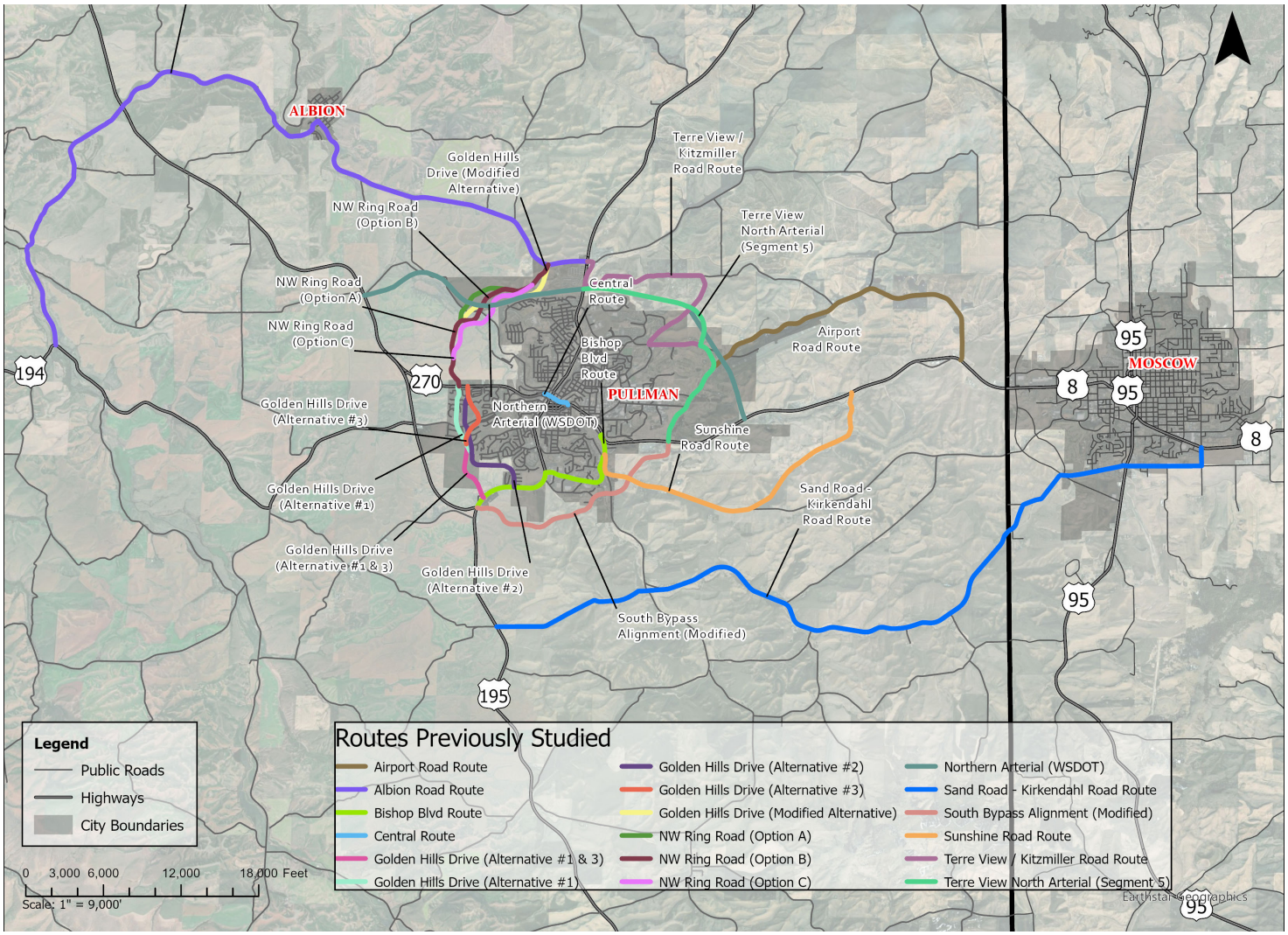


Exhibit 3-5: Map of compiled possible routes from all past studies, utilizing existing and/or new roadways to reduce traffic congestion in downtown Pullman.

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.

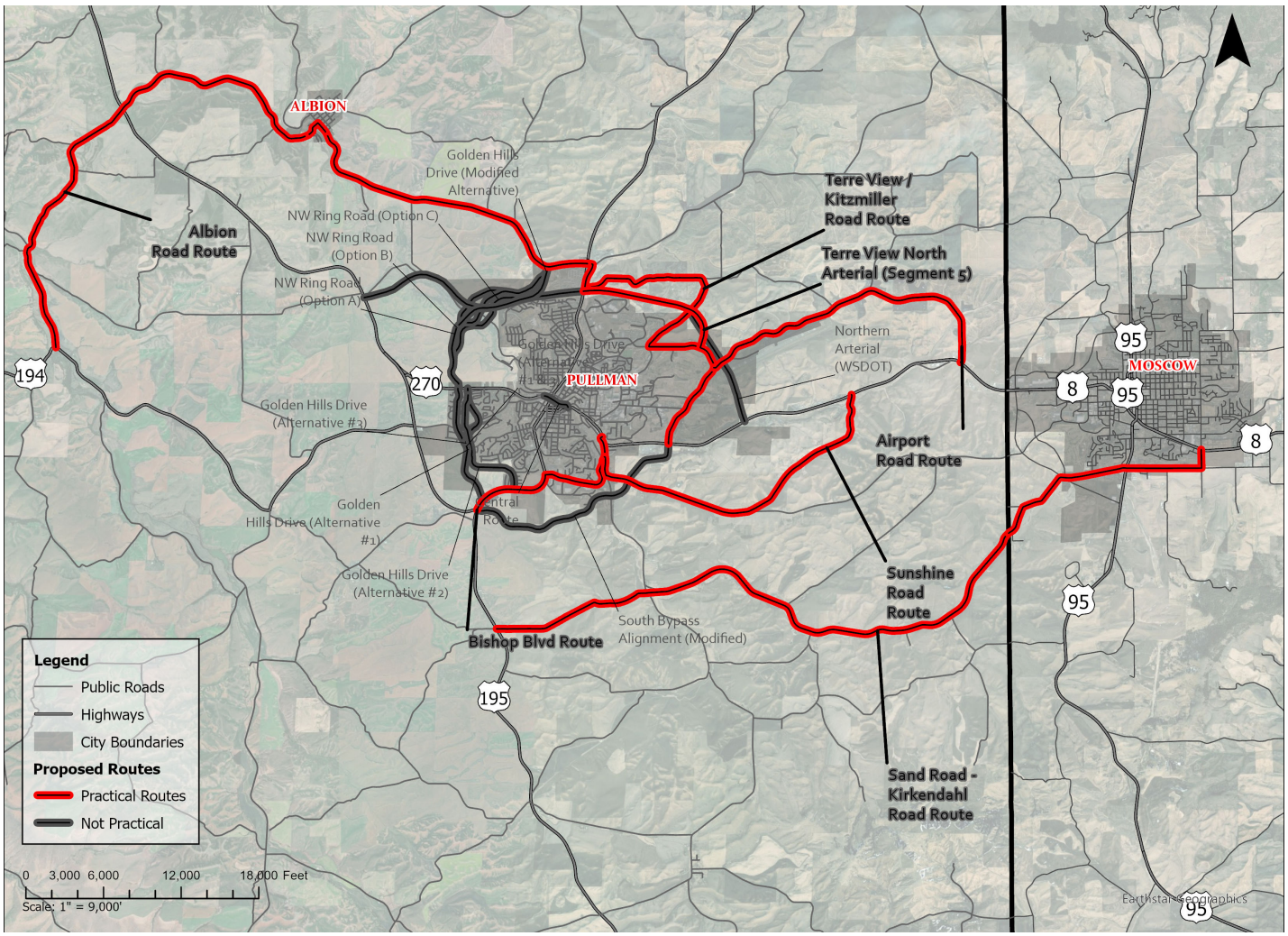


Exhibit 3-6: Routes determined to be practical were further evaluated.

4 - 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 in both Washington and Idaho. The City of Moscow has identified this corridor as a preferred truck route and is conducting its own concurrent route evaluations. In Idaho, ITD is studying Palouse River Drive—which would connect to Sand Road—as part of the US-95 Palouse Region PEL. Planned improvements are already underway, including roadway design and the replacement of two Sand Road bridges in Idaho. Additionally, a feasibility study for Kirkendahl Road was recently completed by Great West Engineering for Whitman County, further reinforcing the corridor's potential.

Freight operators recommended widening Kirkendahl Road and adding turn lanes at SR-195, but the corridor faces several other challenges to function effectively as a freight route. Key improvements would be needed, including curve realignment on Sand Road to improve sight distance, shoulder widening to accommodate bicycles, and minor safety upgrades. Kirkendahl Road is currently unpaved, and the intersection of Sand, Kirkendahl, and Johnson Roads would require realignment—necessitating a new bridge, roadway construction, and geometric improvements. Travel times are also expected to be longer than the existing downtown route, which could impact its competitiveness for some freight operators.

Despite these limitations, the corridor remains one of the more immediately actionable alternatives due to planned improvements already in motion and strong regional support for its use as a truck route.

Bishop Boulevard - SR195 Route

The Bishop Boulevard–SR-195 corridor presents a practical alternative for both freight and passenger traffic by leveraging existing roads and intersections. Its close proximity to downtown Pullman makes it a competitive option with minimal added travel time and a potential diversion route to ease city center congestion. However, several challenge must be addressed. Key intersections at SR-27 and SR-270 require upgrades to safely and efficiently accommodate trucks. In addition, environmental considerations could complicate or increase the cost of implementation. Environmental constraints related to a bridge replacement and the intersection improvements may also add complexity and cost to implementation. Additionally, steep grades along the route could pose difficulties for larger freight vehicles, warranting further evaluation of signal improvements to ensure the corridor operates effectively.

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 and is currently signed as a truck route, this alternative would likely require fewer physical improvements, resulting in lower implementation costs compared to other alternatives.

The Albion 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.

Residents of the town of Albion have expressed concerns about increased truck traffic, citing issues such as a load-limited bridge, lack of pedestrian facilities, and limited funding for road repairs and maintenance.

Old Moscow Highway, looking toward Bishop Blvd.

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.

Albion Road & SR195 intersection.

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.

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

To evaluate each potential freight route, nine assessment criteria were developed based on project goals, stakeholder input, and technical feasibility. These include: total project cost, required intersection improvements, bridge improvement needs, route length and added travel distance, zoning compatibility, impacts to private property, environmental constraints, safety performance, and multimodal conflicts with pedestrian and bicycle activity. Each criterion was weighted based on its relative importance and used to compare route practicality. A summary of these criteria and their comparative rankings is provided in the matrix on page 24.

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. Given funding 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, bridge replacements, and structural upgrades to accommodate increased truck volumes. These improvements were used to develop cost estimates.

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.

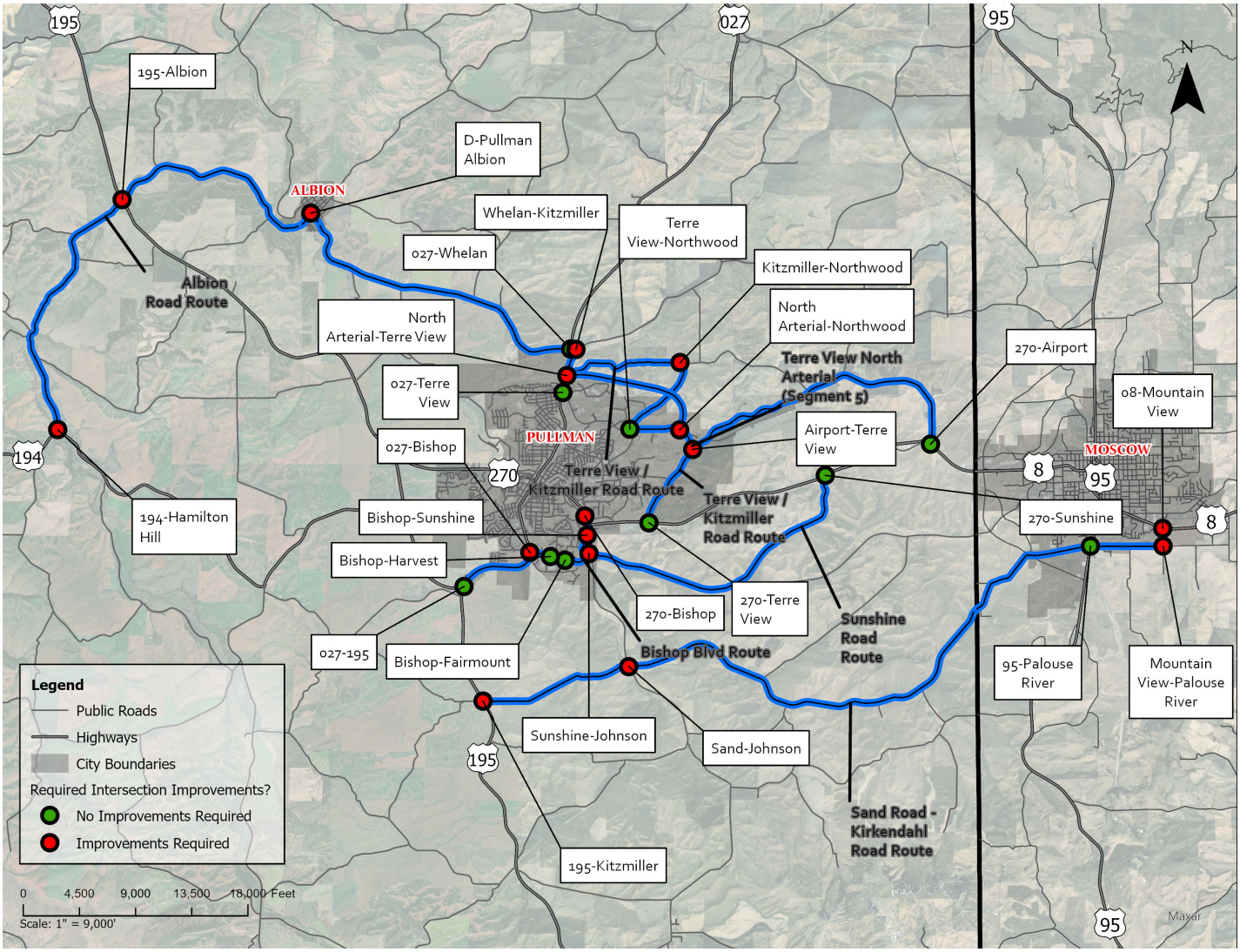


Exhibit 4-1: Intersection Improvements Required.

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.

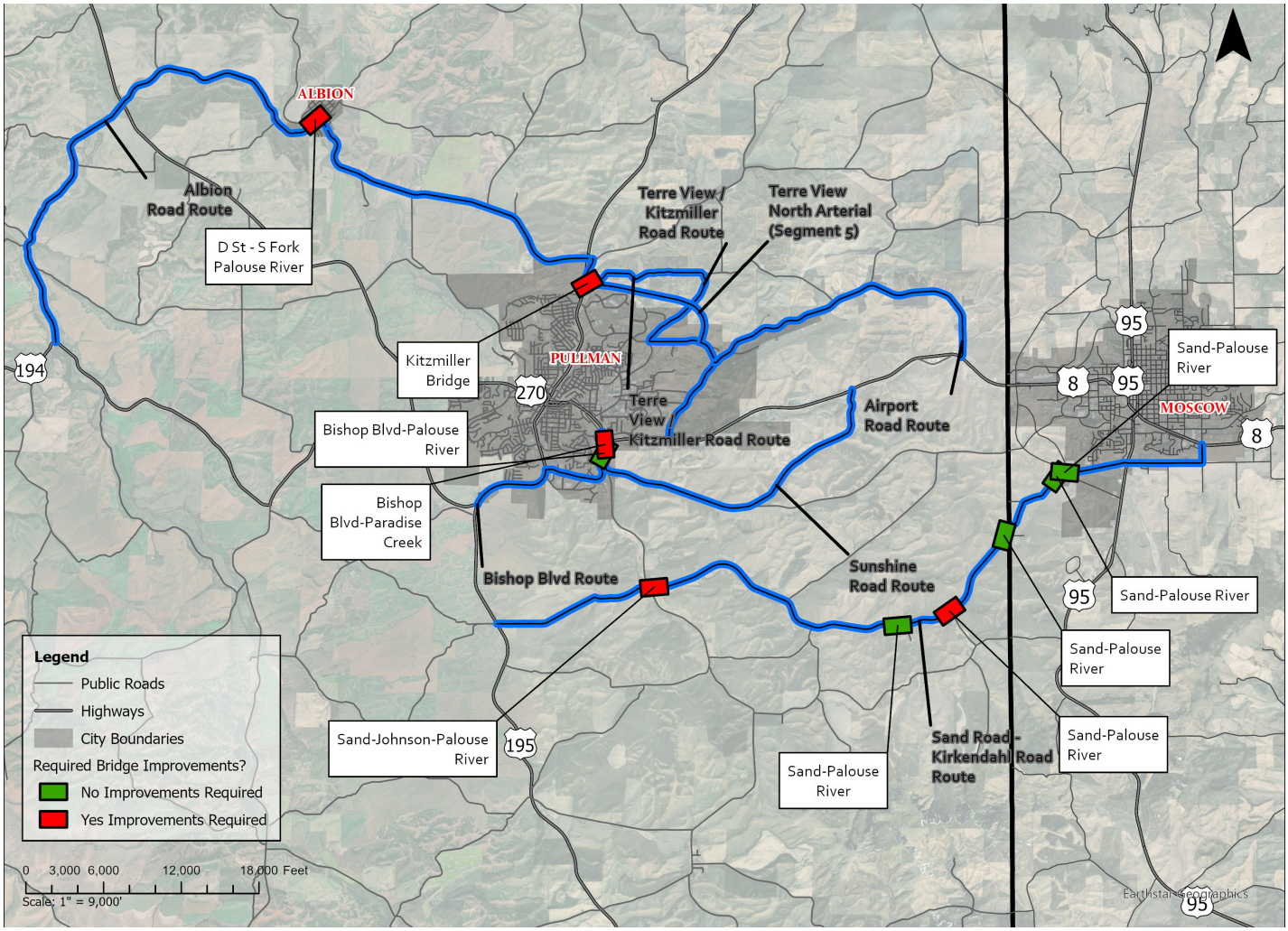


Exhibit 4-2: Bridge Improvements Overview

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.

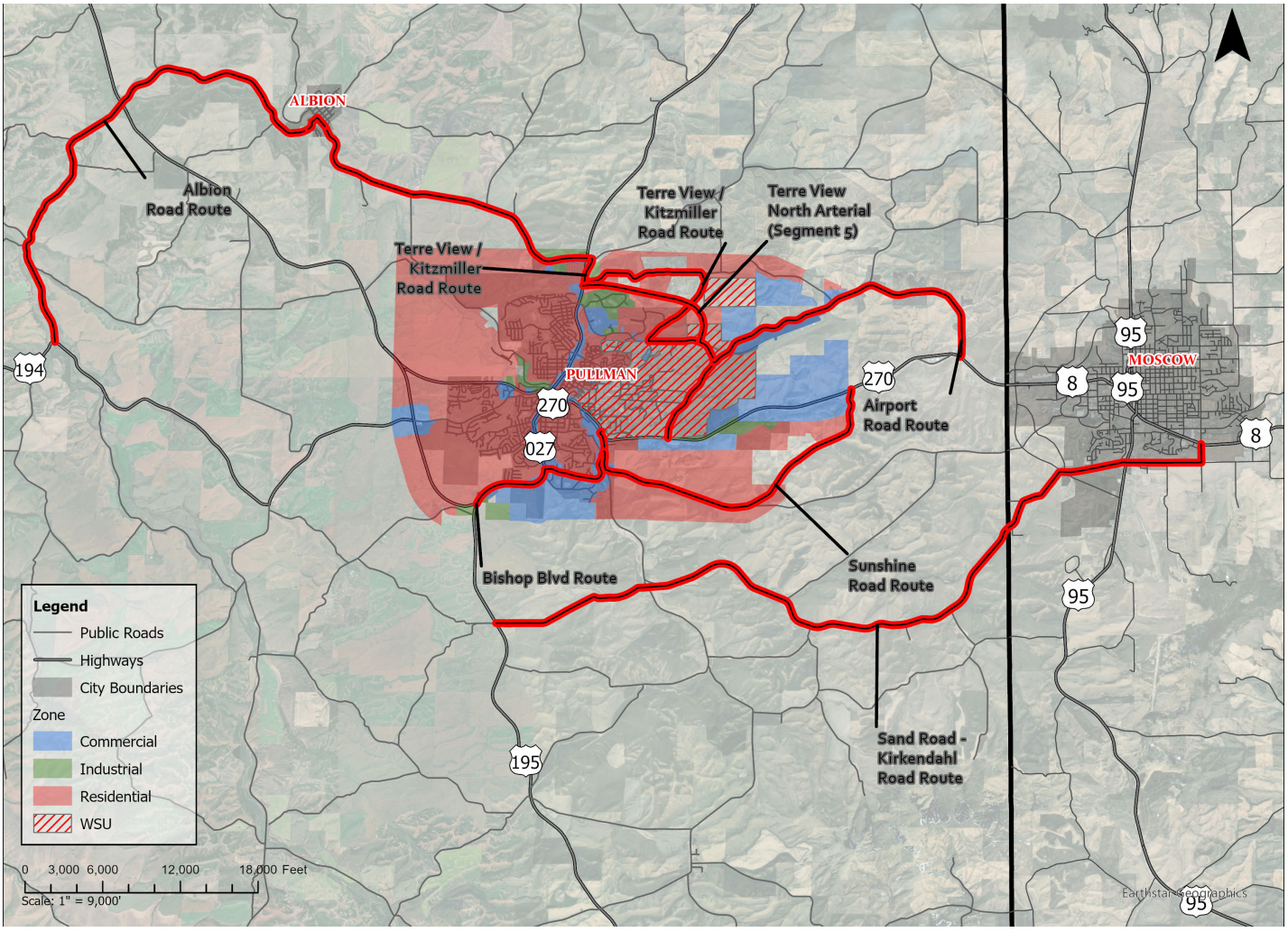


Exhibit 4-3: Zoning Analysis Overview

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.

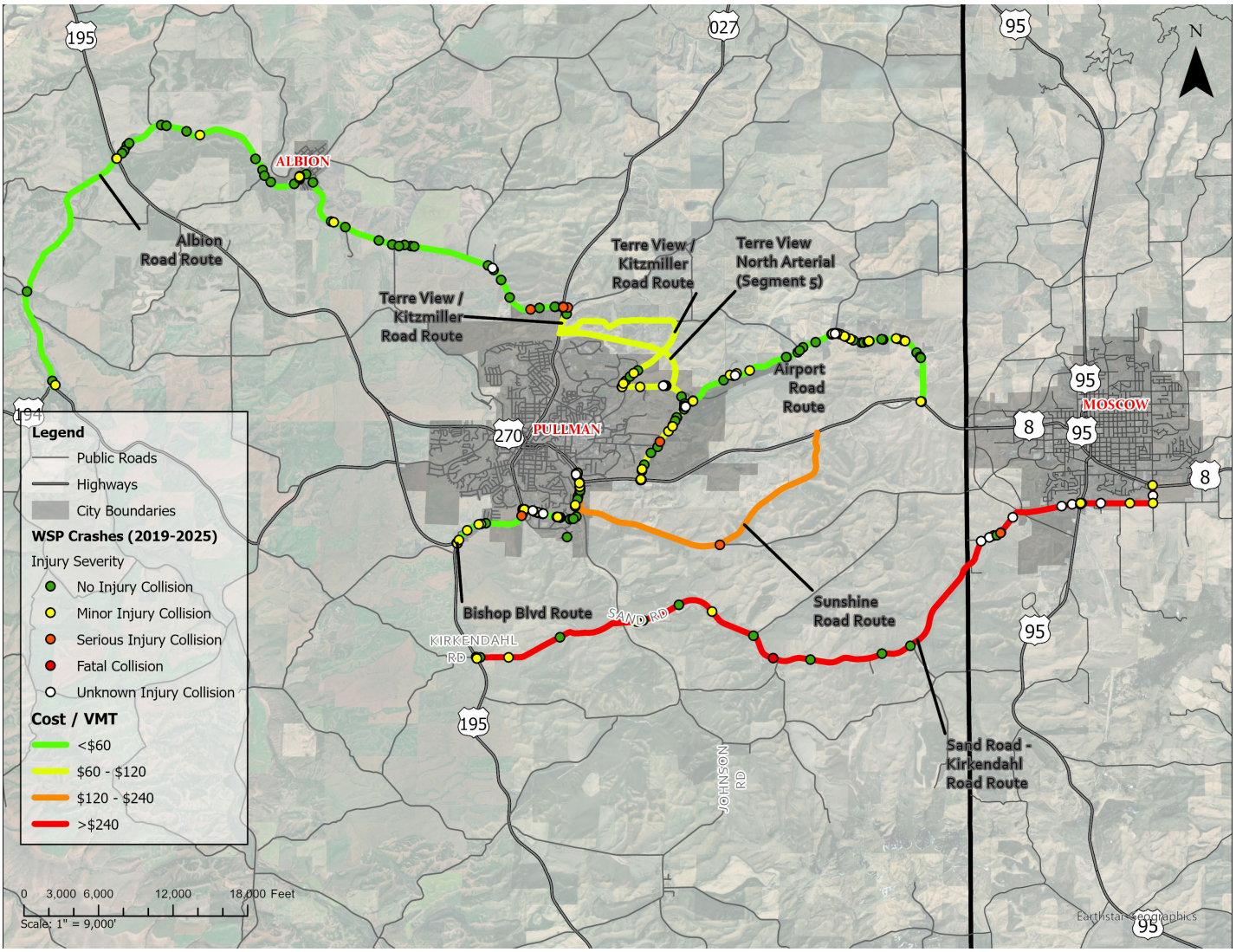


Exhibit 4-4: Safety analysis took into account the frequency and severity of crashes together with the traffic volume and length of the roadway.

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

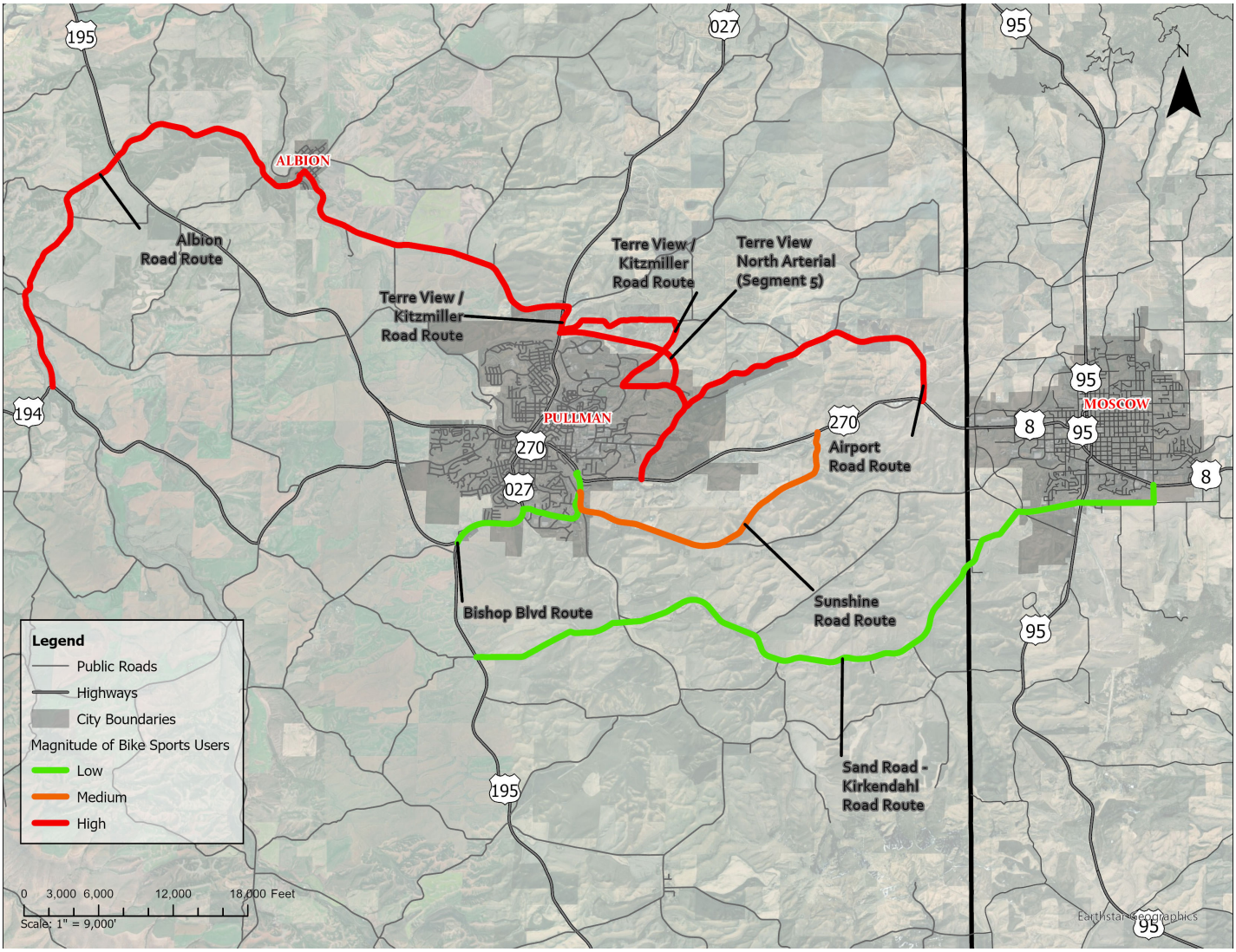


Exhibit 4-5: Bicycle Multimodal Analysis.

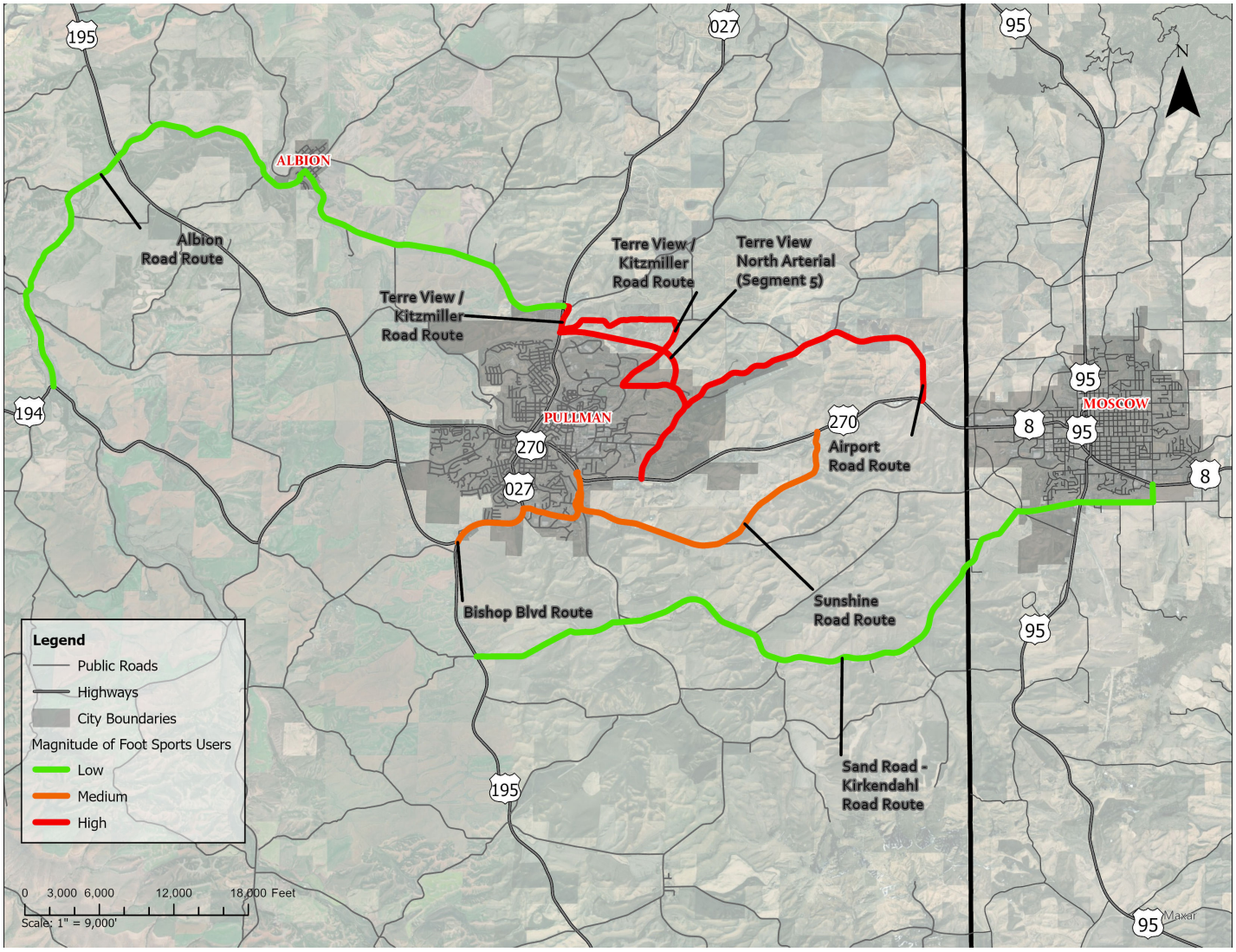


Exhibit 4-6: Foot-traffic Mulitmodal Analysis.

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

Exhibit 4-7: 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. These top-performing routes were further analyzed for their route competitiveness and potential to reduce truck traffic in downtown Pullman.

5 - 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 unavailable 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

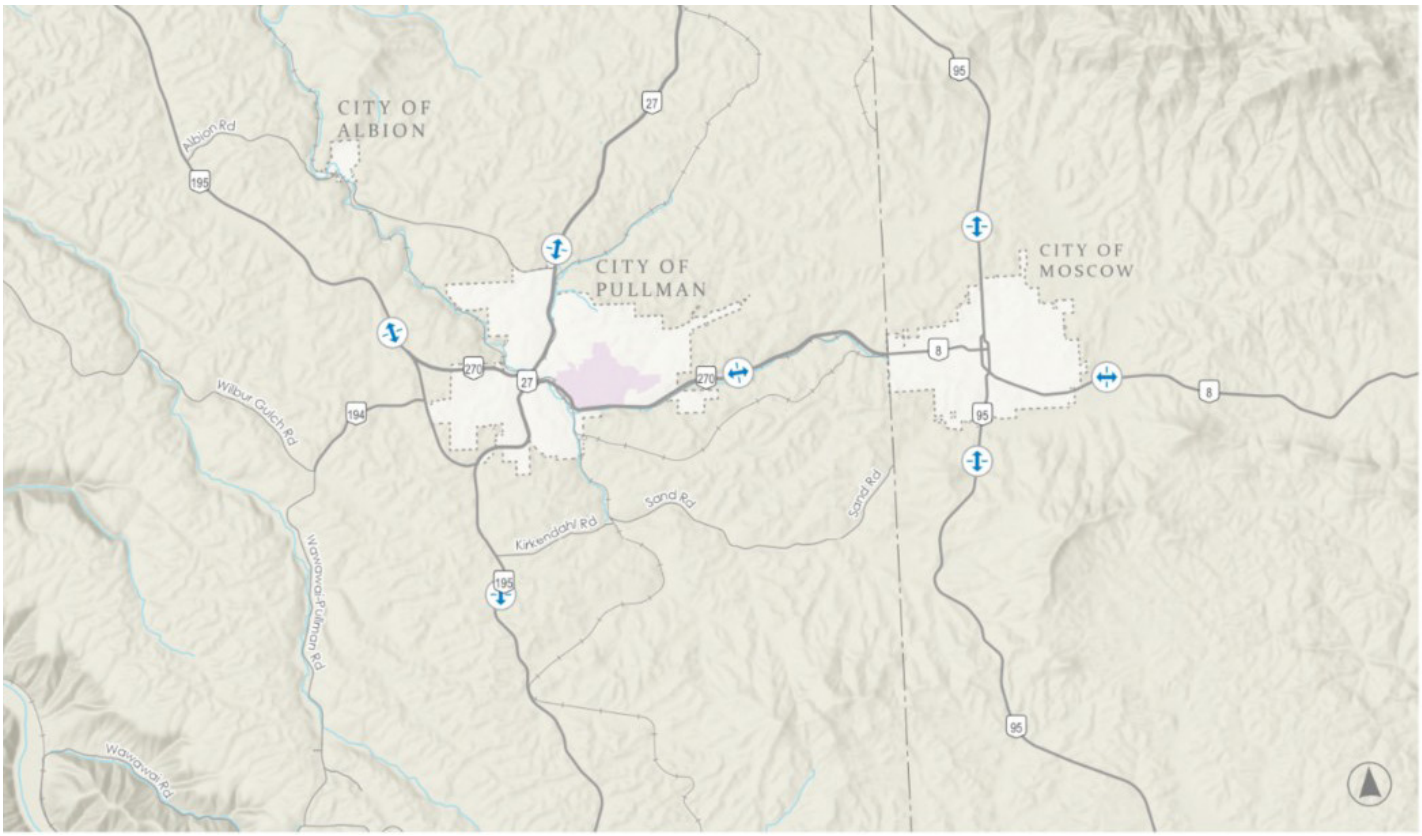


Exhibit 5-1: Gates for Route Testing.

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, especially because the historical crash data shows that truck crashes are rare. 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.

Sand Road-Kirkendahl Road: Improvements are needed along Sand Road, Kirkendahl Road, and Palouse River Drive in Moscow to make the corridor safe and suitable for truck traffic—particularly agricultural trucks traveling from east of Moscow to destinations west of Pullman or the Port of Almota. Planned work on Sand Road includes widening shoulders for bicycle traffic, pavement repair, safety upgrades, a bridge replacement, and intersection improvements in Moscow, totaling $9.3 million. Two additional bridge replacements in Idaho are already funded and currently in design. Kirkendahl Road, currently unpaved, will be realigned south of its current location, including a new bridge at the Sand/Kirkendahl/Johnson intersection and turn lanes at SR195. The intersection also improves a tight curve noted by residents to restrict sight distance. Improvements to this segment total $9.6 million. Combined, the estimated cost for the full Sand Road–Kirkendahl corridor is approximately $18.9 million.

Sand Road-Kirkendahl	Estimated Cost
Sand Road Widening	$1.7 million
Sand Road Bridge	$1.5 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 Kirkendahl Bridge	$2.2 million
Total	**$18.9 million**

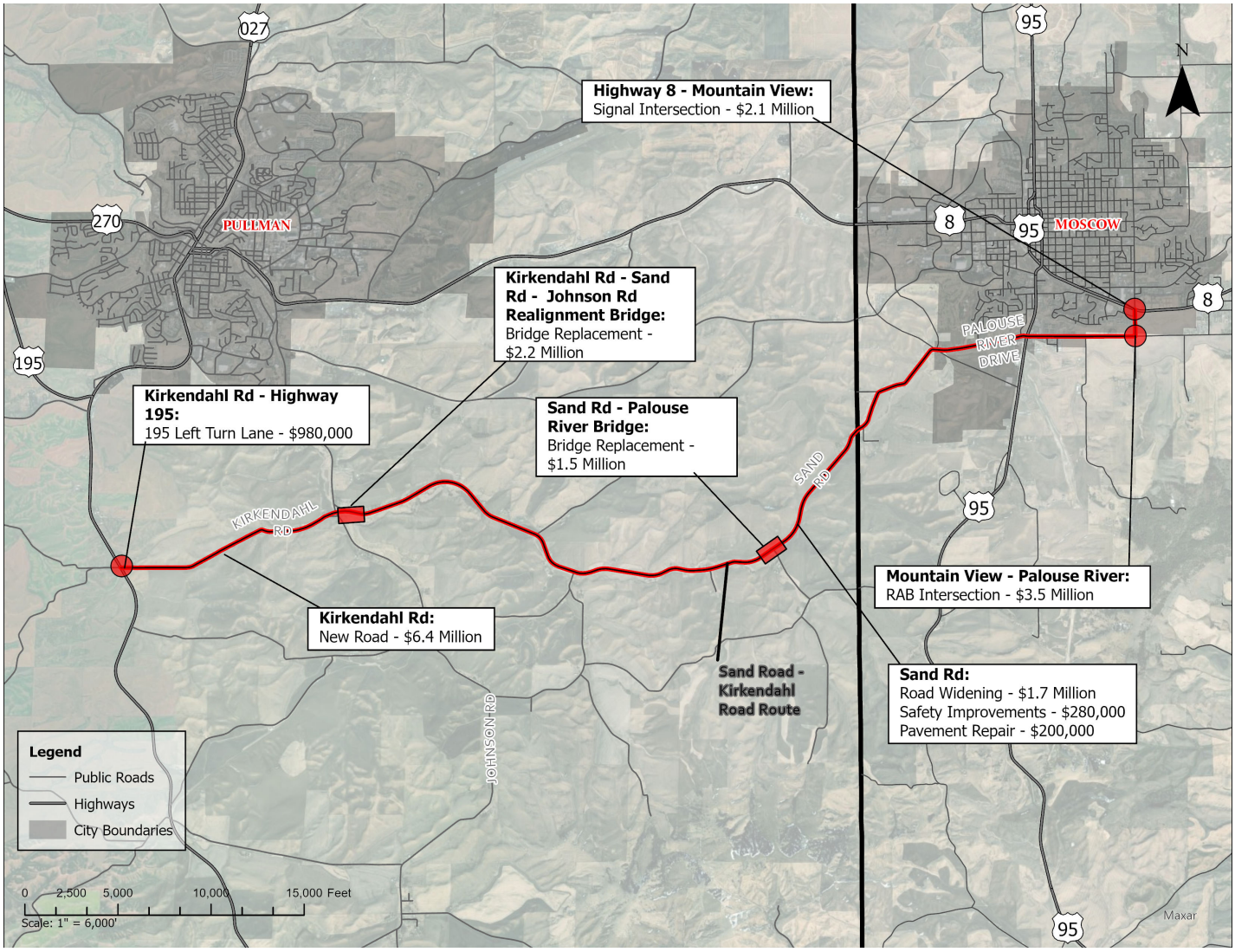
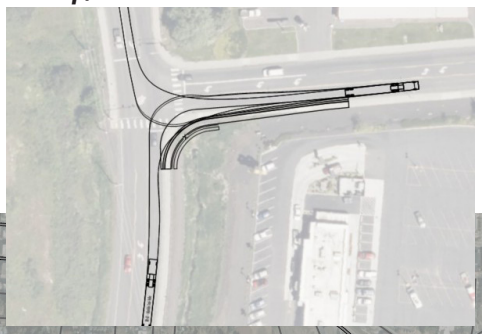


Exhibit 5-2: Improvements recommended along the Sand Road-Kirkendahl Road route.

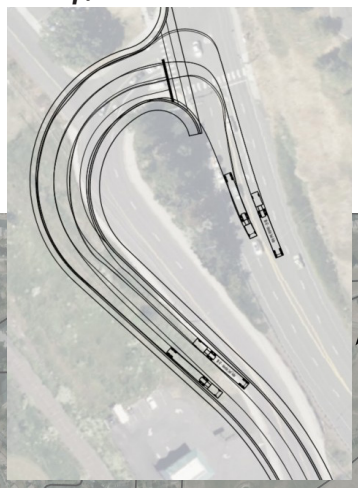
Bishop Boulevard: Bishop Boulevard serves as a natural bypass around downtown Pullman and is primarily bordered by commercial properties. To better accommodate truck traffic and improve safety, an estimated $7.65 million in upgrades are needed. Key improvements include realignment at SR270, signal enhancements to reduce uphill delays for westbound trucks at Fairmount, and structural improvements to the roadway—assumed in this study to involve full-depth reclamation (FDR), including pulverization, asphalt-treated base, and full-length repaving. Additional upgrades include replacing the Paradise Creek bridge, improving the southeast corner at Bishop/SR27, and relocating light poles on the west end to support overall corridor functionality. Upgraded signal detection, actuation, and coordination systems—along with associated equipment and software—are also necessary to optimize traffic flow. The alteration on the southeast 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 Boulevard	Estimated Cost
Bishop/SR270 Re-alignment	$1.34 million
Signal Upgrades	$540,000
Paradise Cr Bridge Replacement	$1.83 million
Bishop/SR27 Southeast Corner	$840,000
Bishop FDR	$3.0 million
Relocate Light Poles	$100,000
Total	**$7.65 million**

Bishop/SR27 Intersection



Bishop/SR270 Intersection



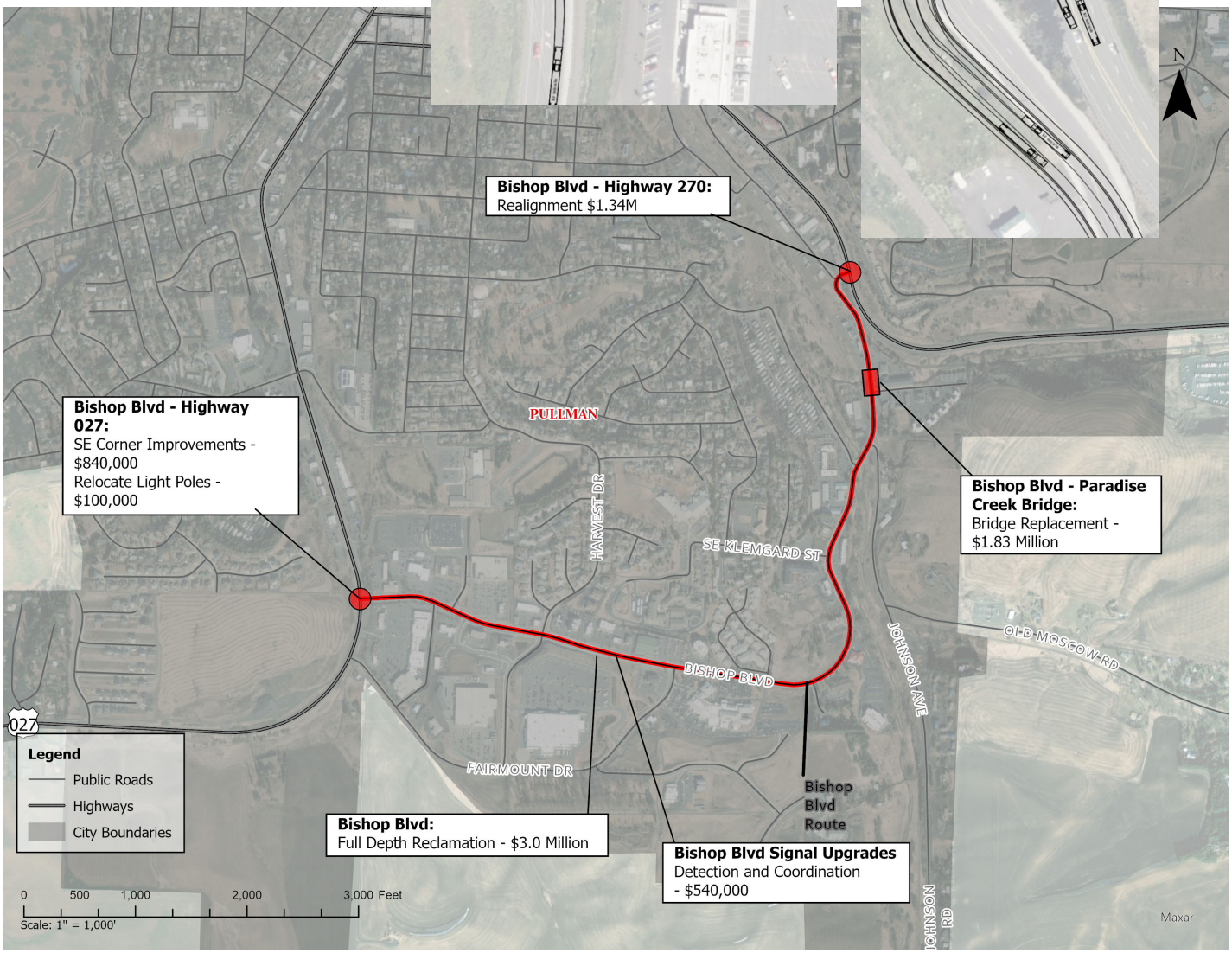


Exhibit 5-3: Improvements recommended along the Bishop Boulevard Route.

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**

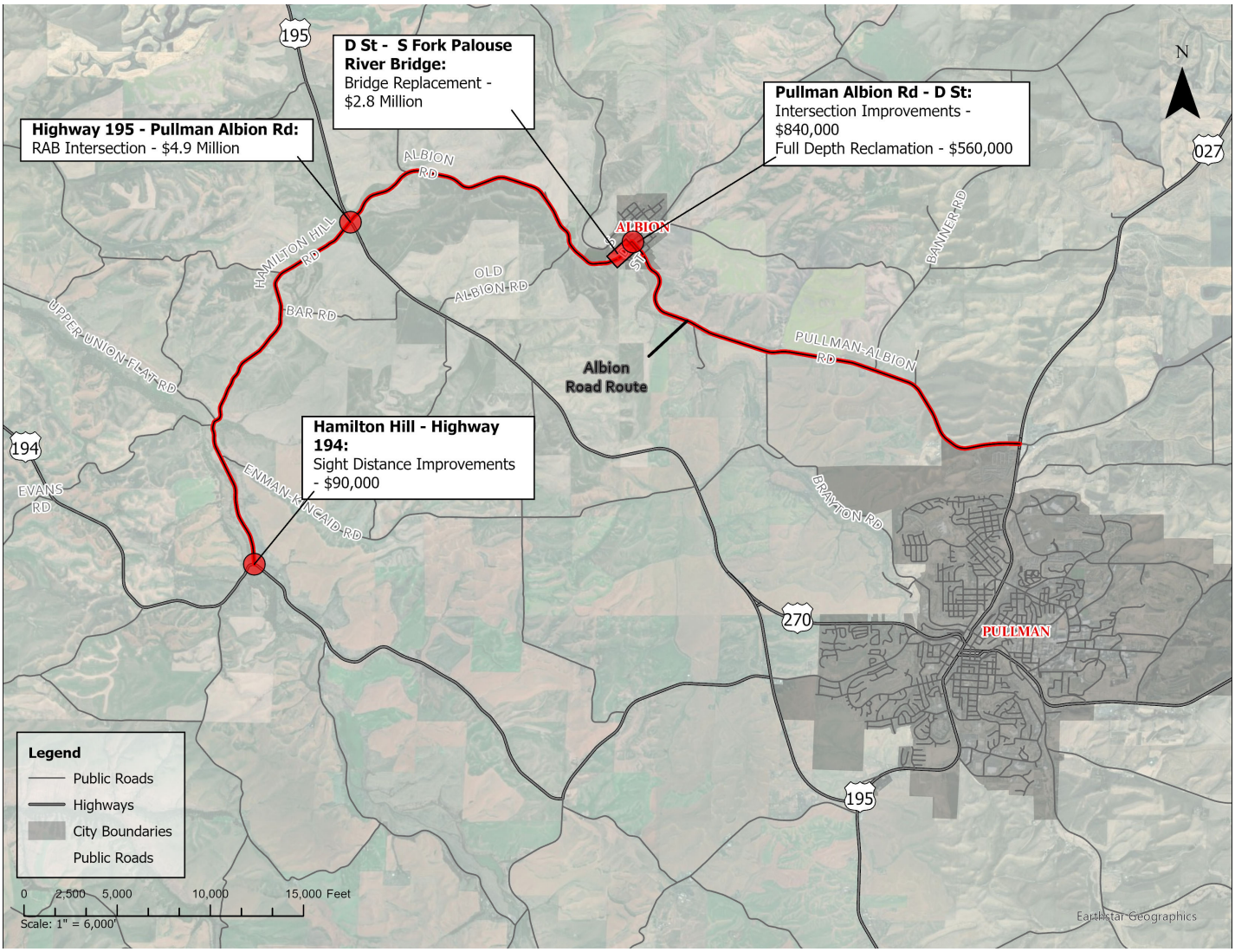


Exhibit 5-4: Improvements recommended along the Albion Road Route.

Implementation Considerations

The recommended improvements across the three identified routes total $35.7 million, which may seem 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 passing through downtown Pullman.

Immediate Term : Immediate-term improvements focus on removing physical barriers to truck usage and should be prioritized for early implementation. The highest priority is Bishop Boulevard, which offers the greatest potential to reduce downtown truck traffic. Upgrades at State Highway intersections and signal enhancements along the corridor—aimed at improving truck mobility and traffic flow—are estimated to cost $2.82 million. Additional near-term actions include installing truck route signage on SR195, SR27, and SR270, and coordinating with WSU to update its official delivery truck route. Improvements to sight distance at the Hamilton Hill/SR194 intersection can also be implemented right away. In all, immediate term improvements are estimated to cost $2.91 million

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 and further improve Bishop Boulevard for truck usage. The total estimated cost of near term improvements are $12.6 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 on through truck reduction in downtown Pullman. 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, by widening shoulders to allow bicycles and trucks to share the corridor safely, miscellanous roadway and safety improvements along Sand Road, replacing a bridge with load limits on Sand Road, and improves the intersection of SH8/ Mountain View in Moscow, Idaho. Other medium term improvements include replacing 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	$1.34 million
Bishop/SR27 Southeast Corner	$840,000
Signal Upgrades	$540,000
Relocate Light Poles	$100,000
Albion Road	**Estimated Cost**
Hamilton Hill/SR194 Sight Distance	$90,000
Immediate Term Total	**$2.91 million**

Near Term Improvements

Bishop Boulevard	Estimated Cost
Bishop Blvd FDR	$3.0 million
Sand Road-Kirkendahl	**Estimated Cost**
New Kirkendahl Road & Johnson Road Intersection/curve realignment	$6.4 million
SR195/Kirkendahl Turn Lanes	$980,000
New Kirkendahl Bridge	$2.2 million
Near Term Total	**$12.6 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
Replace Sand Road Bridge	$1.5 million
SH8/Mountain View Intersection (in Moscow, Idaho)	$2.1 million
Albion Road	**Estimated Cost**
SR195/Albion Roundabout	$4.9 million
Medium Term Total	**$12.5 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 improvement of Palouse River Drive/Mountain View intersection in Moscow, Idaho to support the Sand Road-Kirkendahl 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 (FDR). The long-term improvements are estimated to cost $7.7 million. The residents of Albion have also requested pedestrian facilities to be constructed on roadways within the Albion core, as well as, lighting and facilities to support the bus stop, though these improvements are not included in the cost estimate.

Long Term Improvements

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	**$7.7 million**

6 - 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 ITD/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 town of Albion, City of Pullman, and Whitman County 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 town of Albion, Kirkendahl Road, and the west end of Sand 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 ITD, Latah County, and the City of Moscow on regional truck routes as the challenges and opportunities do not end at the state line. ITD has two studies ongoing (US-95 PEL and SH-8 PEL) and the Palouse RTPO and its partners should ensure coordination as those studies progress.

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.

Appendices

APPENDIX A

ORIGIN-DESTINATION
TECHNICAL MEMORANDUM

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Spokane, WA 99202
P 800.878.5230

Pullman -Whitman Freight Alternatives Study

Freight Origins/Destinations Draft Technical Memorandum

May 6, 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]:

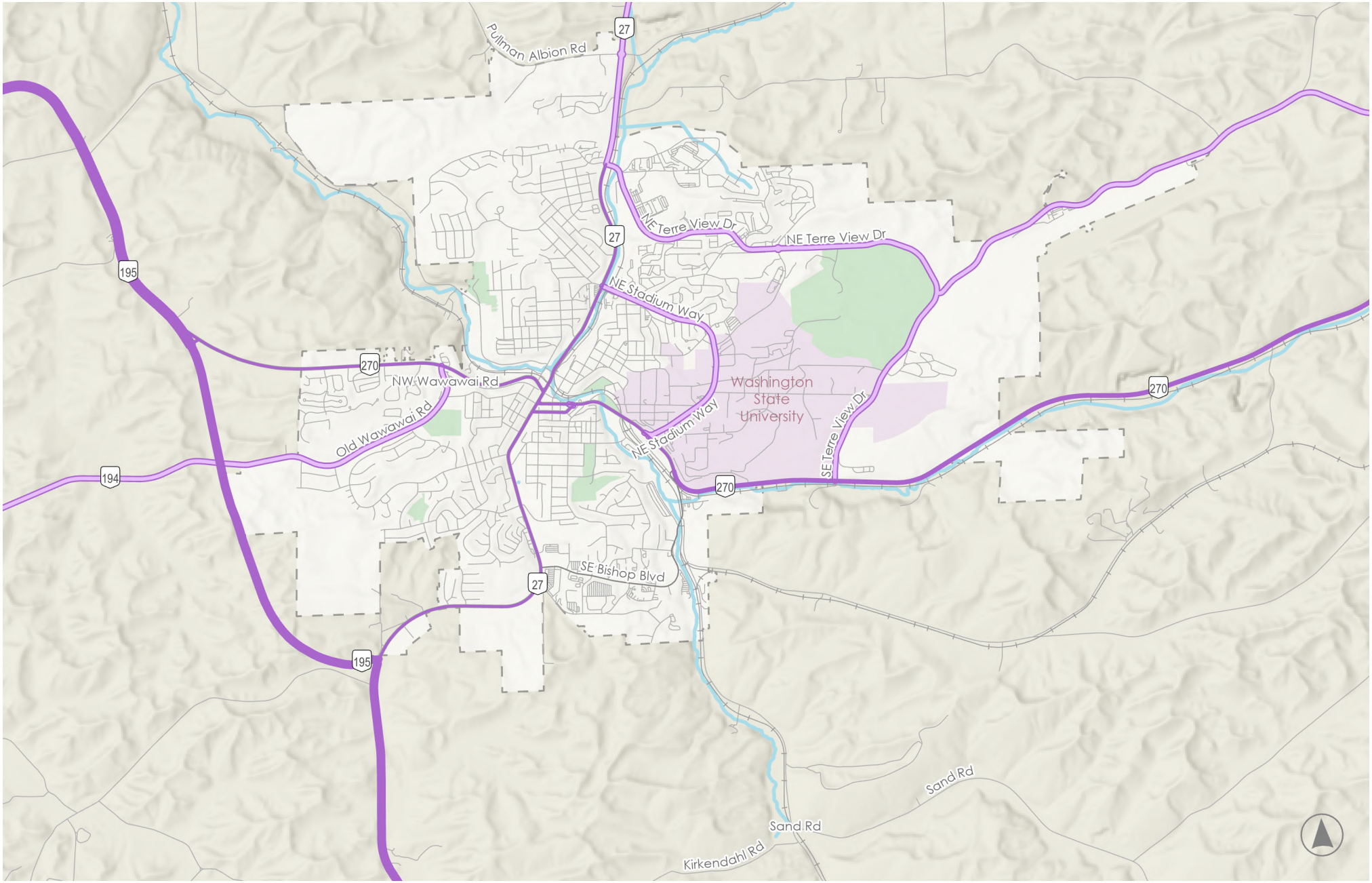
- 1,400 medium-size trucks (FHWA Classes 5 – 7)
- 100 heavy trucks (FHWA Class 8)

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 SR 195 or because the trips could be served by the bypass formed by SR 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

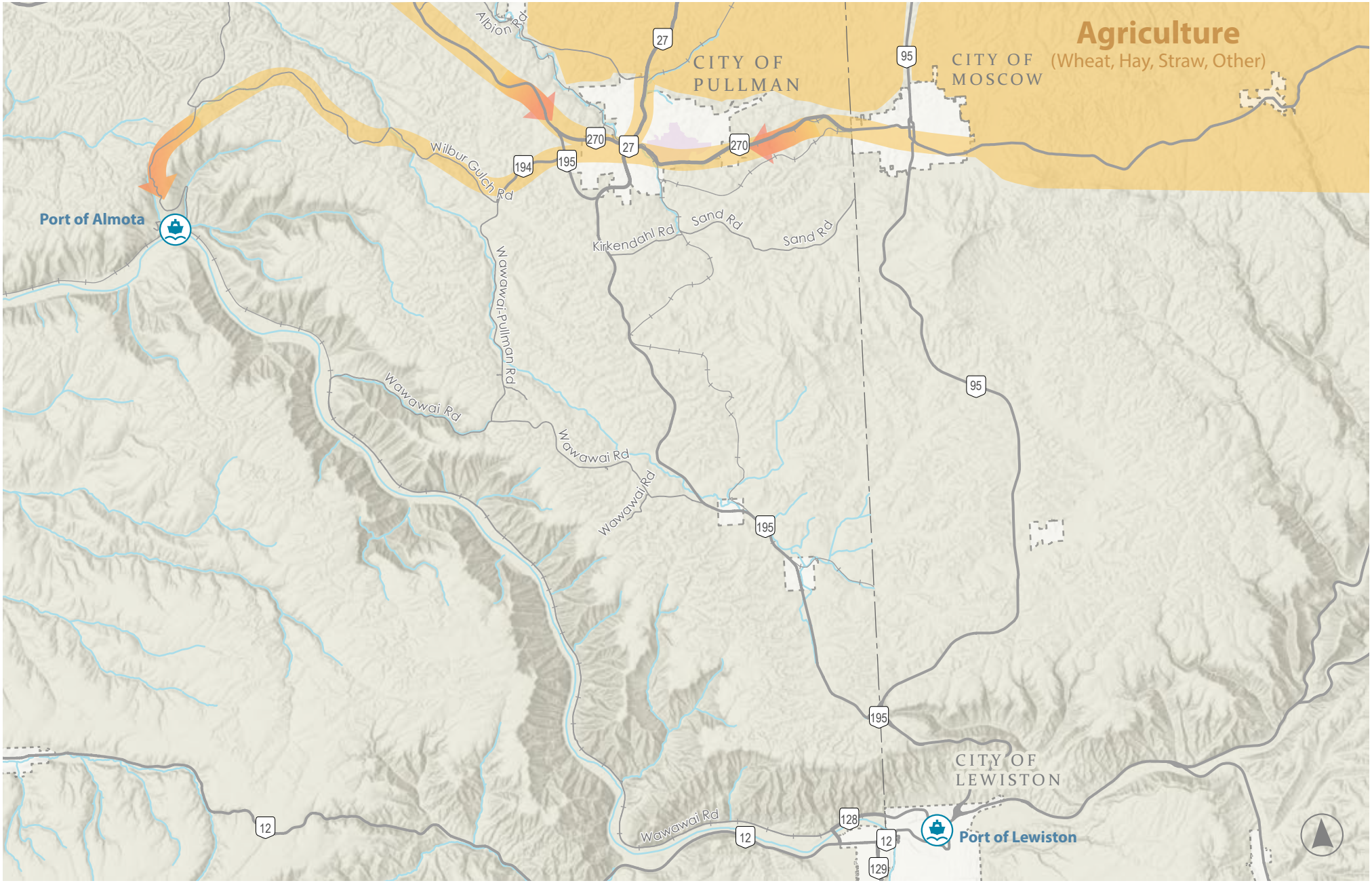


AADT FHWA 8 or Higher (2023)

- 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

Figure 2: 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 SR 195.
  - Trips could be served by the bypass formed by SR 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

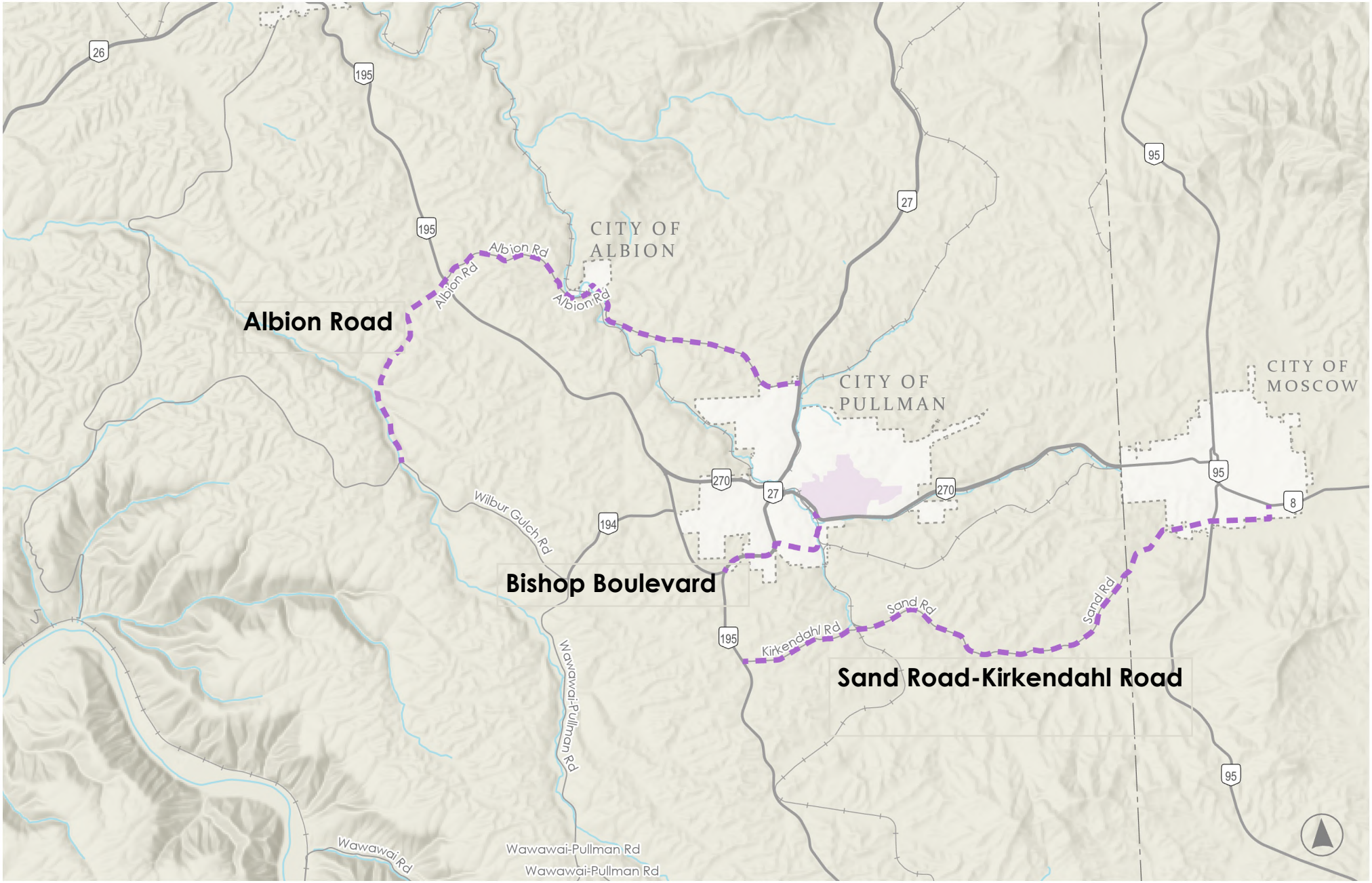


Figure 3: Proposed Alternative Study Routes

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/SR 270.
  - **Sand Road – Kirkendahl Road.** Intersection controls and geometry modifications at SR 195/Kirkendahl Road, SR 8/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/SR 195, 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.

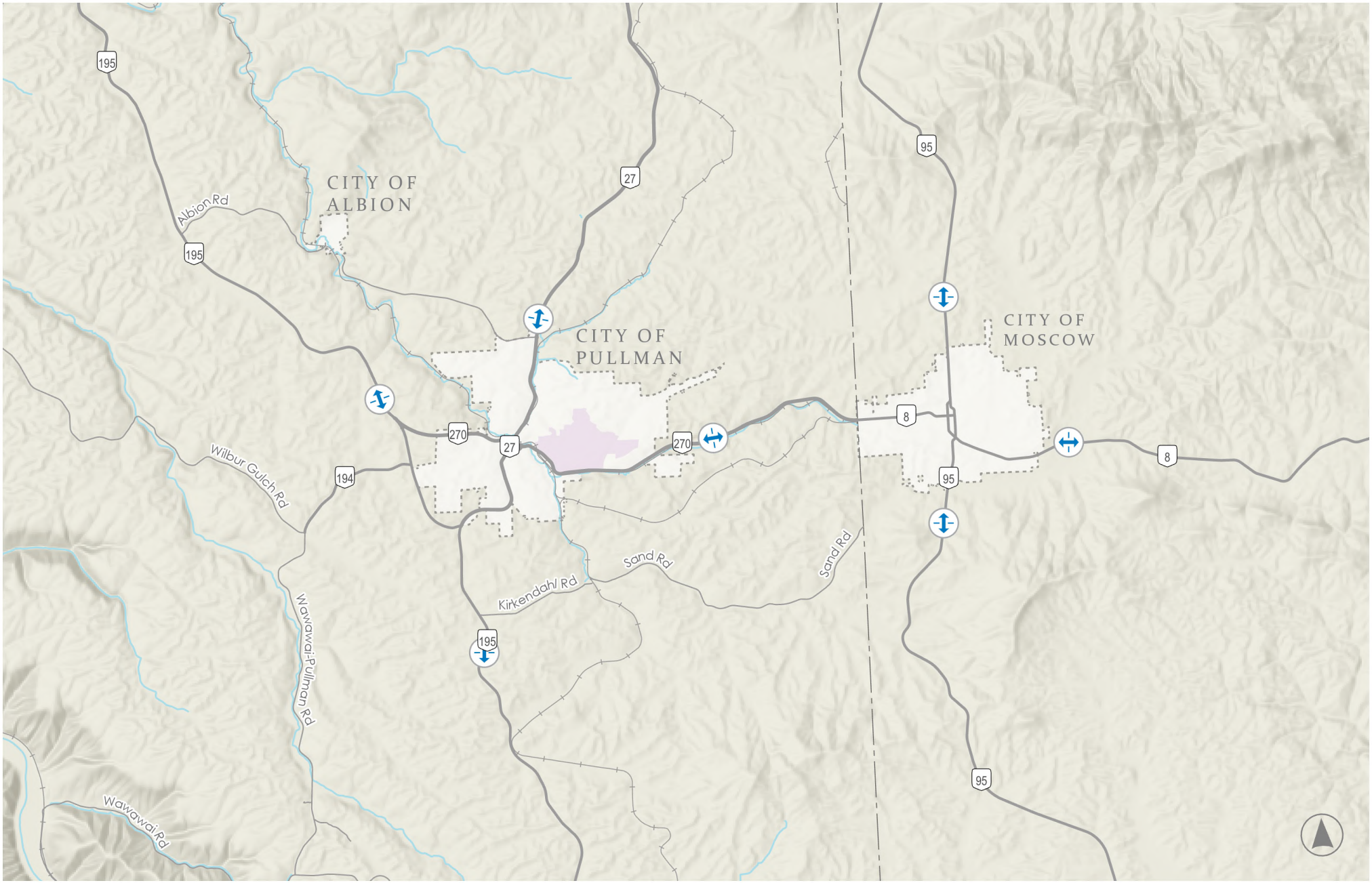
Table 1: Travel Speed used for Routing Analysis

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.



Gateway Location

Figure 4: 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 SR 195 North of Pullman and SR 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 SR 195 North of Pullman and SR 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

TRANSPORTATION ADVISORY GROUP (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

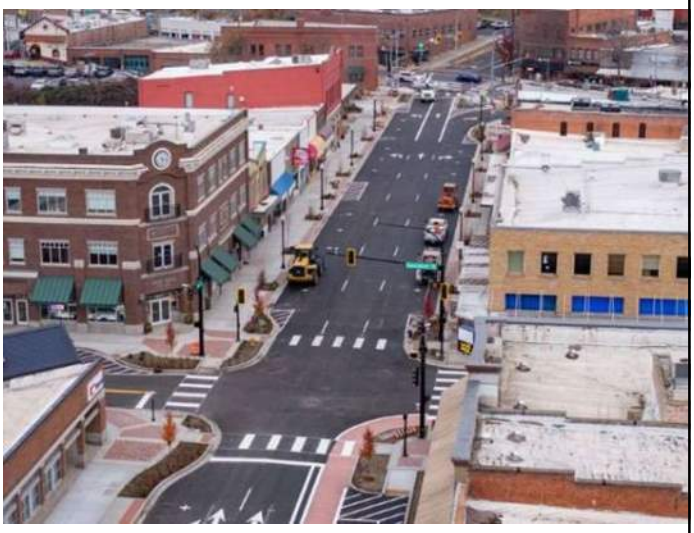
Introductions

- 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



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							

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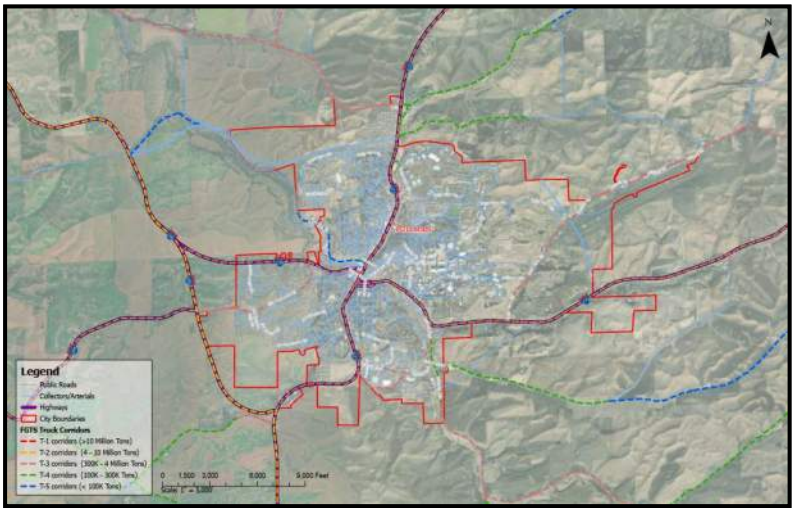
Data Collection

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



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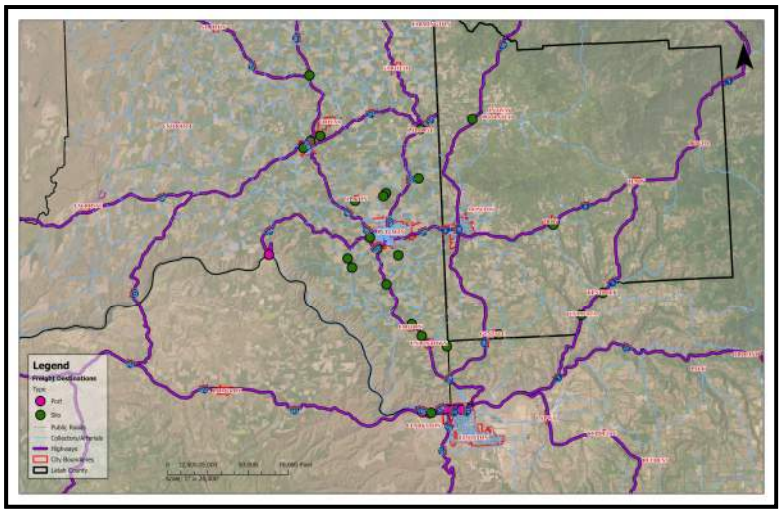
Data Collection

- Community:
  - Trip Generator Locations
    - Ports and Silos



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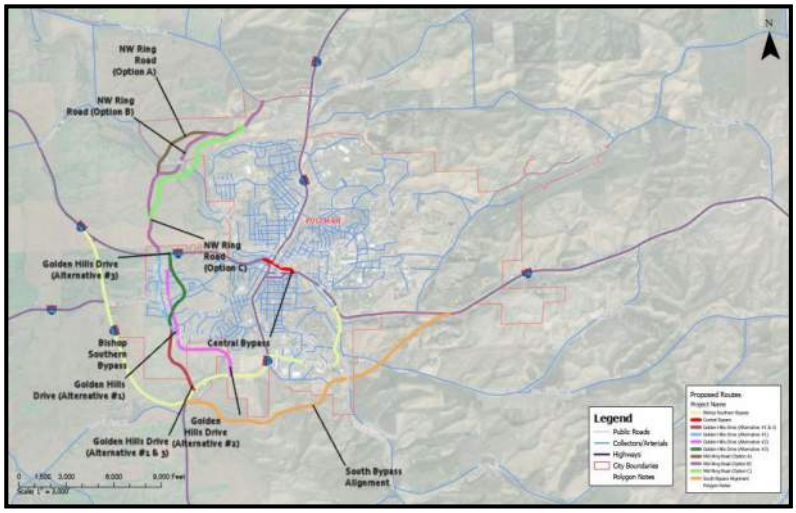
Data Collection

- 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

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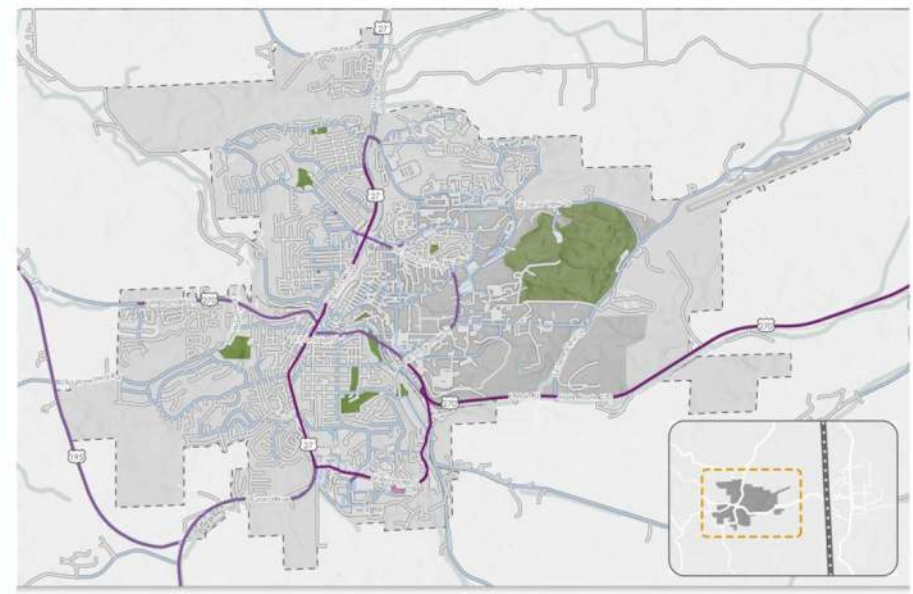

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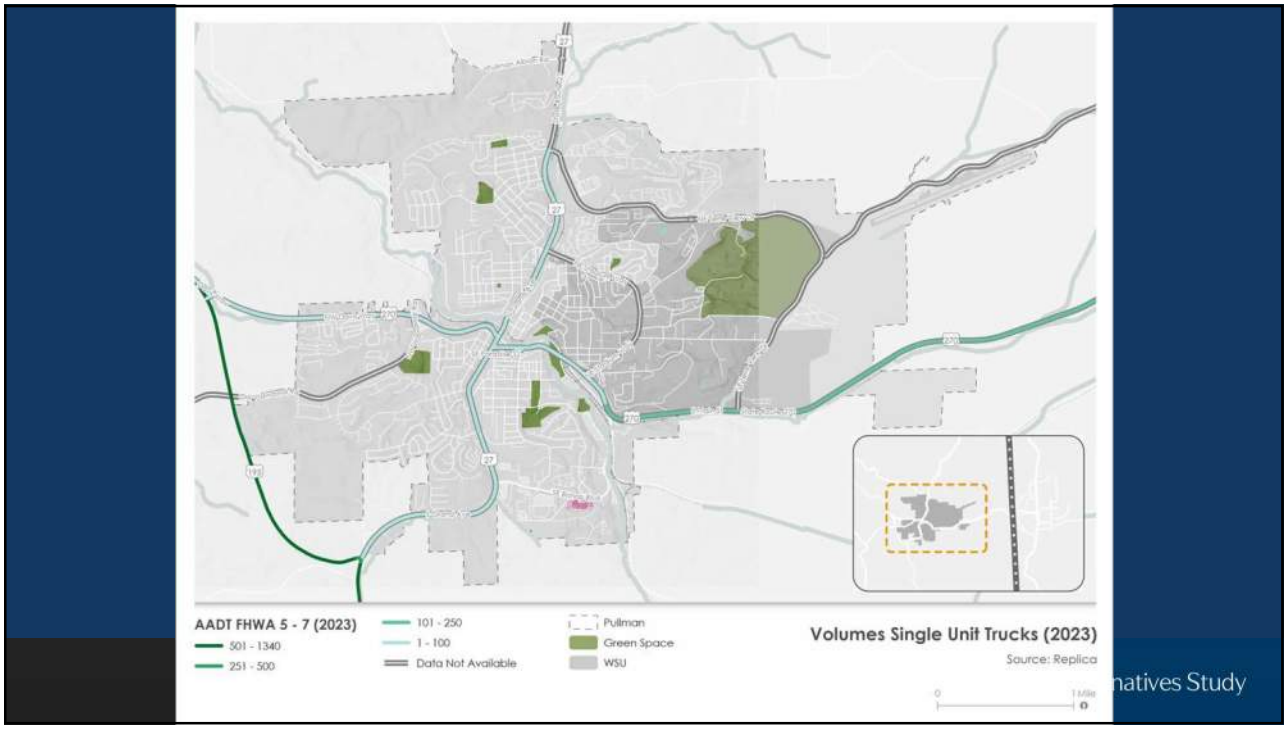
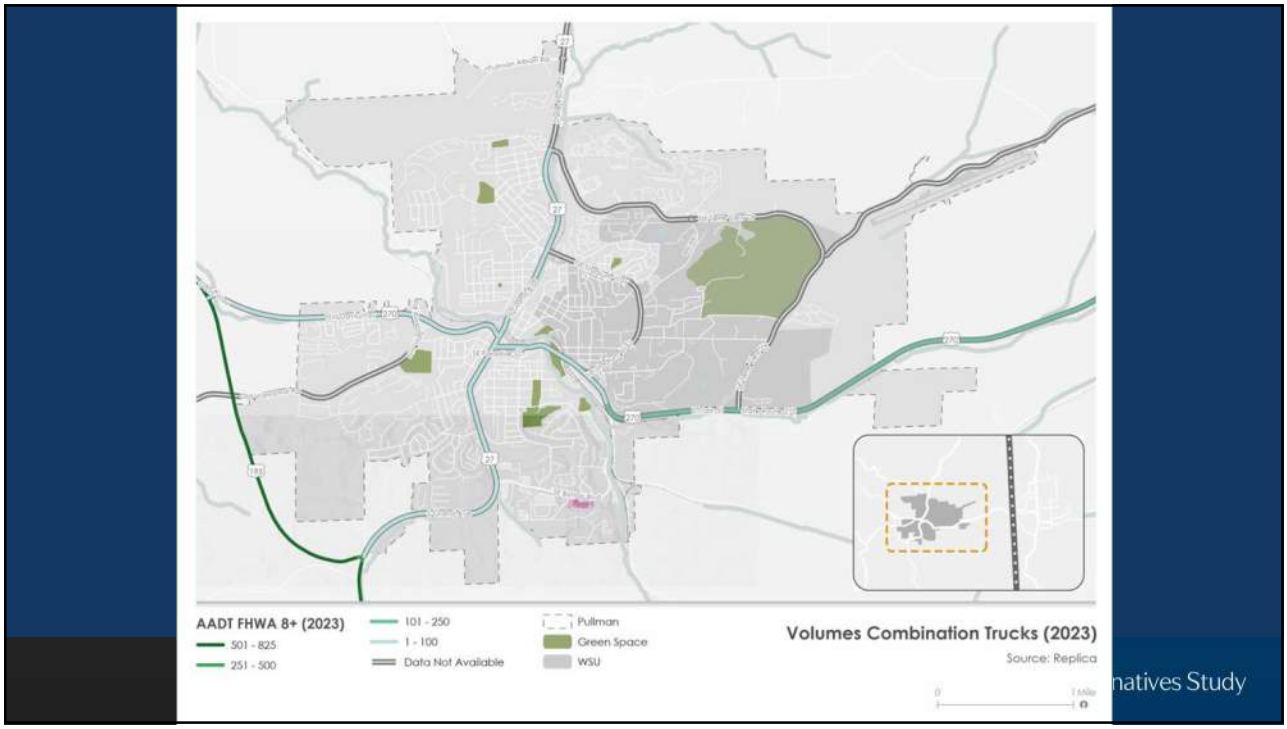

AADT FHWA 5 - 7 (2023)
501 - 1340
251 - 500
101 - 250
1 - 100
Data Not Available
Pullman
Green Space
WSU
Volumes Single Unit Trucks (2023)
Source: Replica
natives Study

11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501 - 825
251 - 500
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1 - 100
Data Not Available
Pullman
Green Space
WSU
Volumes Combination Trucks (2023)
Source: Replica
natives Study

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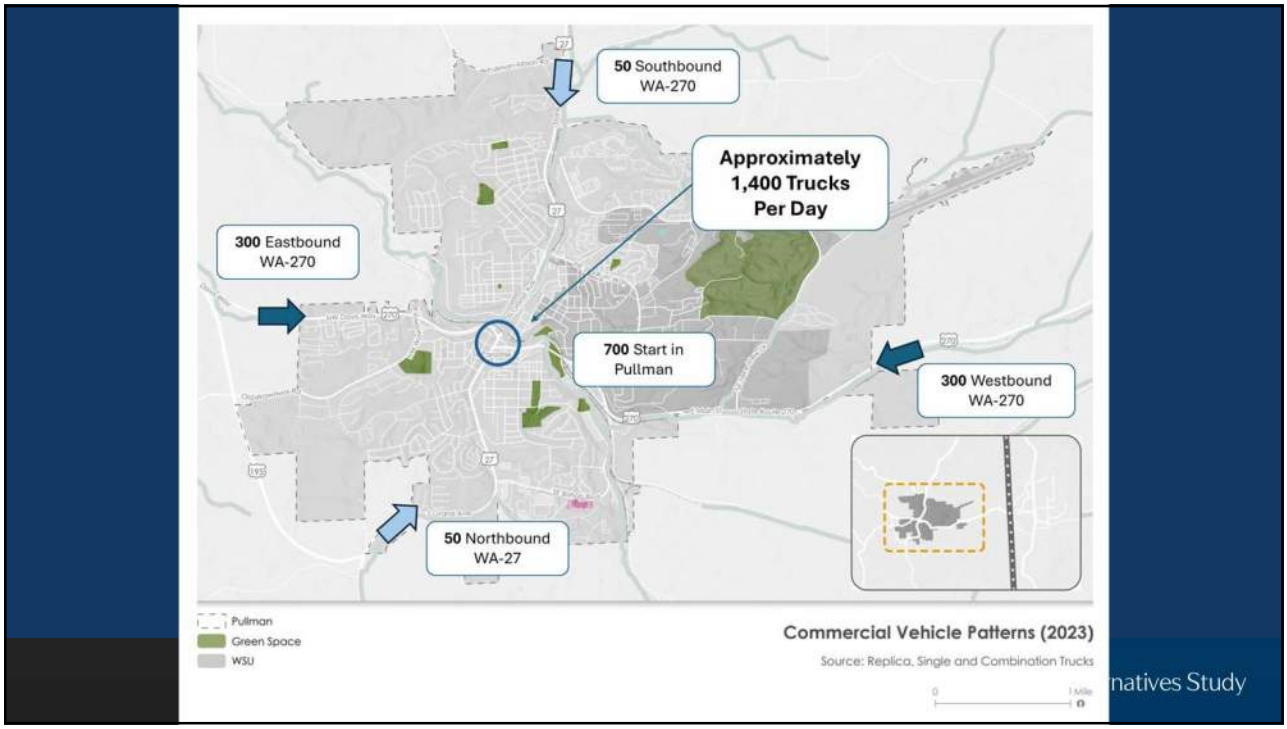
50 Southbound
WA-270
Approximately
1,400 Trucks
Per Day
300 Eastbound
WA-270
700 Start in
Pullman
300 Westbound
WA-270
50 Northbound
WA-27
Pullman
Green Space
WSU
Commercial Vehicle Patterns (2023)
Source: Replica, Single and Combination Trucks
natives Study

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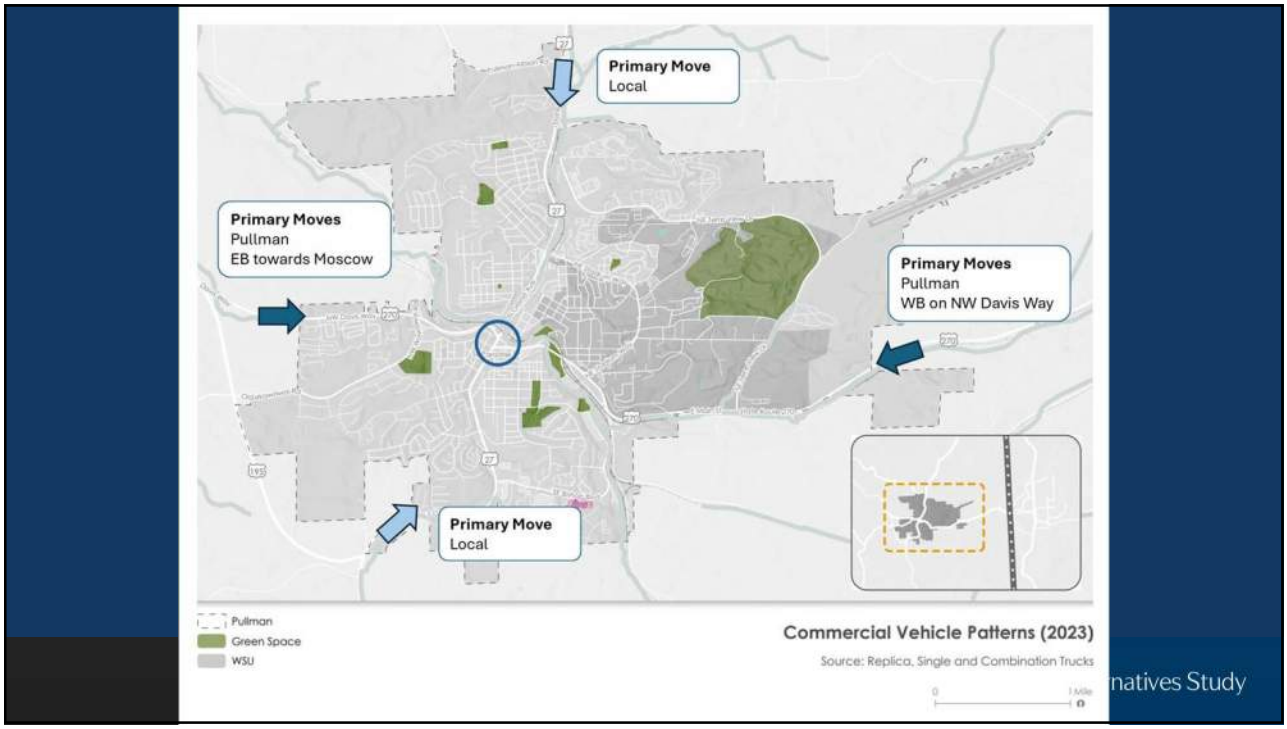

Primary Move
Local
Primary Moves
Pullman
EB towards Moscow
Primary Moves
Pullman
WB on NW Davis Way
Primary Move
Local
Pullman
Green Space
WSU
Commercial Vehicle Patterns (2023)
Source: Replica, Single and Combination Trucks
natives Study

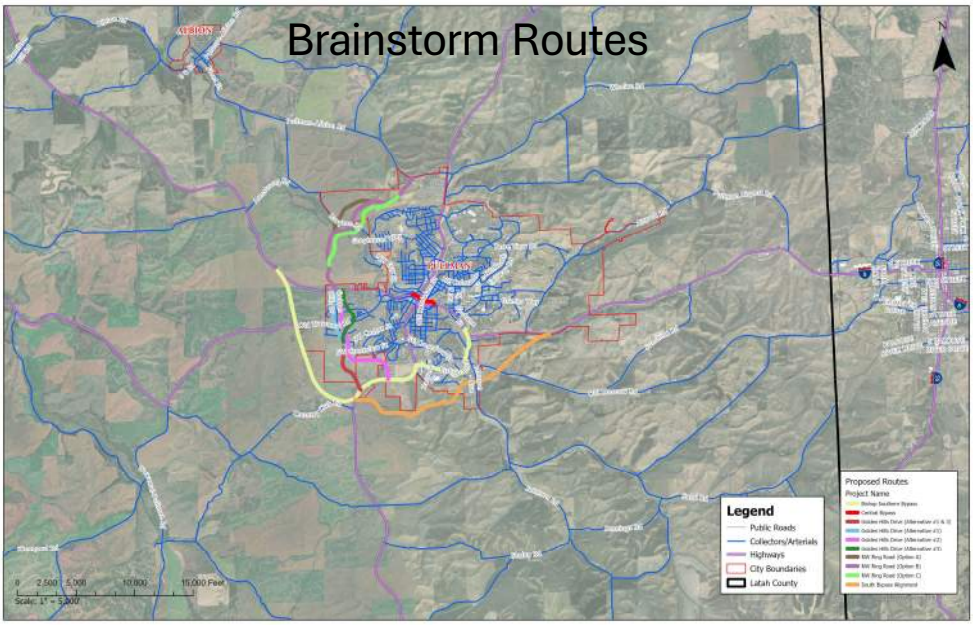
14

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



16

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

Website/Social Media, Intro Video

- WhitmanTruckRoutes.org
- @WhitmanTruckRoutes

Upcoming Meetings

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

Pullman-Whitman Freight Alternatives Study

Transportation Advisory Group (TAG) Meeting No. 2

February 11, 2025

1

Agenda

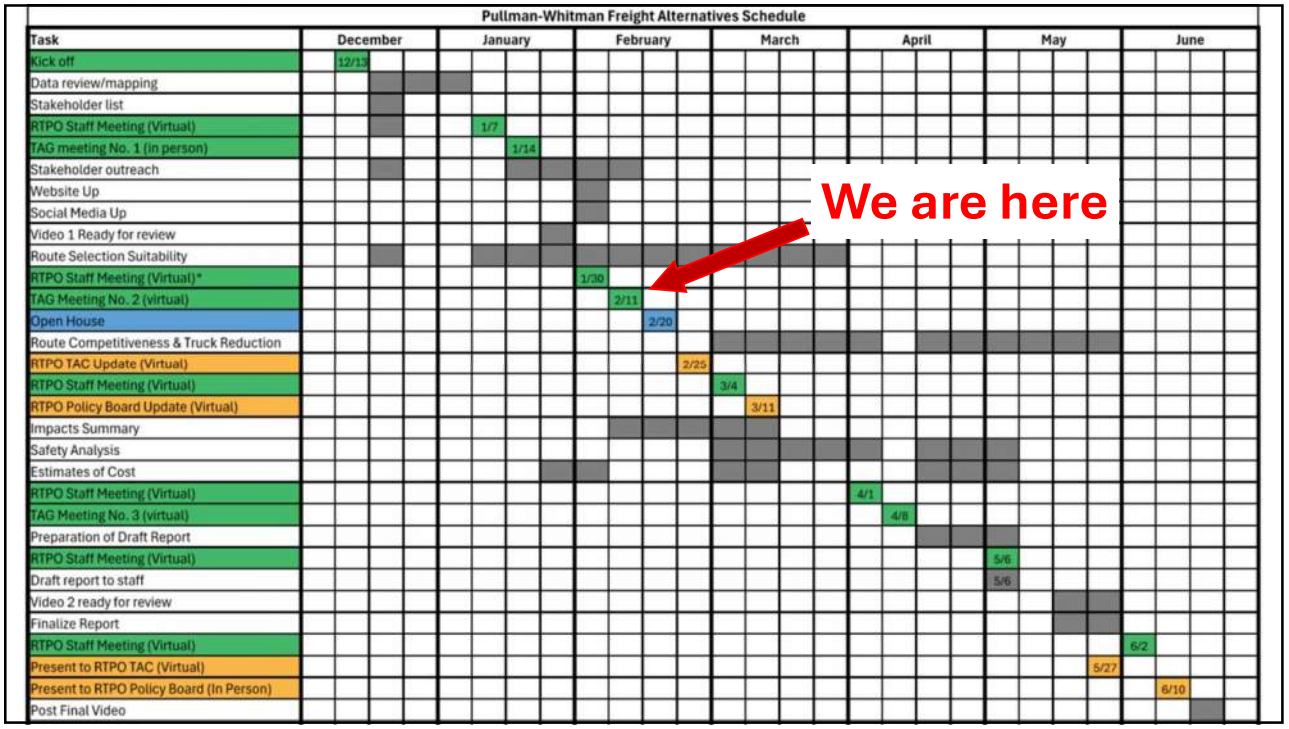
- Refinement of Goals
- Schedule
- Public Outreach Update
- Review Collected Data
- Discuss Alternatives
- Review Preliminary Ranking Criteria
- Prep for Open House

2

Refinement of Goals

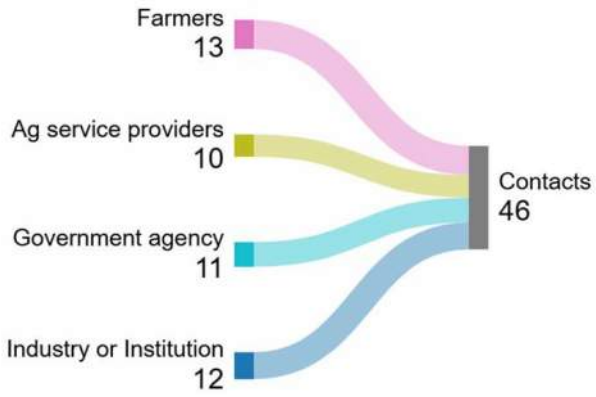
- 50% of truck traffic in downtown has a reason to be there
- Target other 50% - WSU, Harvest, etc
- Practical solutions with most likelihood of re-routing the other 50%
- Consider Washington-Idaho solutions

3



4

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:

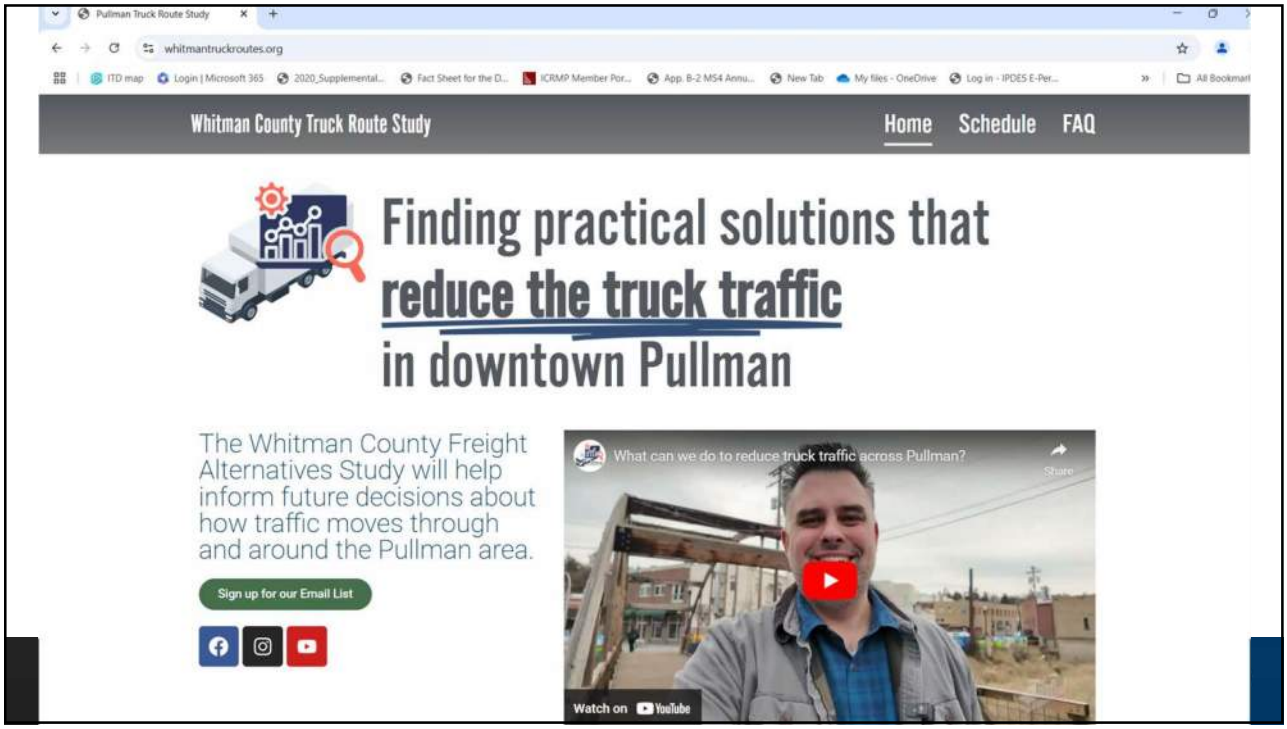
- Port of Whitman
- Port of Clarkston
- Port of Lewiston
- LC Terminals
- Coleman Oil
- PNW Co-Op
- Uniontown Co-Op
- City of Pullman?
- Whitman County?

Pullman-Whitman Freight Alternatives Study

6


Whitman Truck Route Study
3 likes • 3 followers
Liked
Search
Posts
About
Mentions
Reviews
Followers
Photos
More
Intro
What could a new bypass look like for Pullman? PalouseRTPO is studying options for a new truck route
Page · City Infrastructure
Not yet rated (0 Reviews)
Posts
Filters
Whitman Truck Route Study updated their profile picture.
Pullman-Whitman Freight Alternatives Study

7


Pullman Truck Route Study
whitmantruckroutes.org
Whitman County Truck Route Study
Home
Schedule
FAQ
Finding practical solutions that
reduce the truck traffic
in downtown Pullman
The Whitman County Freight Alternatives Study will help inform future decisions about how traffic moves through and around the Pullman area.
Sign up for our Email List
What can we do to reduce truck traffic across Pullman?
Share
Watch on YouTube

8

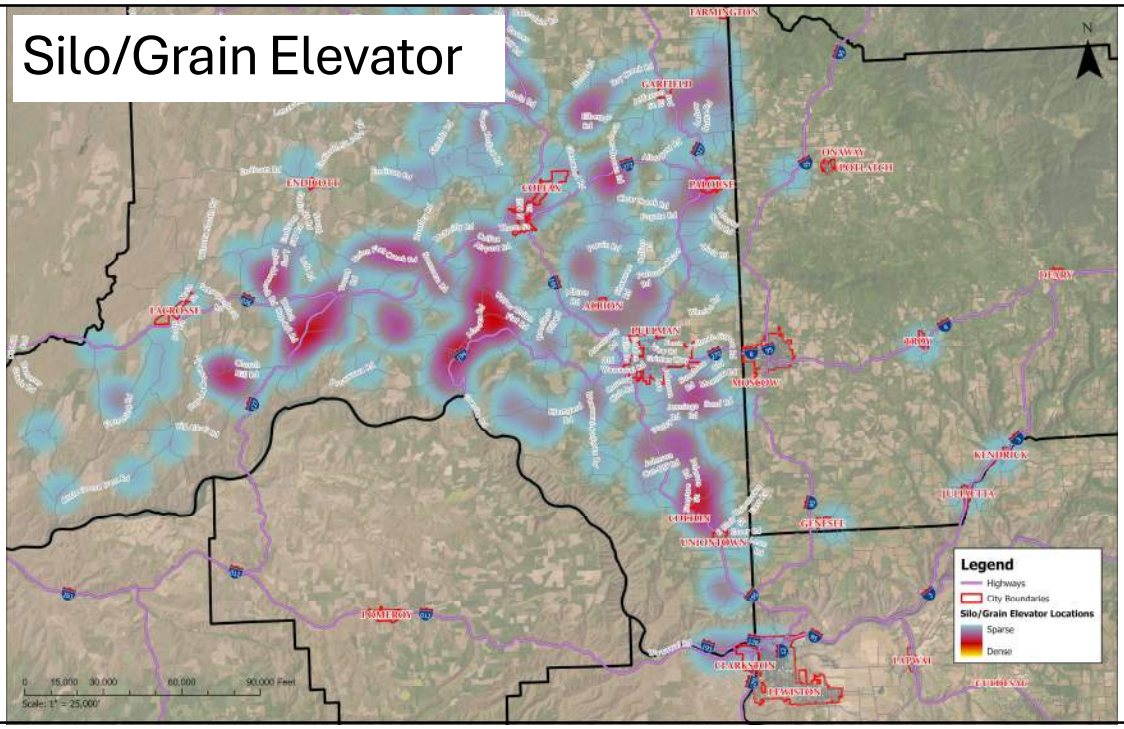
Review Collected Data

- 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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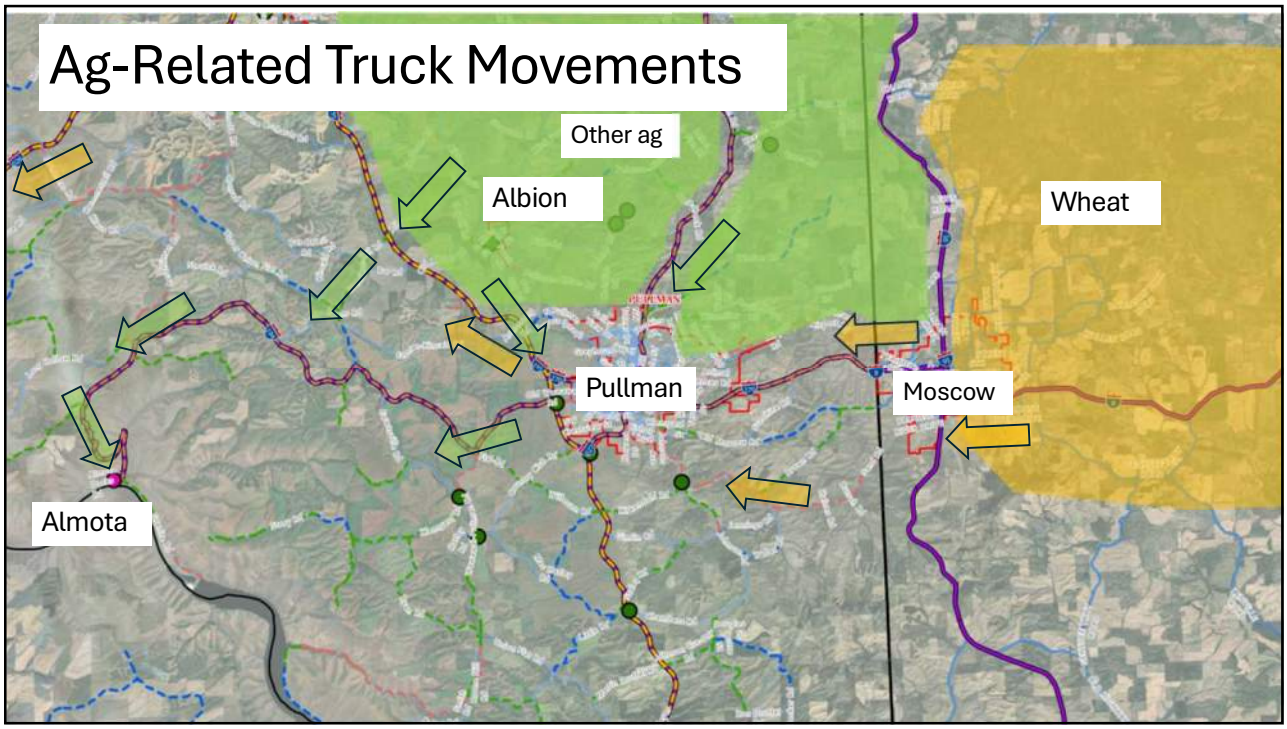


11

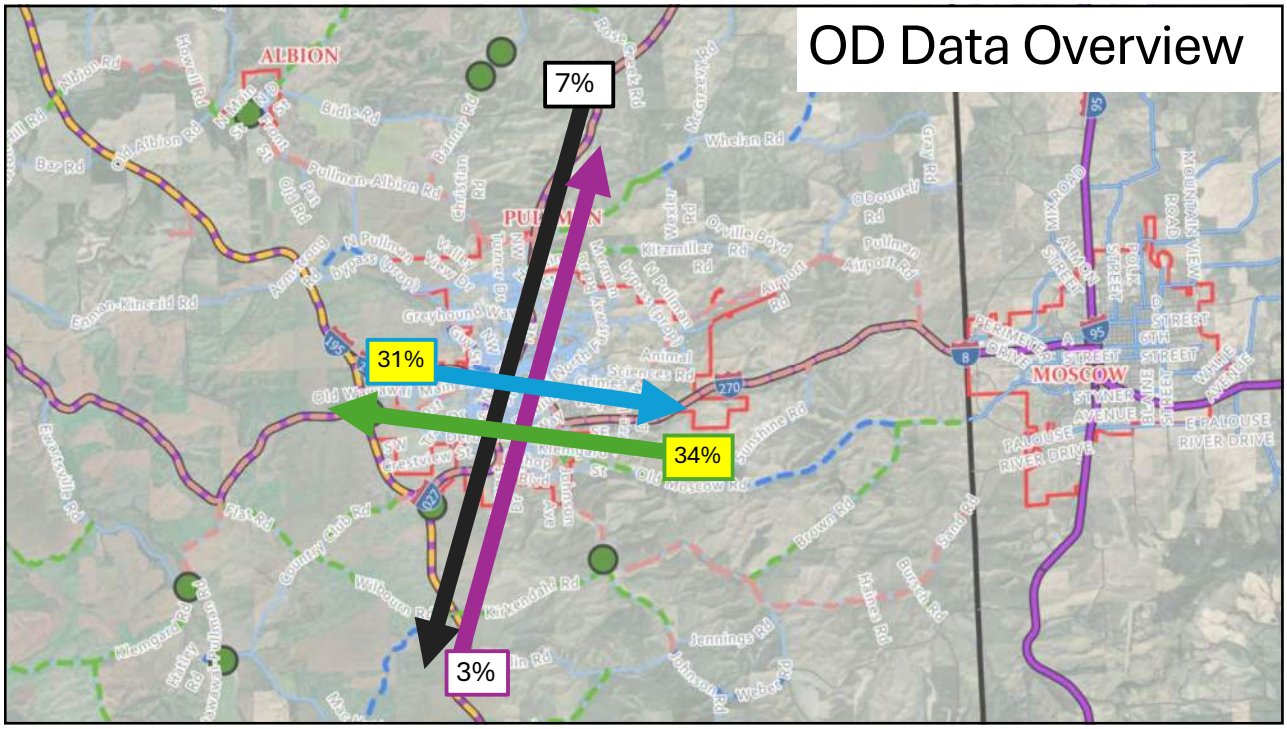
Review Collected Data

- 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

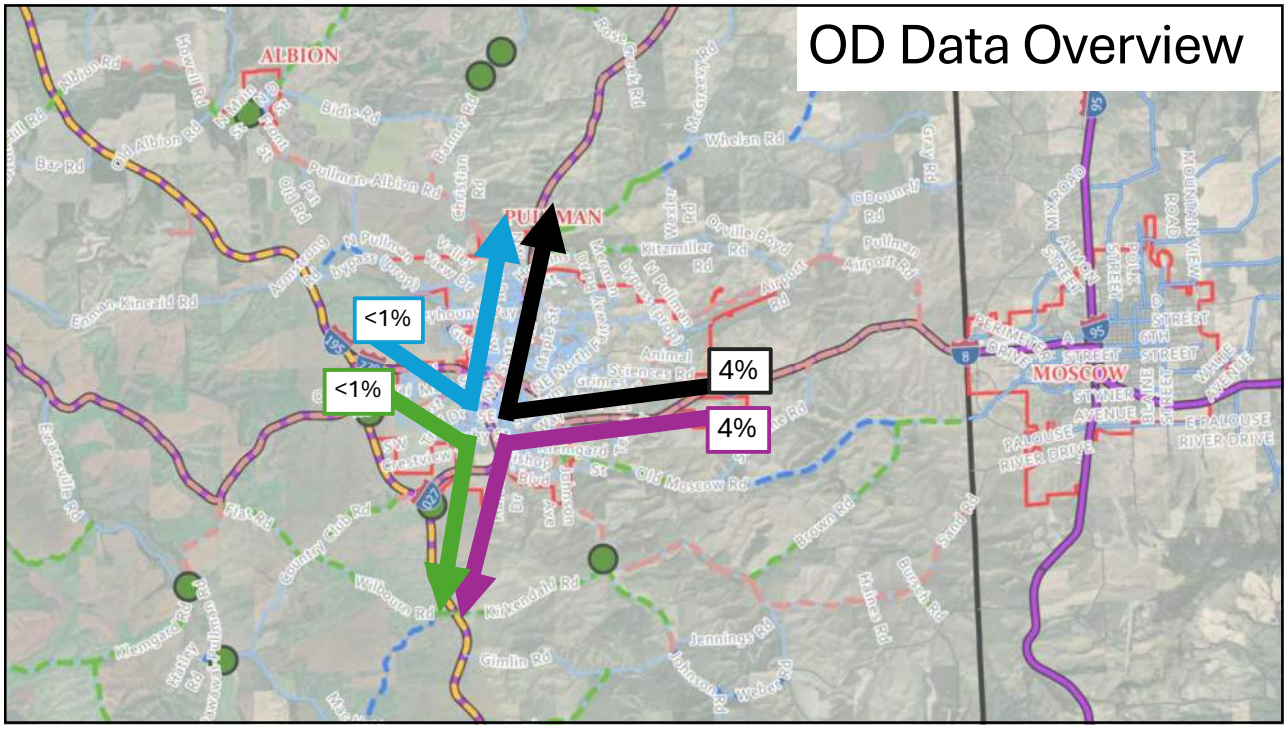
Pullman Downtown Traffic Count

Pullman-Whitman Freight Alternatives Study

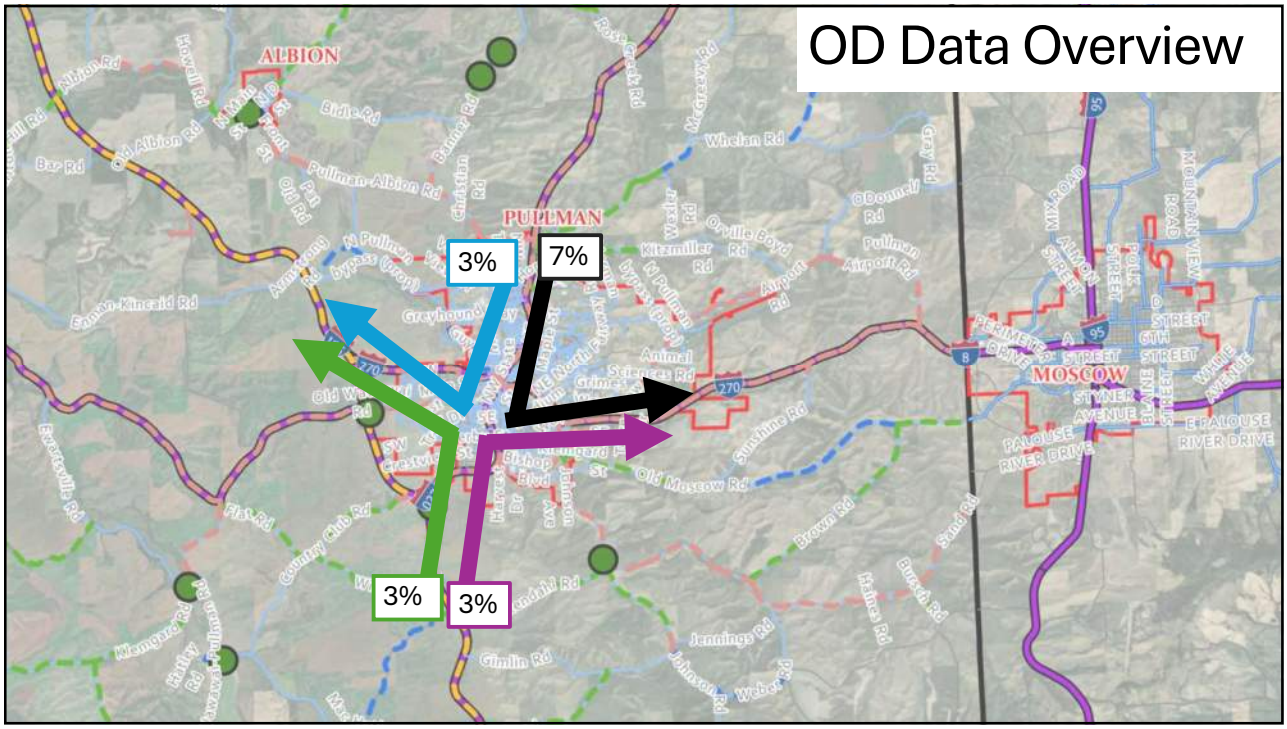
12


OD Data Overview
7%
31%
34%
3%
ALBION
PULLMAN
MOSCOW

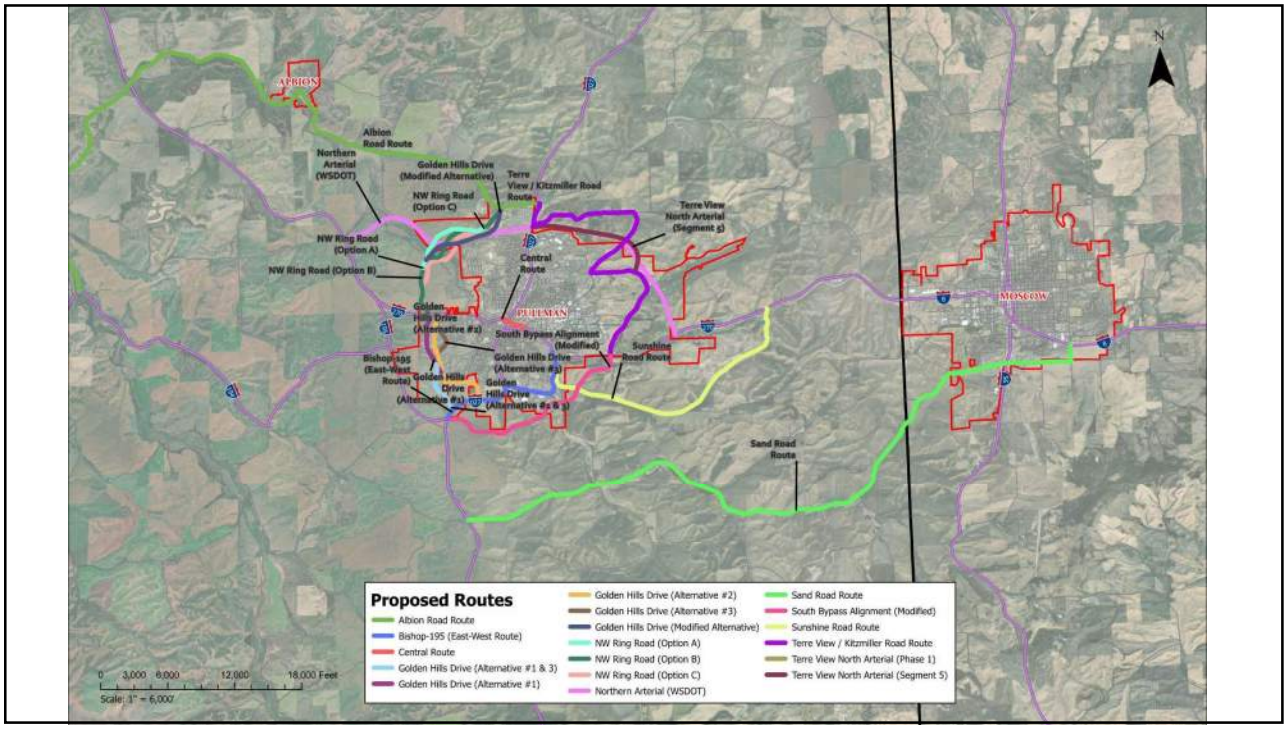
13


OD Data Overview
<1%
<1%
4%
4%
ALBION
PULLMAN
MOSCOW

14

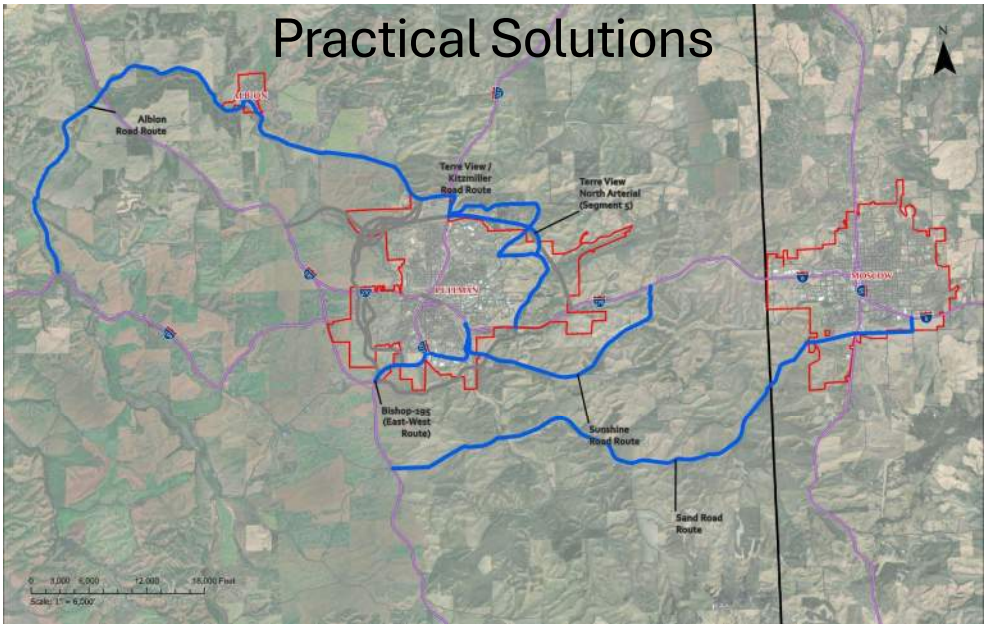

OD Data Overview
ALBION
PULLMAN
MOSCOW
3%
7%
3%
3%

15


Proposed Routes
Albion Road Route
Bishop-195 (East-West Route)
Central Route
Golden Hills Drive (Alternative #1 & 3)
Golden Hills Drive (Alternative #1)
Golden Hills Drive (Alternative #2)
Golden Hills Drive (Alternative #3)
Golden Hills Drive (Modified Alternative)
NW Ring Road (Option A)
NW Ring Road (Option B)
NW Ring Road (Option C)
Northern Arterial (WSDOT)
Sand Road Route
South Bypass Alignment (Modified)
Sunshine Road Route
Terre View / Kitzmiller Road Route
Terre View North Arterial (Phase 1)
Terre View North Arterial (Segment 5)

16

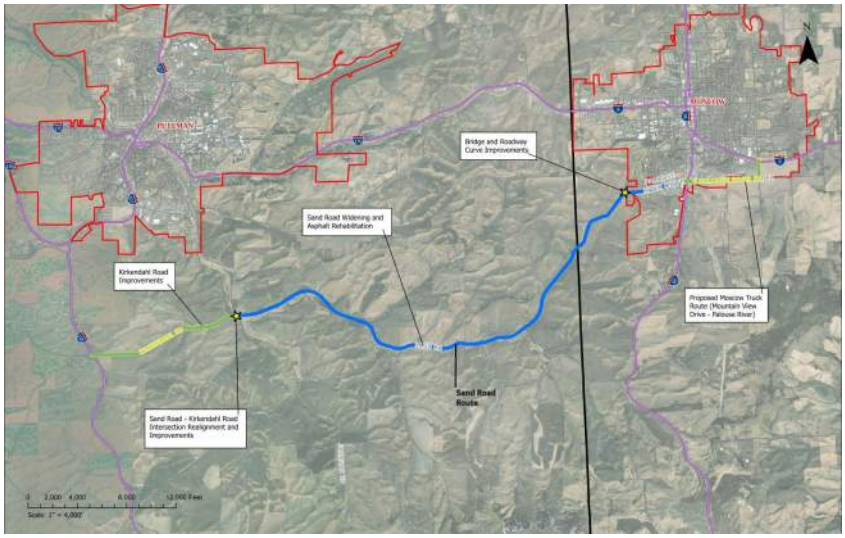
Practical Solutions



17

Sand Road – Kirkendahl Road

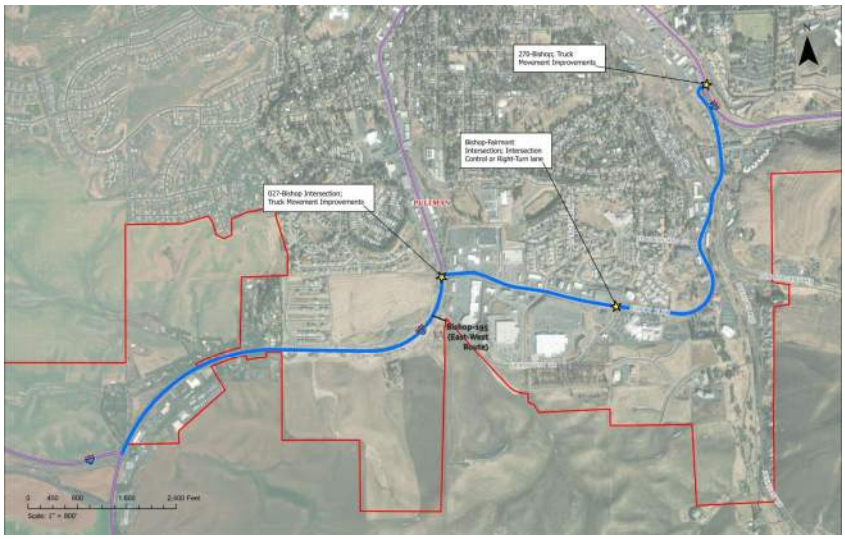
- Pros:
  - Existing Road and Intersection
  - City of Moscow and ITD Preferred Truck Route
  - Improvements to road currently being designed
    - Moscow Sand Road Bridge Replacement
    - Kirkendahl Road Feasibility Study
- Cons
  - Increased Travel Time
  - Sand Road and Kirkendahl Road require improvements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



18

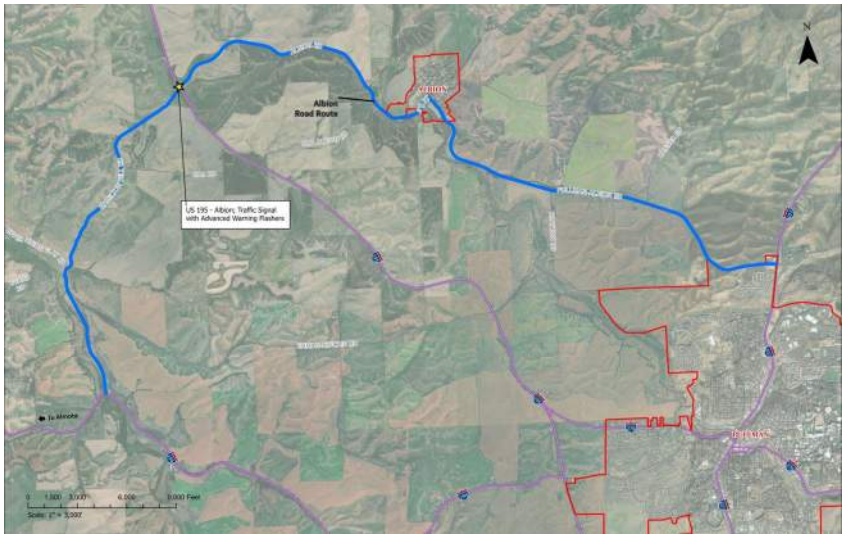
Bishop Blvd – US 195 Route

- 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



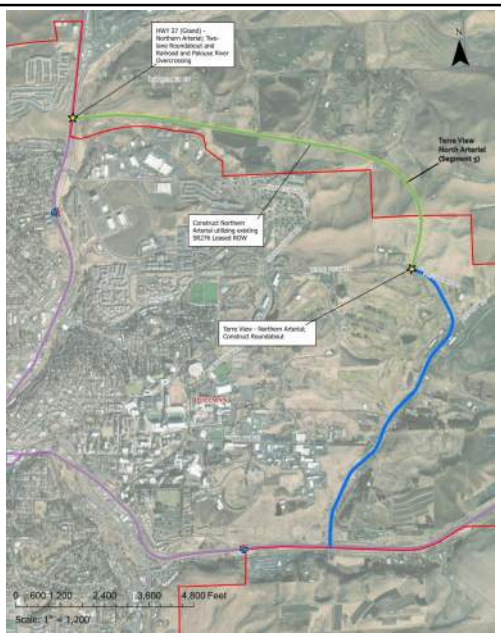
Albion Road Route

- 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)

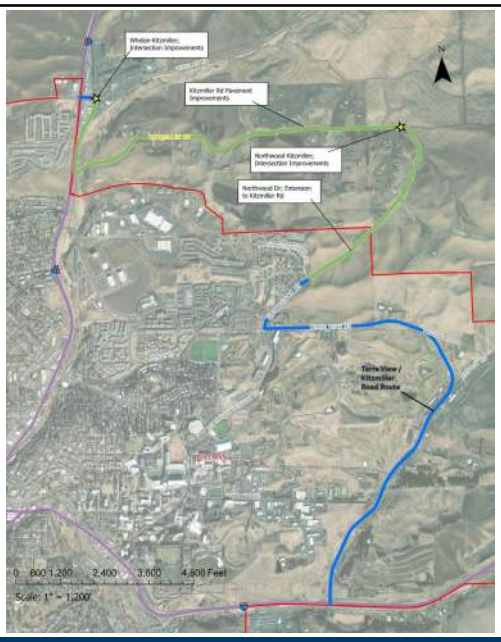
- Pros:
  - Utilizes existing SR276 Leased ROW
  - Closer to Downtown (Minimal Additional Travel Time)
  - Alternative Route for Passenger Vehicles
- Cons
  - Larger Improvement Costs
  - Environmental and Railroad Issues
  - Vertical Profile
- Estimated Cost: $25M - $35M



21

Terre View – Kitzmiller Road Route

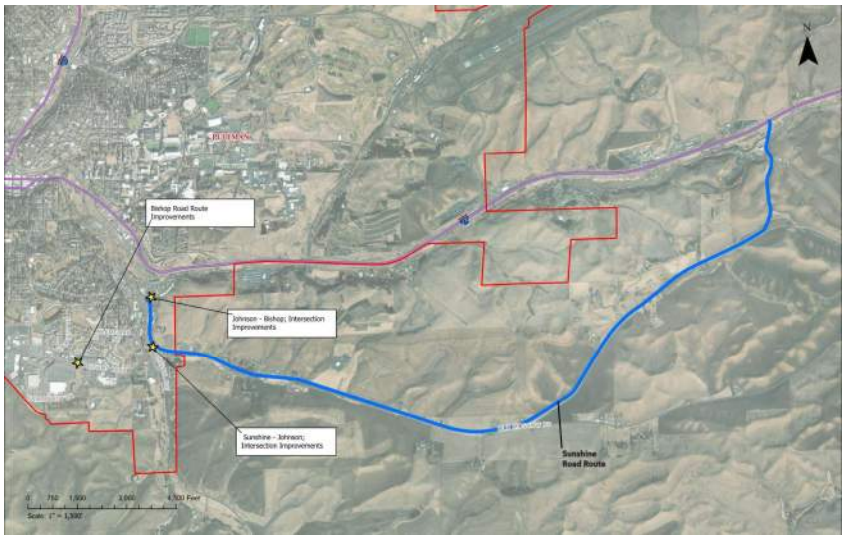
- Pros:
  - Utilizes existing Kitzmiller Alignment and ROW
  - Fewer Improvements Required on Terre View and Whelan/HWY 027
  - Alternative Route for Passenger Vehicles
  - Uses existing Railroad and Palouse River Crossings
- Cons
  - Doesn't utilize existing SR276 Leased ROW
  - Closer proximity to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



22

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

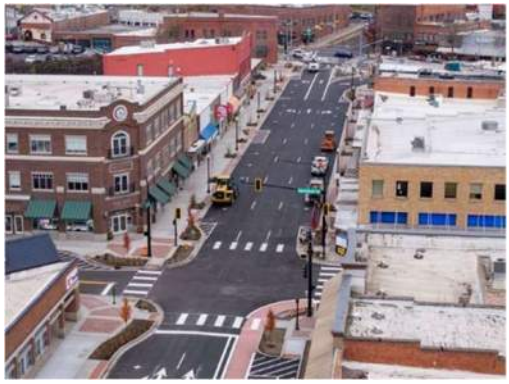
Agenda

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

2

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



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

4

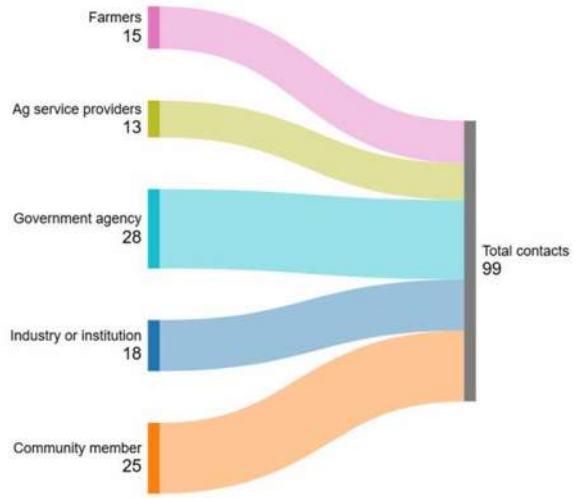
Schedule Update

- 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

5

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
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6

Website, Social Media, and Outreach

eNewsletter to be shared to 600+ contacts

Social Media and eNewsletter to be re-shared by:

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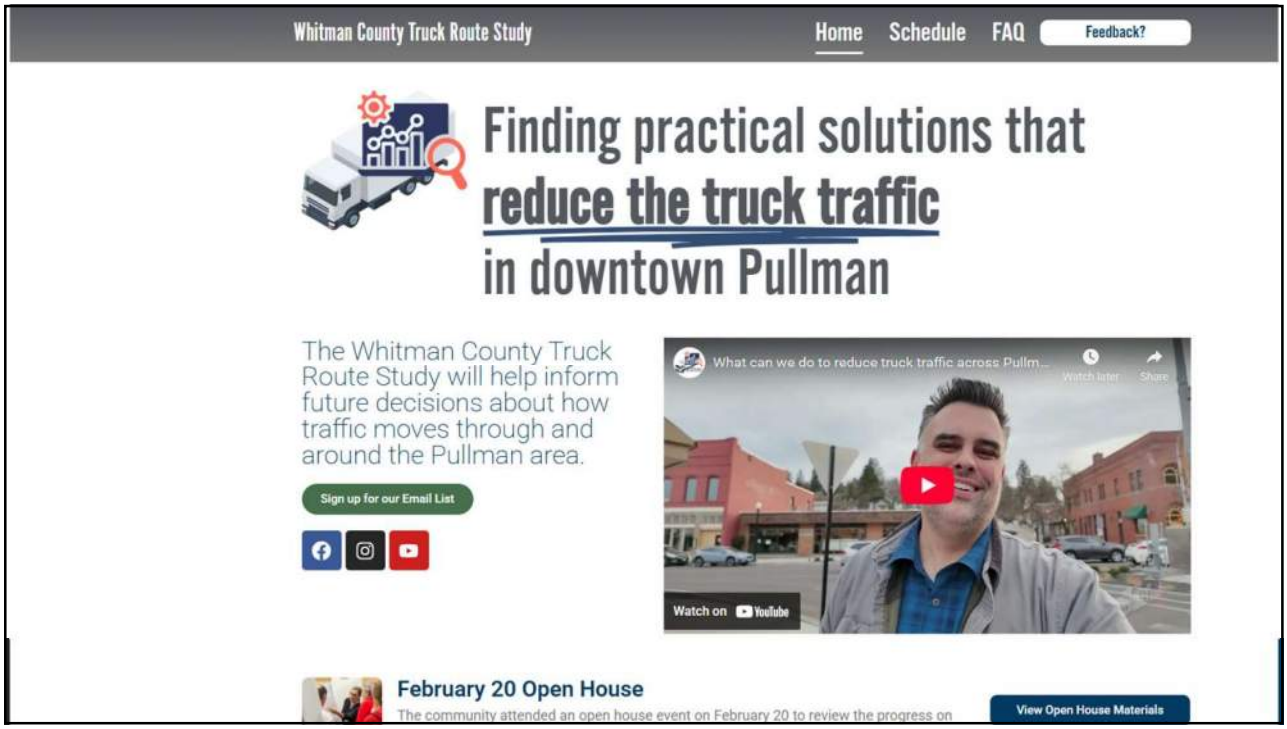
- PNW Co-Op
- Uniontown Co-Op
- City of Pullman?
- Whitman County?

7

8



9

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

10

Stakeholder Outreach

Wrapping up… remaining:

- McGregor Co. Hay trucking operators
- SEL… unresponsive

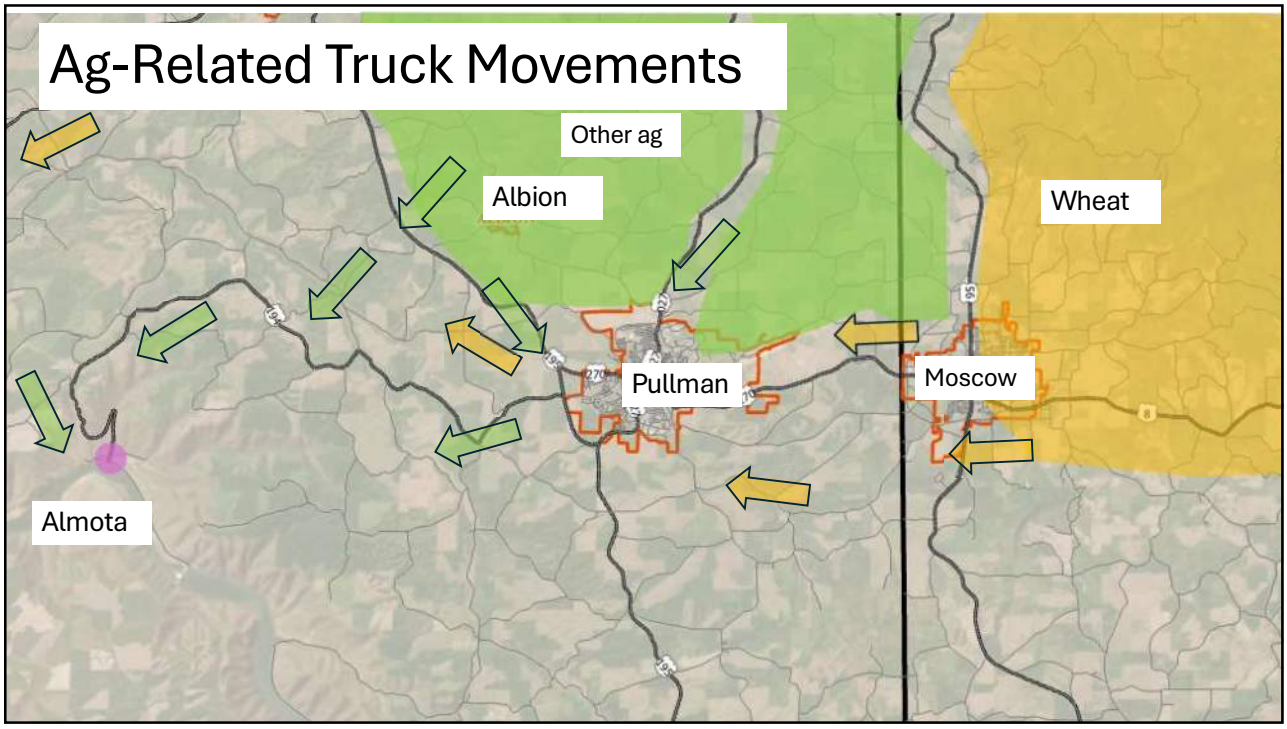
Public Review of Draft Plan

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

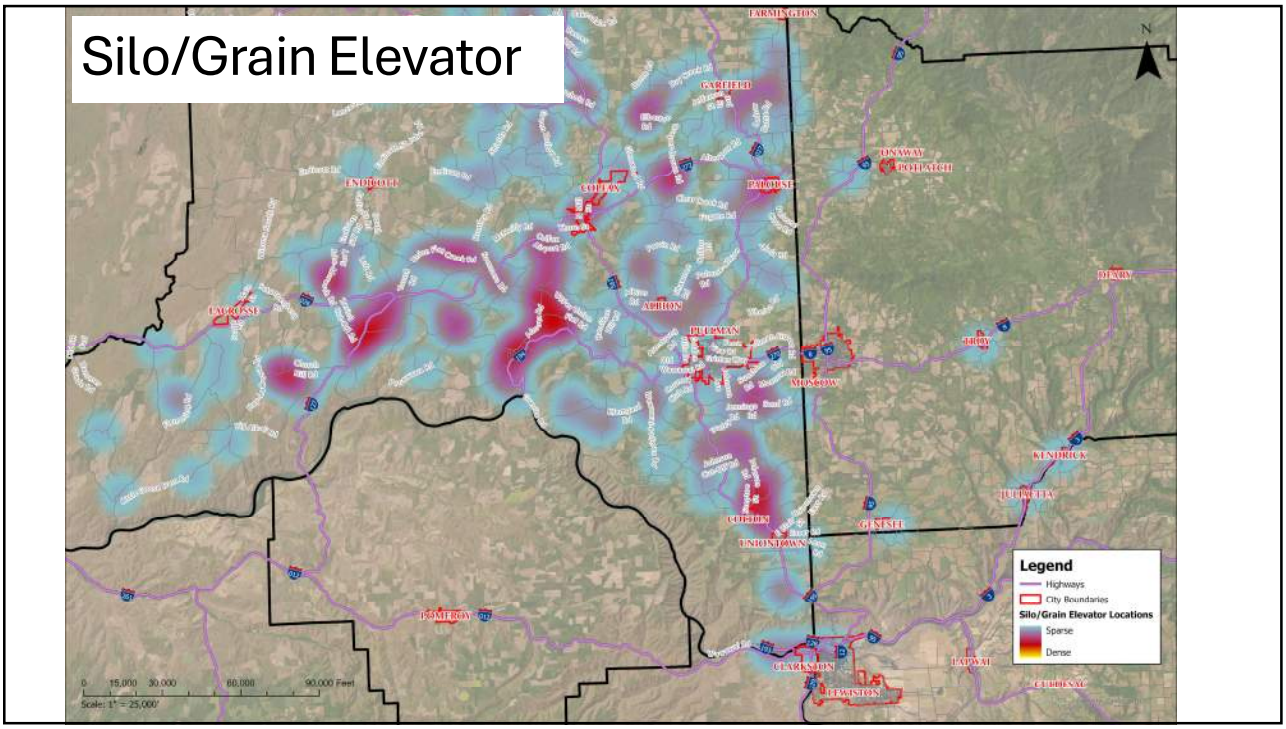
11

Ag-Related Truck Movements



12

Silo/Grain Elevator



13

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  - Daily Heavy Vehicles Through Downtown: 1,008 vpd
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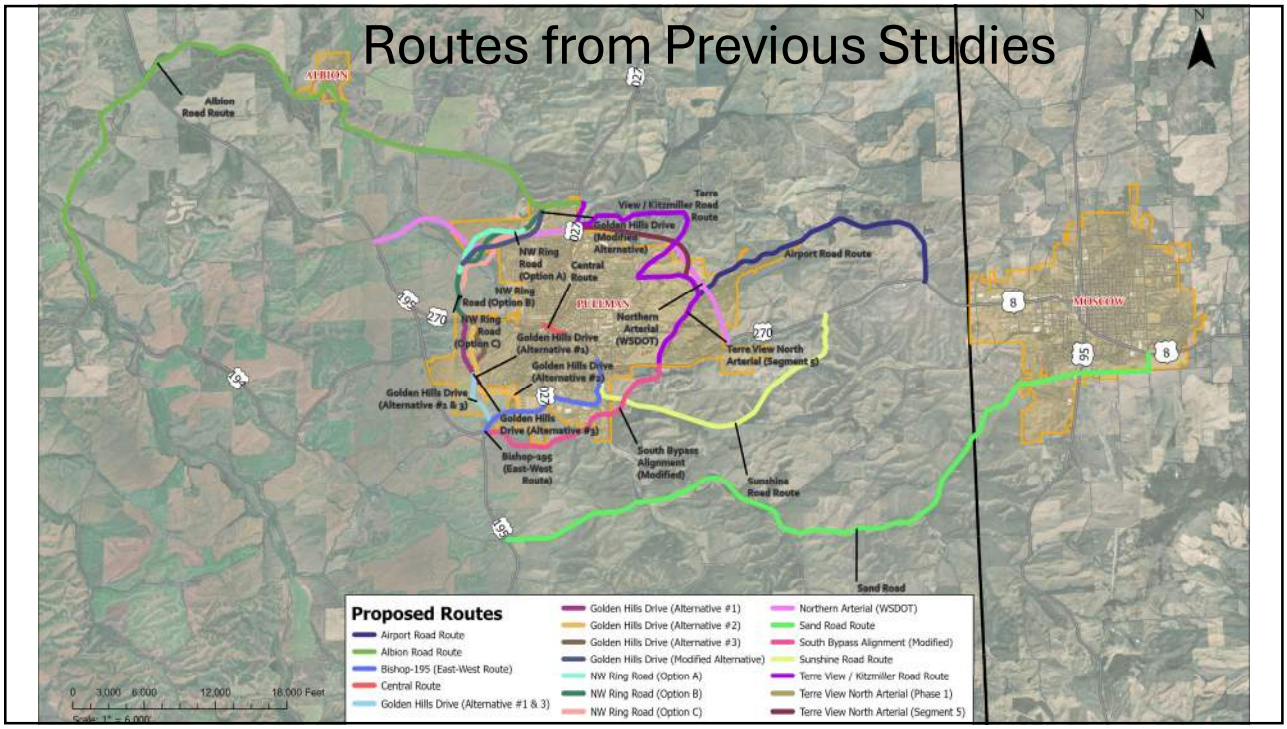
Pullman Downtown Traffic Count

14


Routes from Previous Studies
Albion Road Route
ALBION
Terre View / Kitzmiller Road Route
Golden Hills Drive (Modified Alternative)
NW Ring Road (Option A)
Central Route
Airport Road Route
NW Ring Road (Option B)
PULLMAN
NW Ring Road (Option C)
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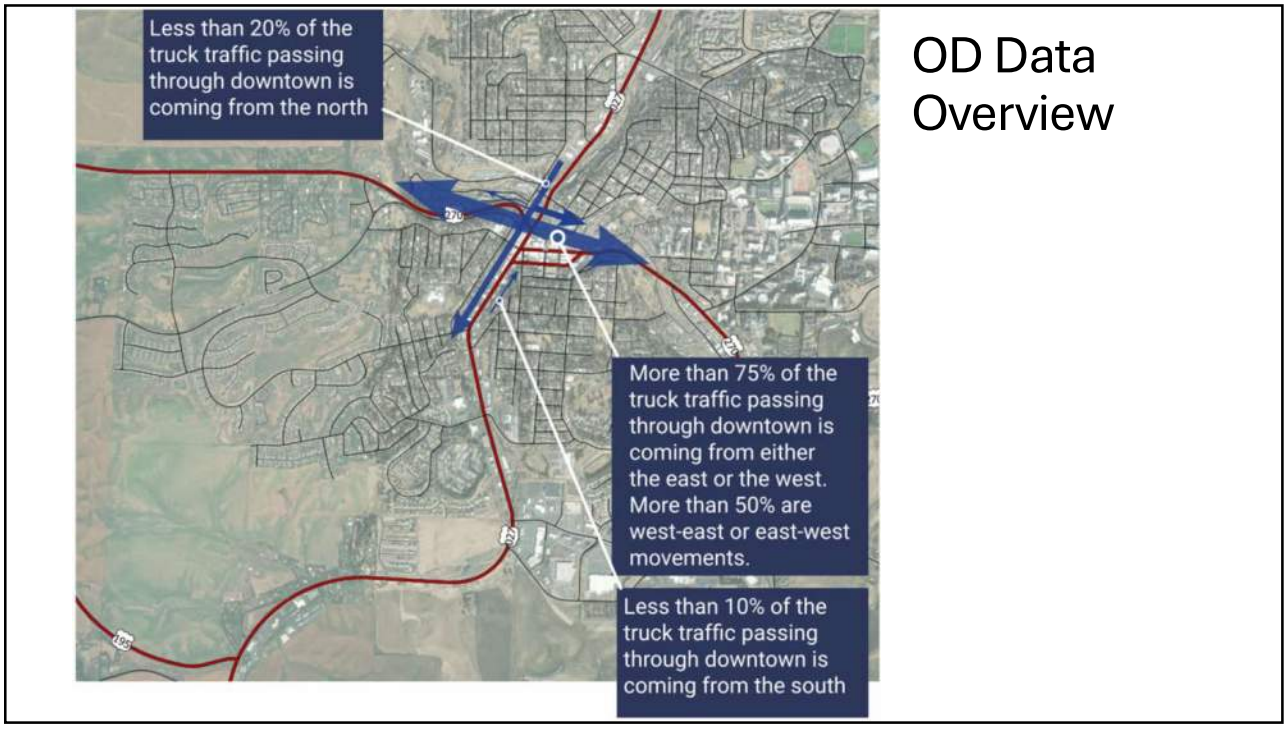
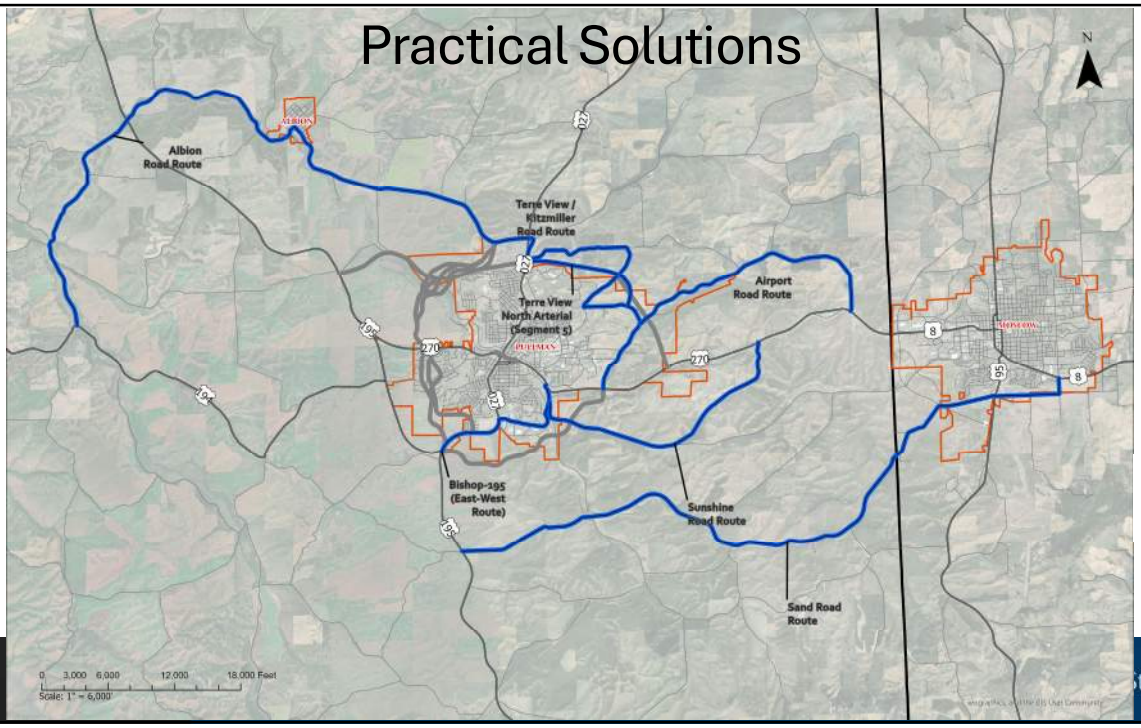
Northern Arterial (WSDOT)
Sand Road Route
South Bypass Alignment (Modified)
Sunshine Road Route
Terre View / Kitzmiller Road Route
Terre View North Arterial (Phase 1)
Terre View North Arterial (Segment 5)
0 3,000 6,000 12,000 18,000 Feet
Scale: 1" = 6,000'

15


Less than 20% of the truck traffic passing through downtown is coming from the north
More than 75% of the truck traffic passing through downtown is coming from either the east or the west. More than 50% are west-east or east-west movements.
Less than 10% of the truck traffic passing through downtown is coming from the south
OD Data Overview

16

Practical Solutions



17

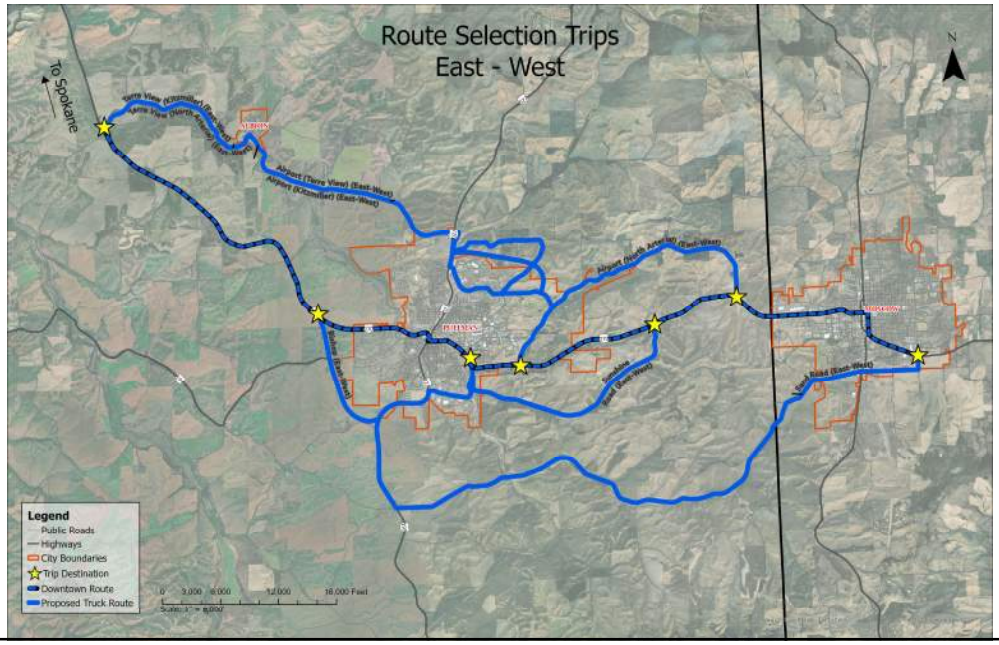
Route Selection Suitability

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

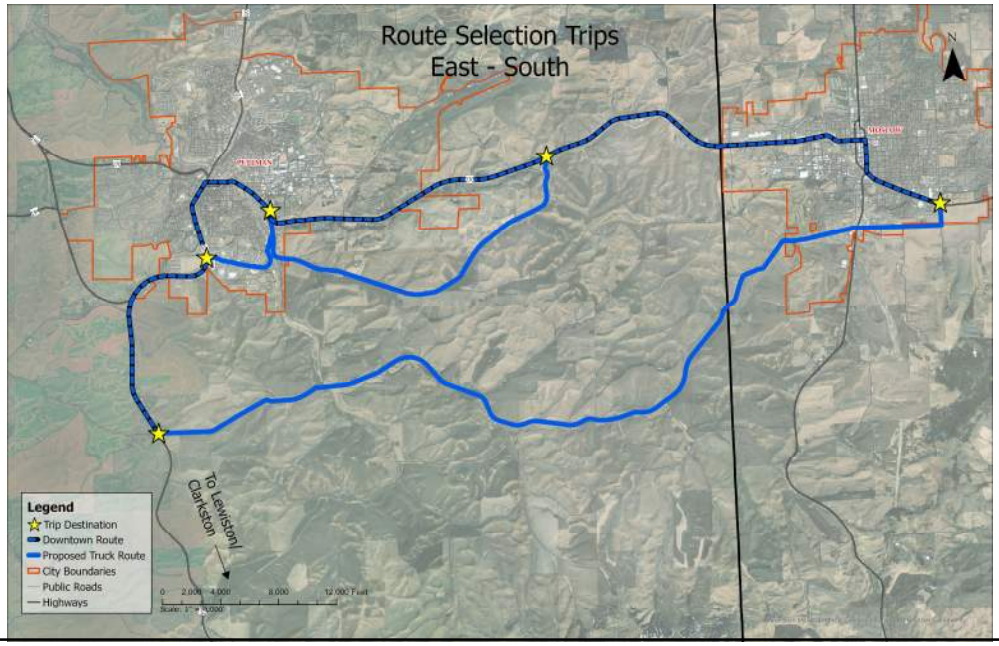
18

ADDITIONAL DISTANCE



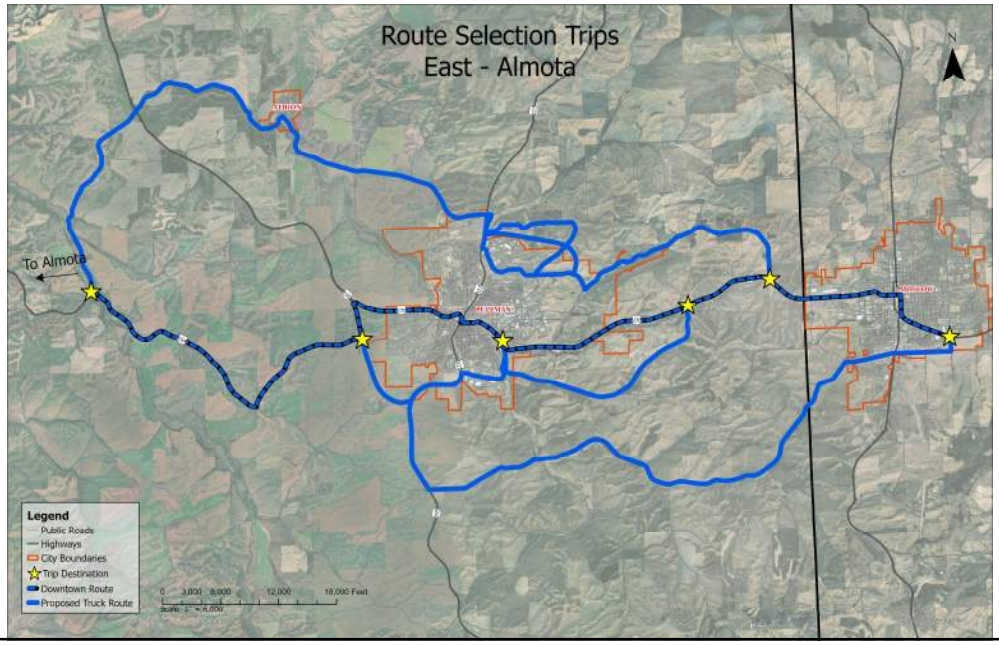
19

ADDITIONAL DISTANCE



20

ADDITIONAL DISTANCE



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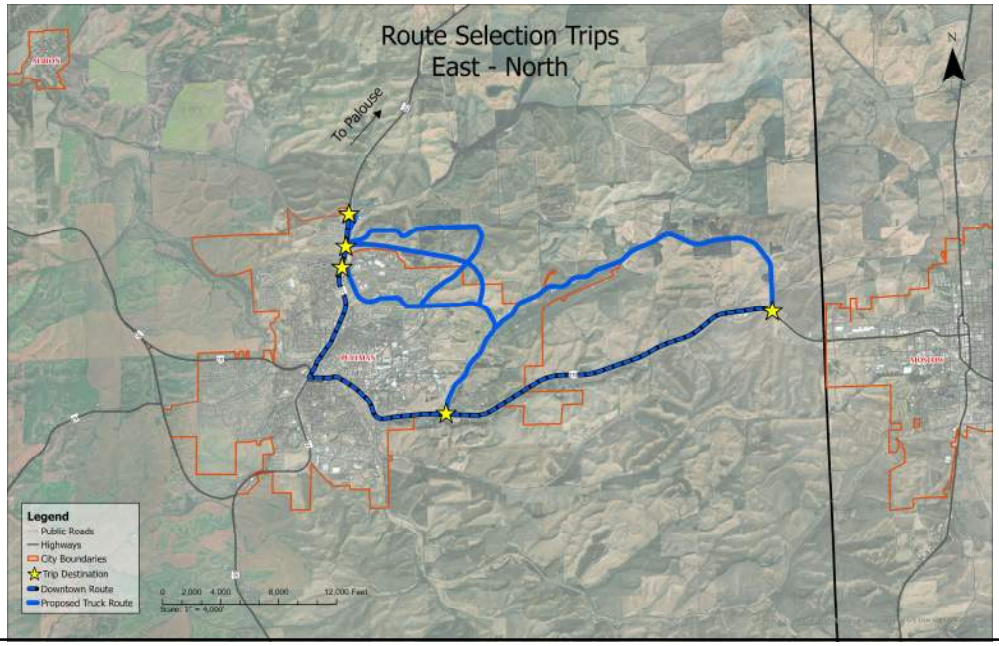

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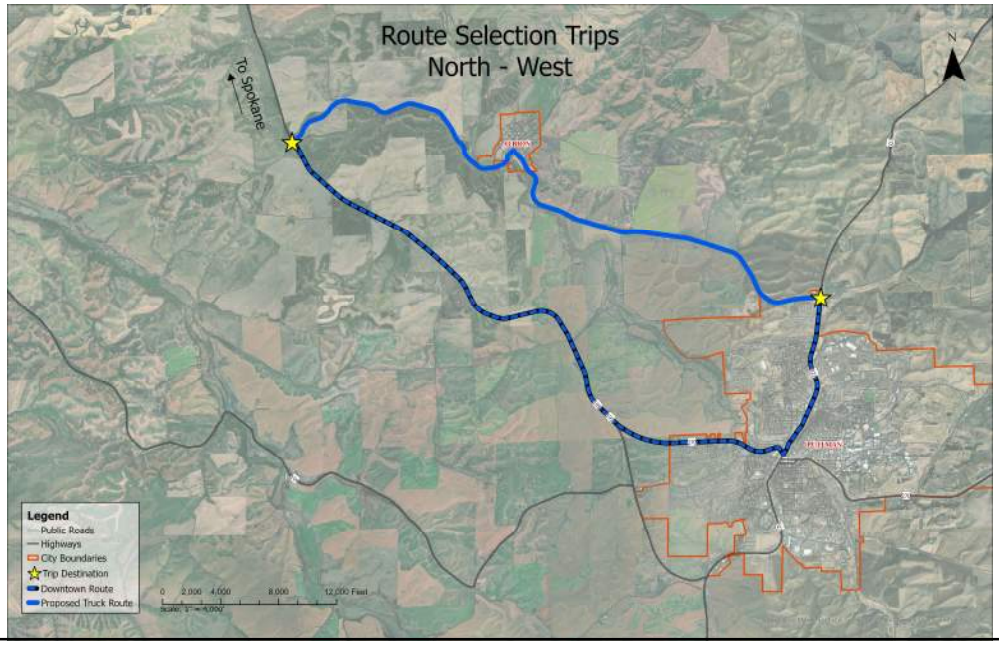

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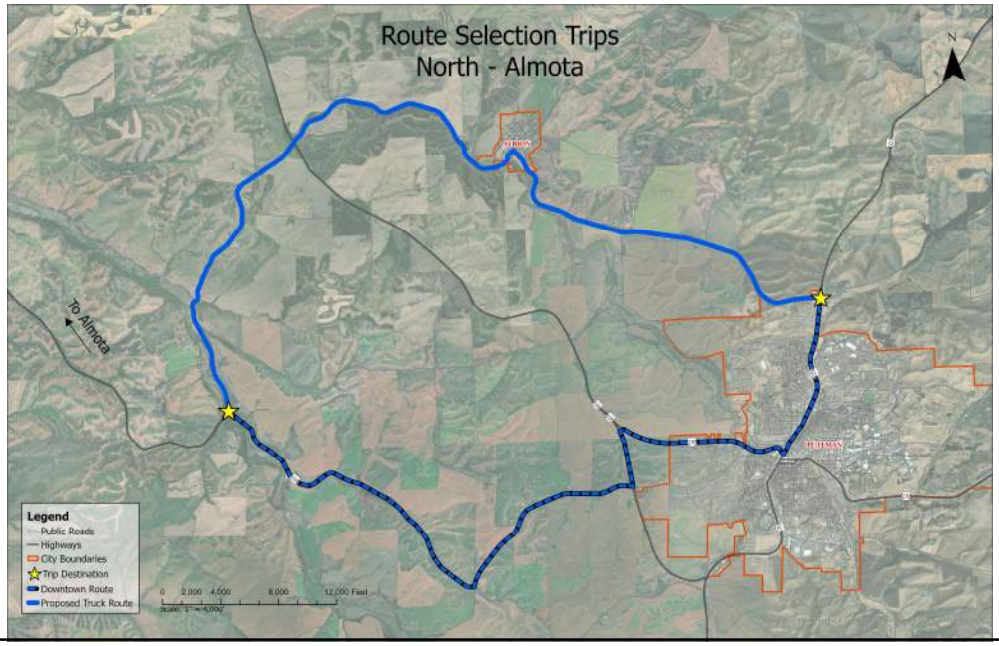

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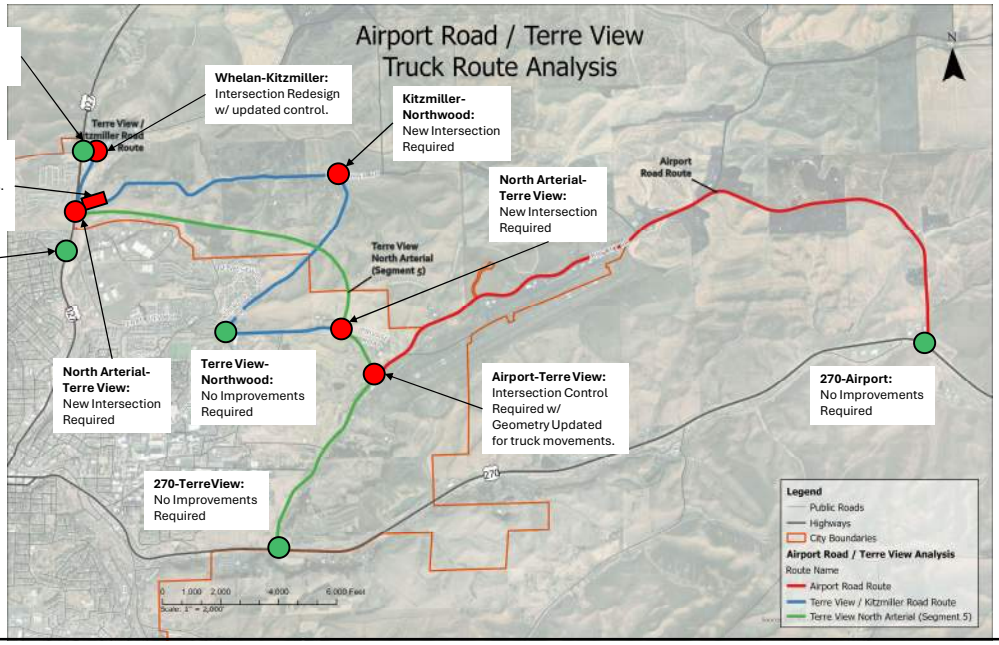
INTERSECTION & BRIDGE IMPROVEMENTS



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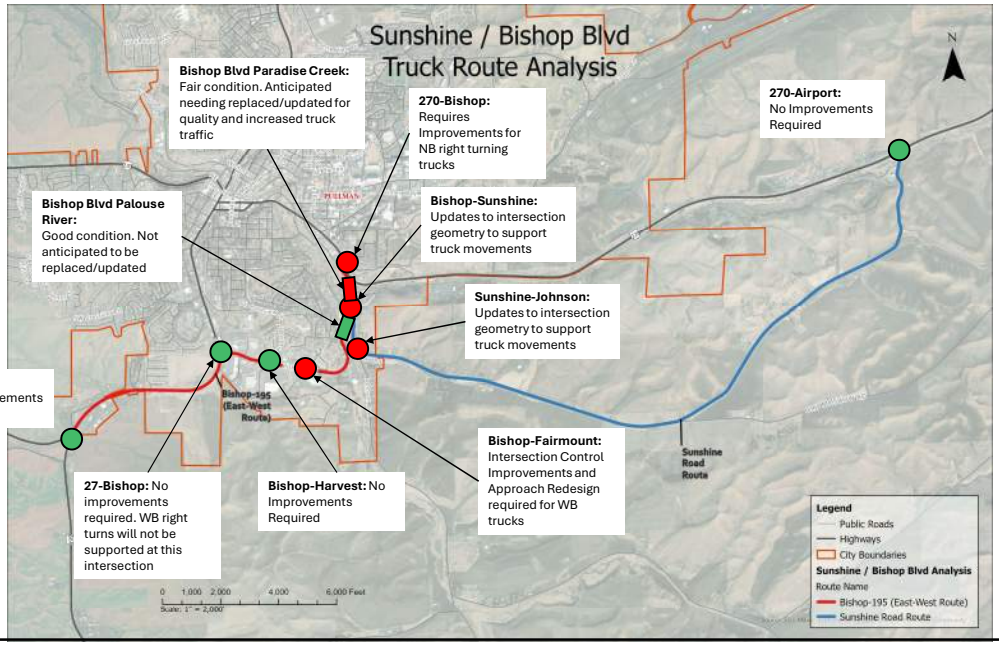
INTERSECTION & BRIDGE IMPROVEMENTS



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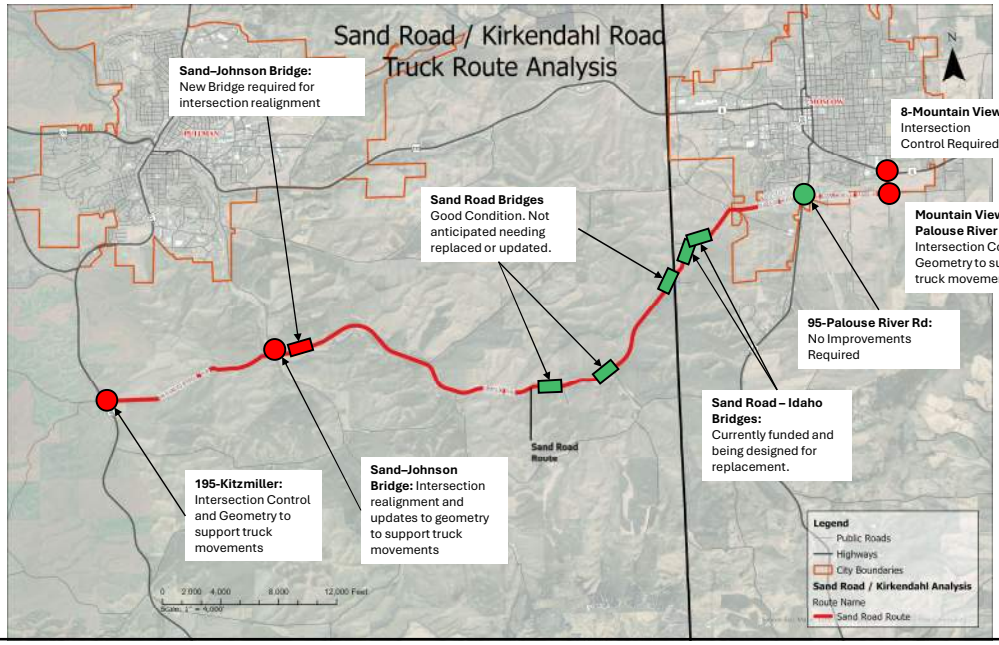
INTERSECTION & BRIDGE IMPROVEMENTS



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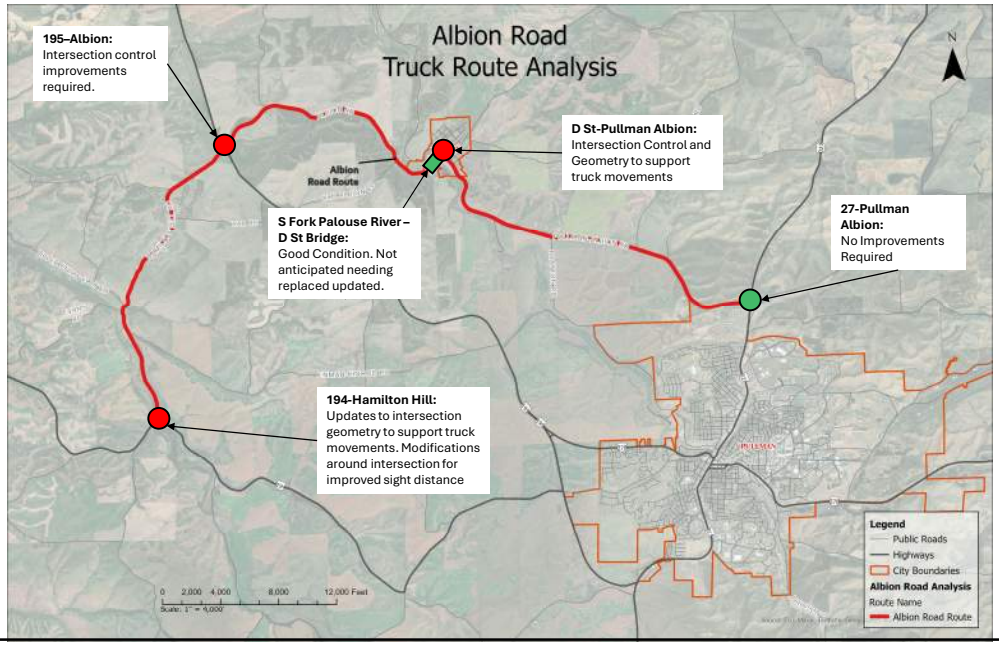
INTERSECTION & BRIDGE IMPROVEMENTS



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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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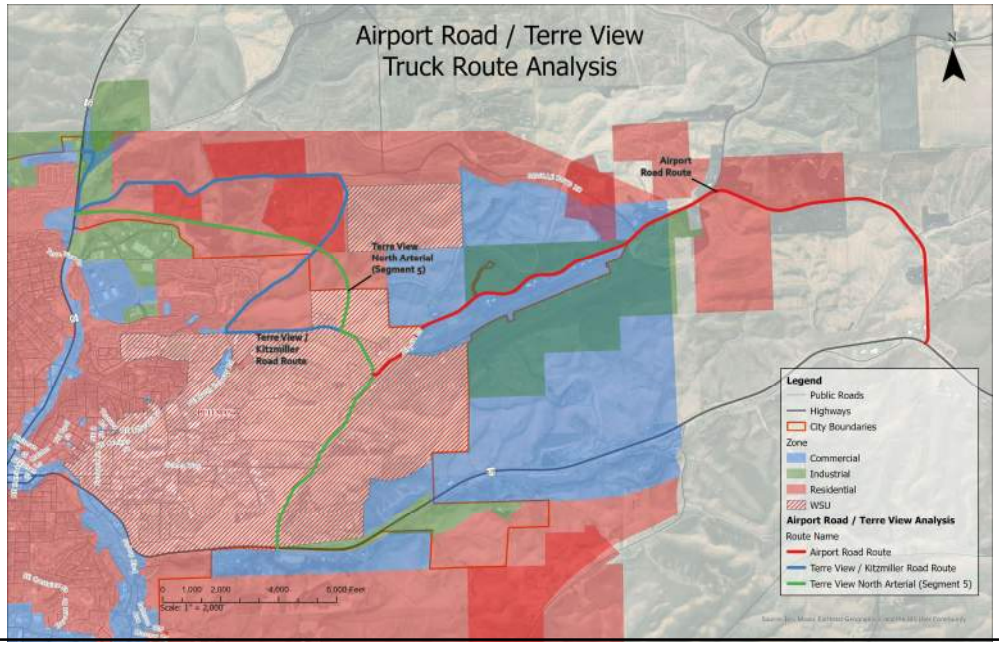
ZONING ANALYSIS



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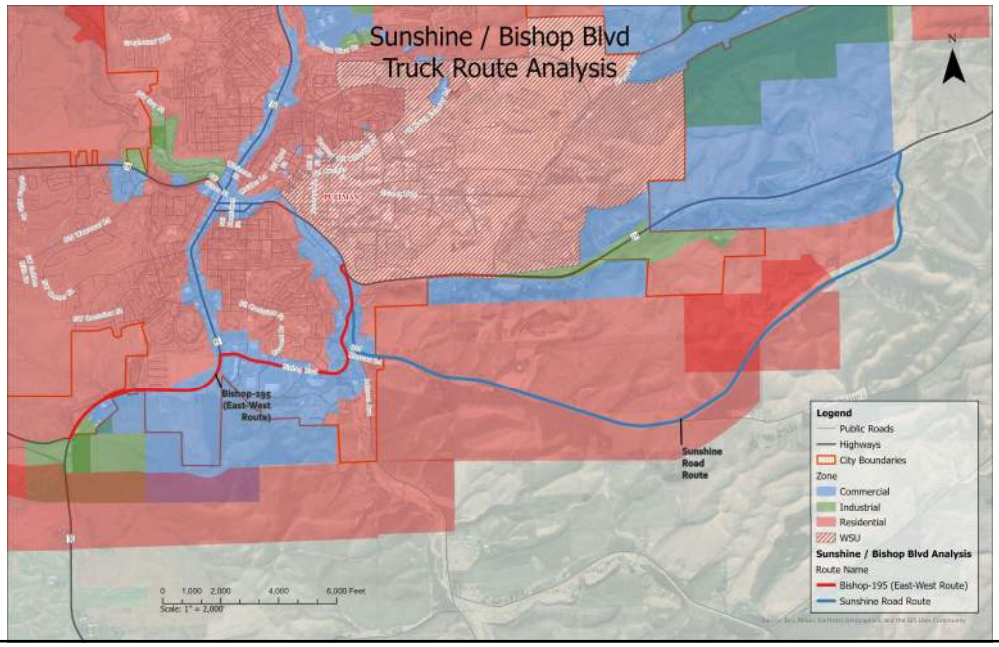
ZONING ANALYSIS



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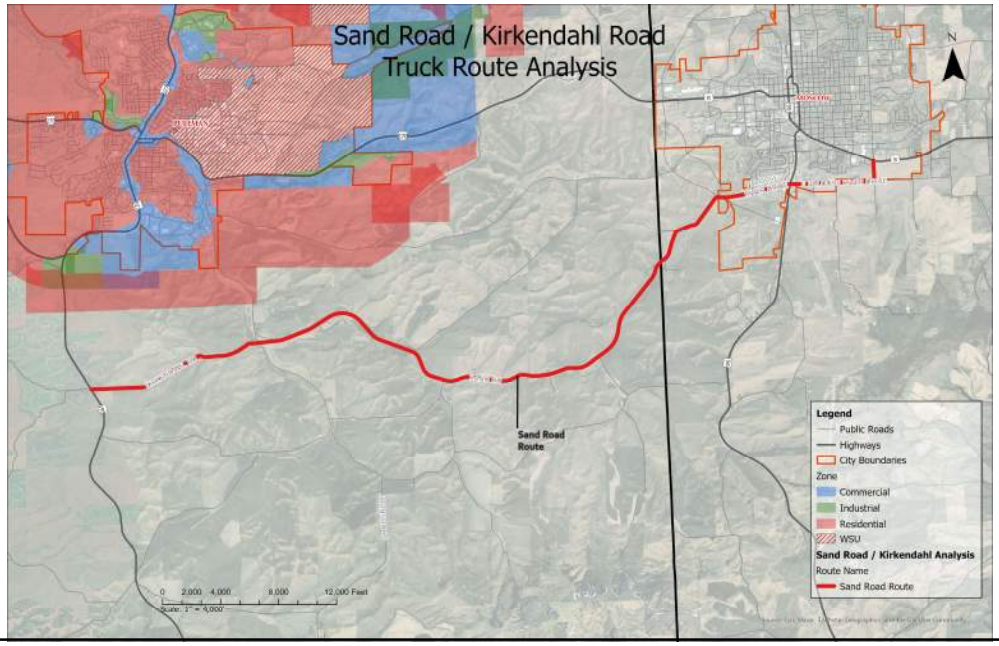
ZONING ANALYSIS



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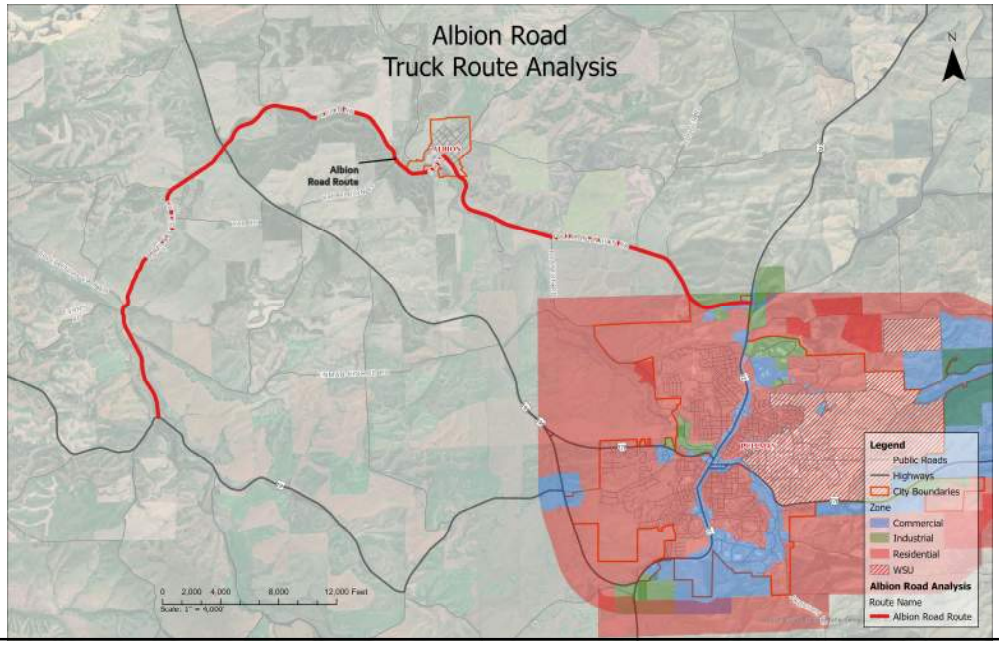
ZONING ANALYSIS



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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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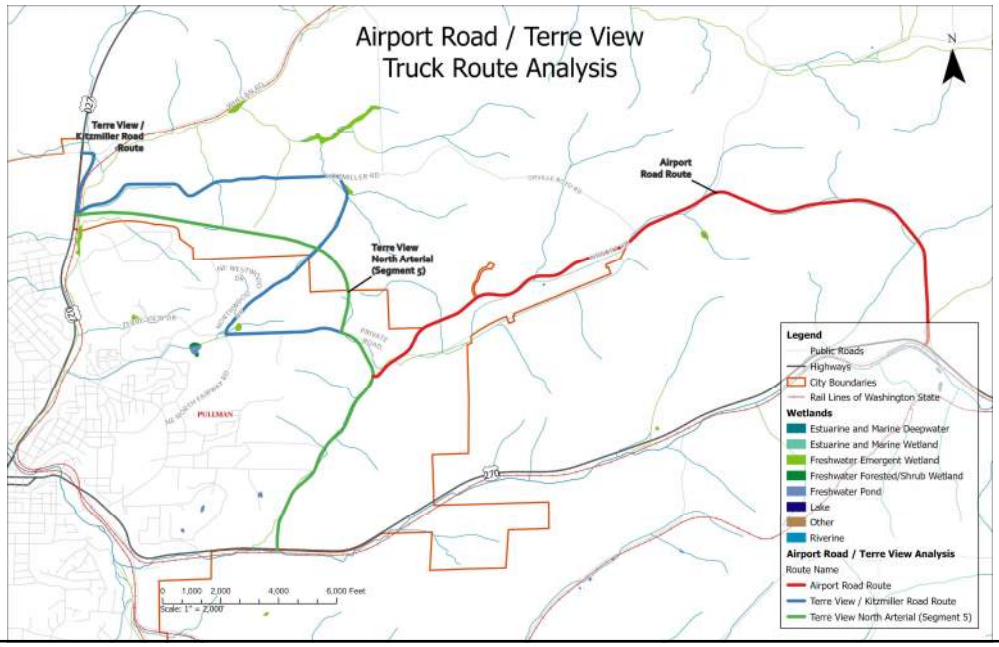
ENVIRONMENTAL ANALYSIS



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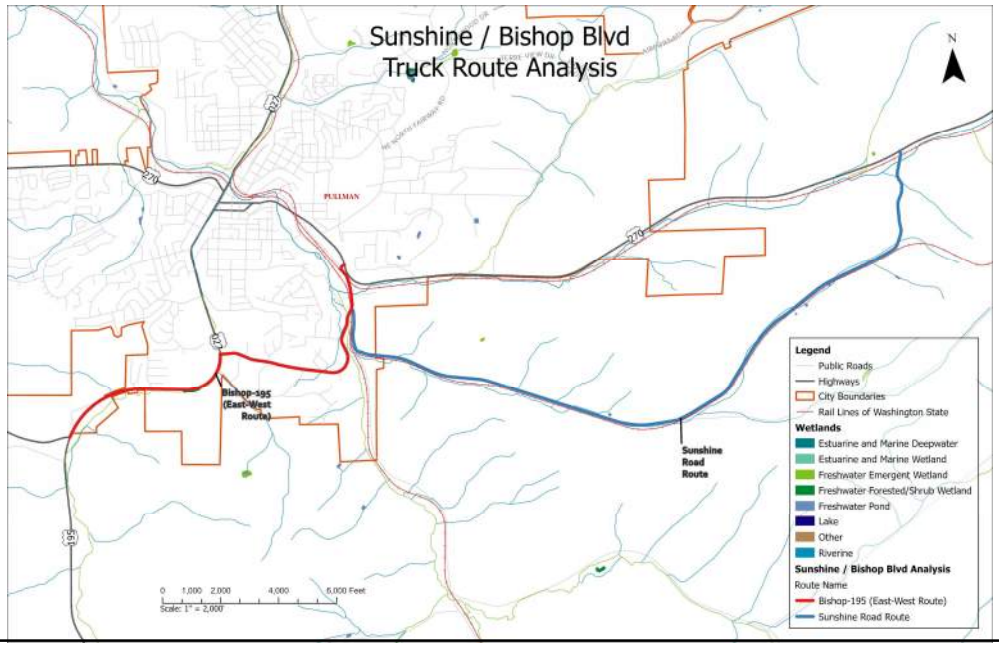
ENVIRONMENTAL ANALYSIS



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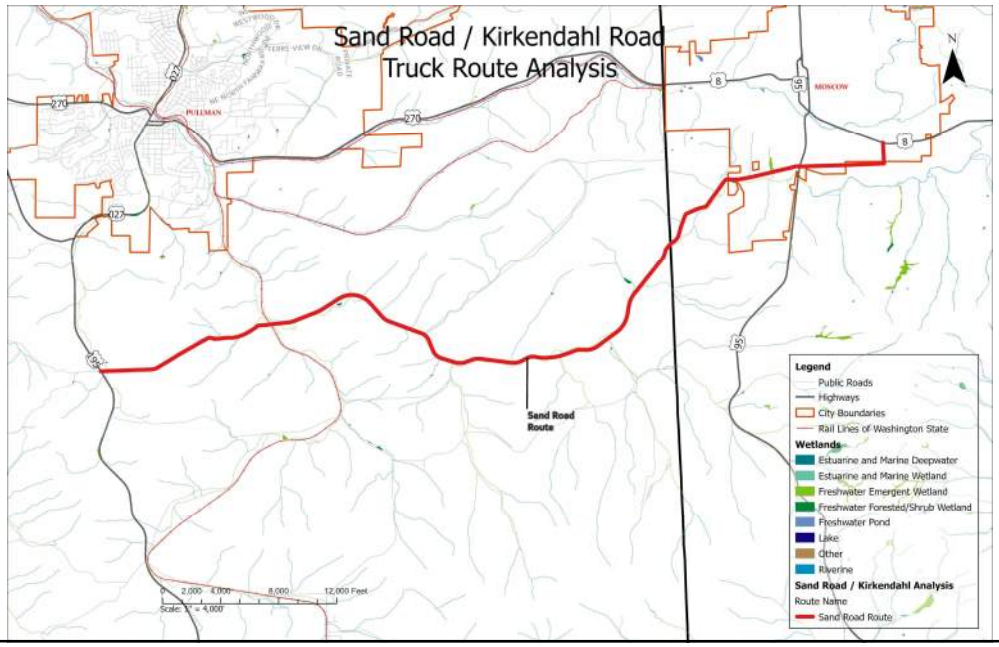
ENVIRONMENTAL ANALYSIS



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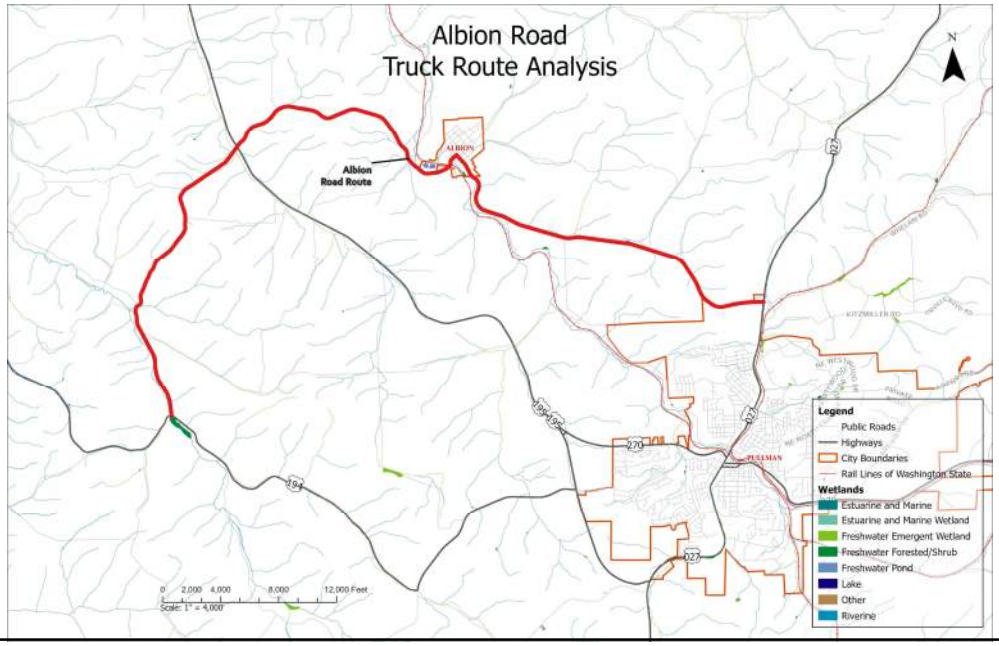
ENVIRONMENTAL ANALYSIS



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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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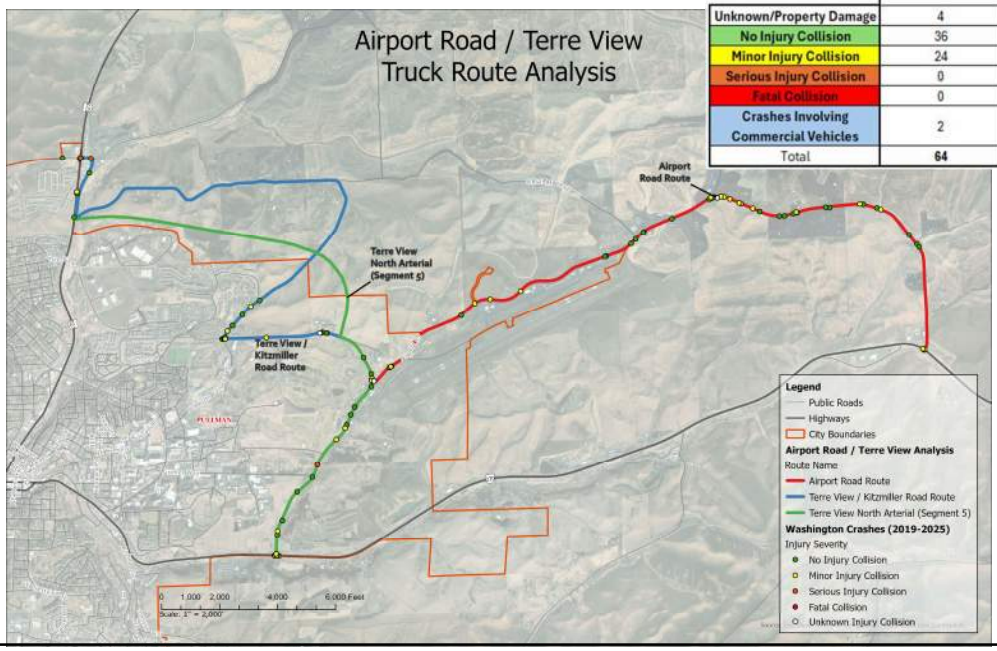
TRAFFIC SAFETY ANALYSIS



	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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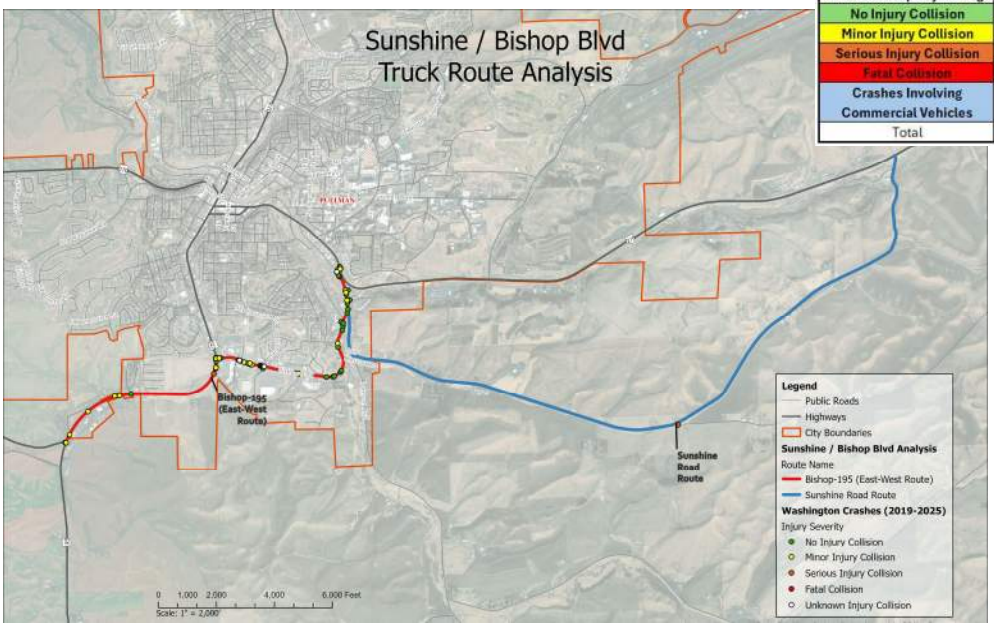
TRAFFIC SAFETY ANALYSIS



	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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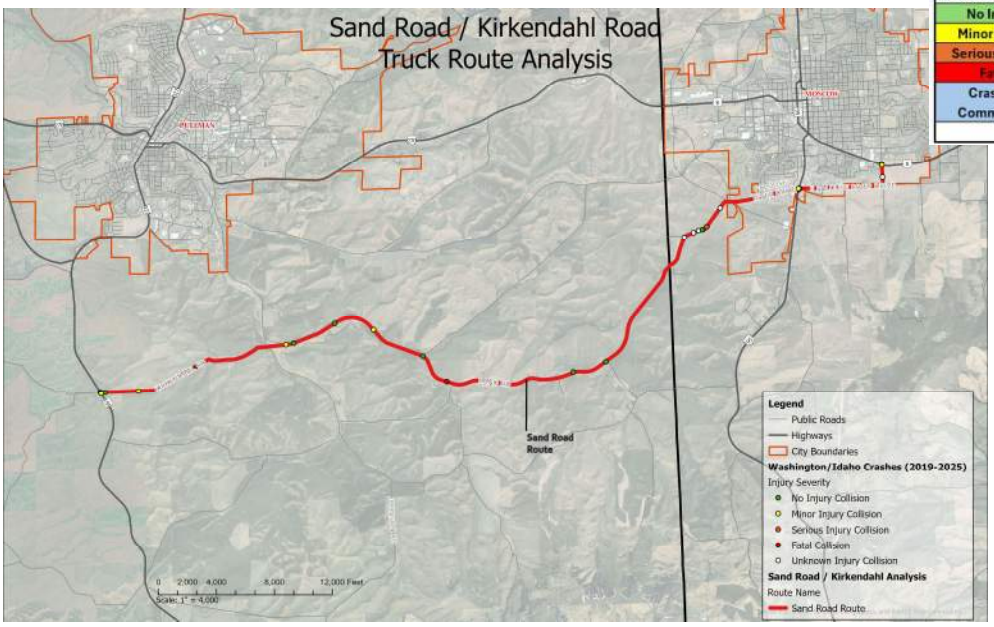
TRAFFIC SAFETY ANALYSIS



	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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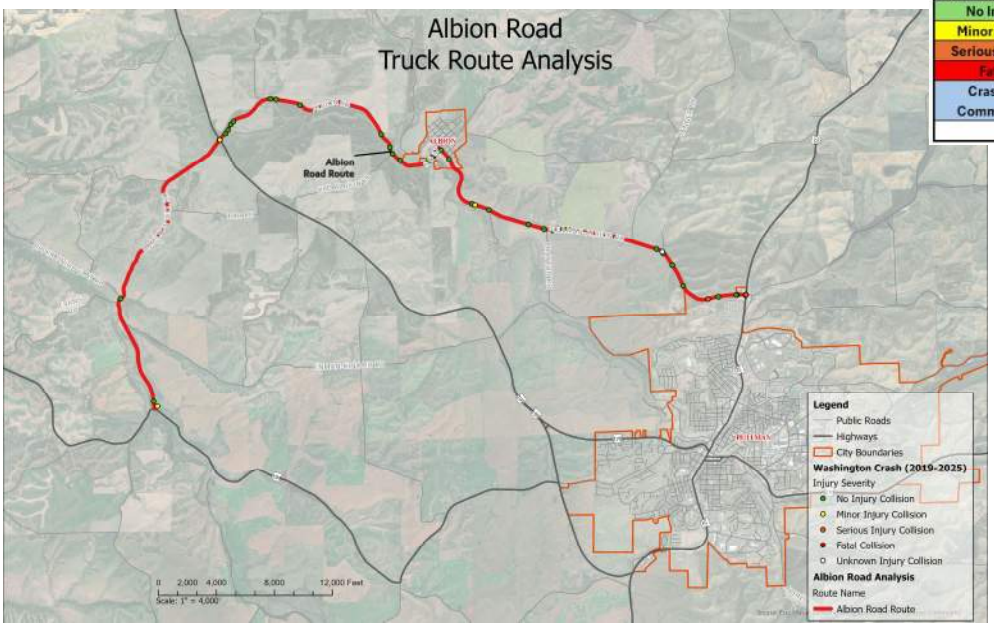
TRAFFIC SAFETY ANALYSIS



	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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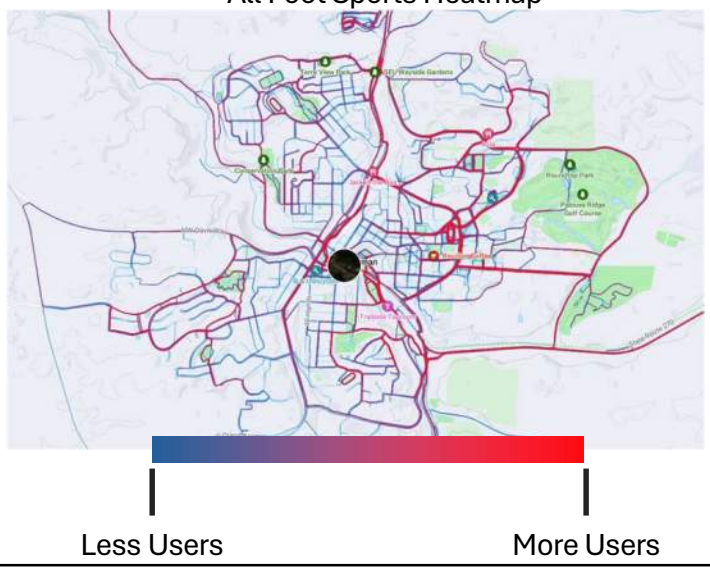
MULTI MODAL TRANSPORTATION ANALYSIS

- ***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



Less Users — More Users

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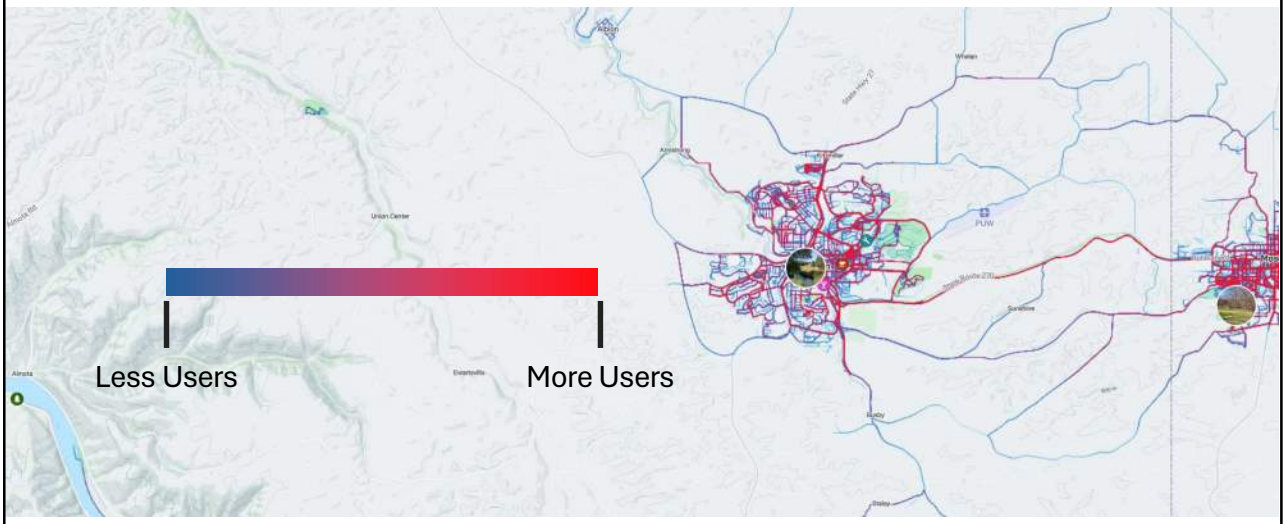
MULTI MODAL TRANSPORTATION ANALYSIS

All Foot Sports Heatmap



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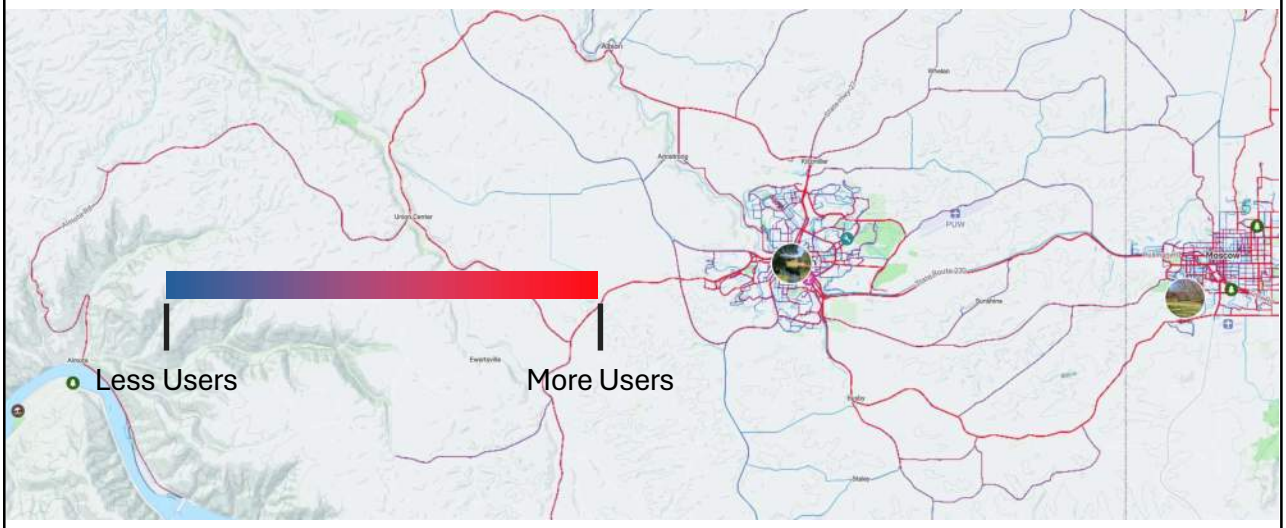
MULTI MODAL TRANSPORTATION ANALYSIS

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

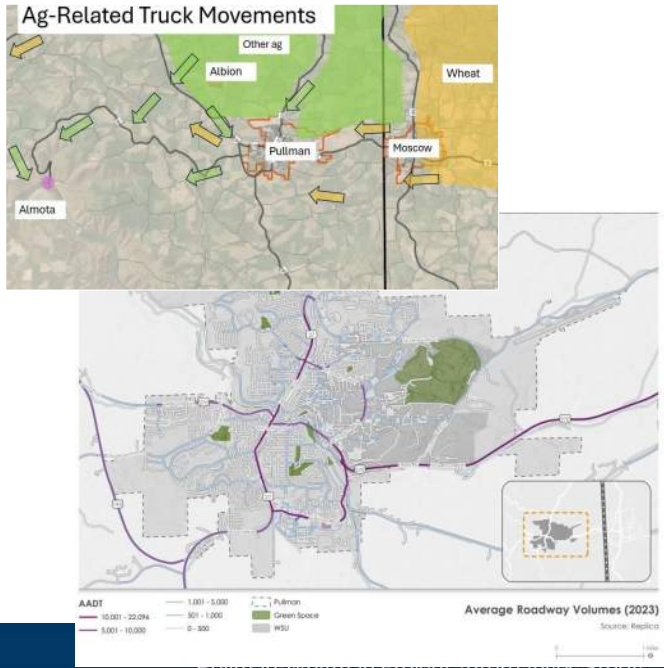
Process – Step 3

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

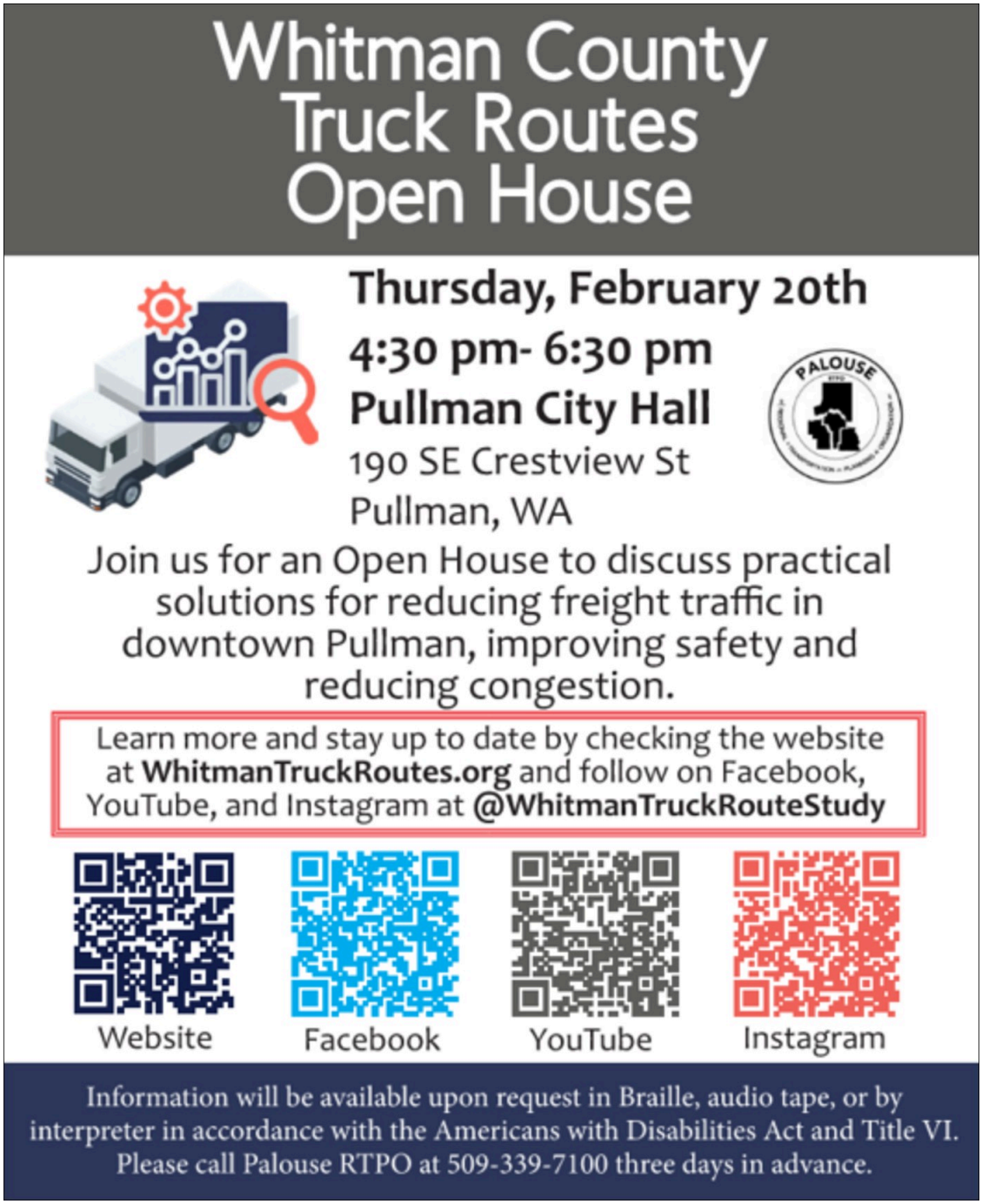
e-NEWSLETTERS

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



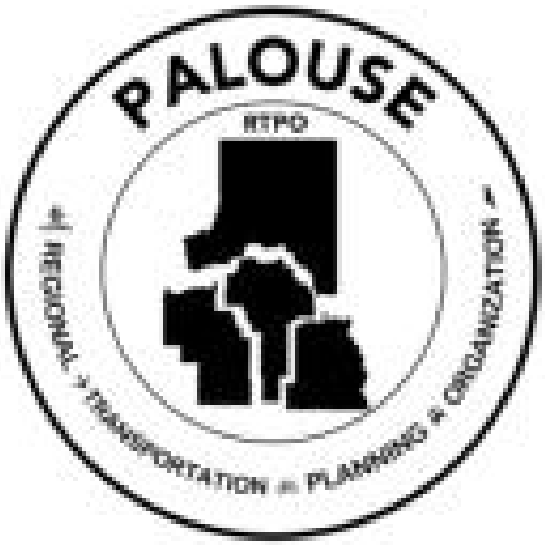
Led by Welch Comer Engineers, the consultant team will present project goals and potential alternative routes at a public Open House that will take place **from 4:30—6:30 pm on Thursday, February 20, 2025, at Pullman City Hall, 190 SE Crestview**

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

View this email in your browser

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

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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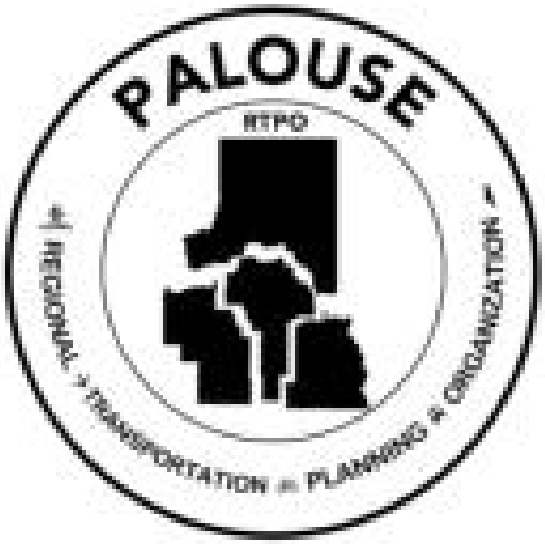
Coeur d'Alene, ID 83814

View this email in your browser

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.

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.



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View this email in your browser

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

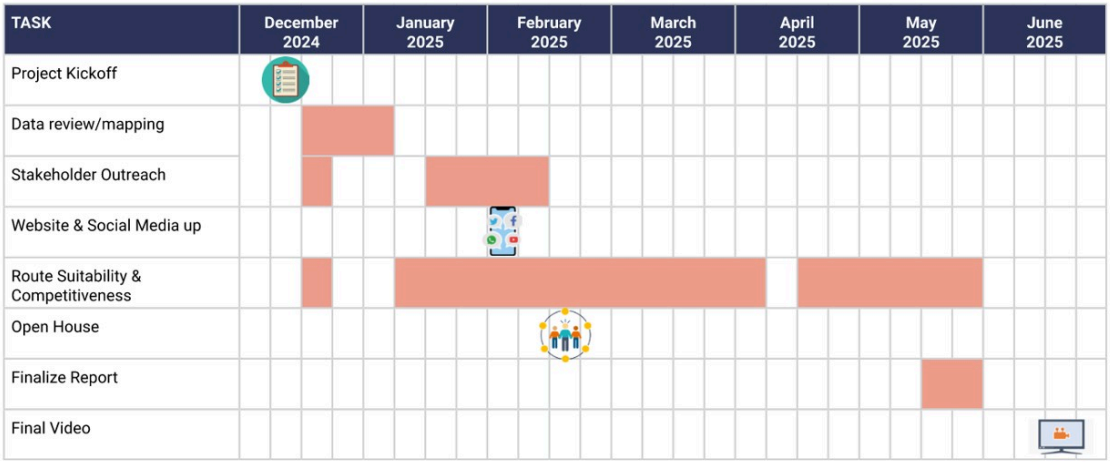
For those of you unable to attend the Open House on February 20, the materials have been published on the project's website at www.whitmantruckroutes.org. The Open House did not include a formal presentation. Comments regarding the materials provided on the website should be sent to Courtney Kramer, 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!

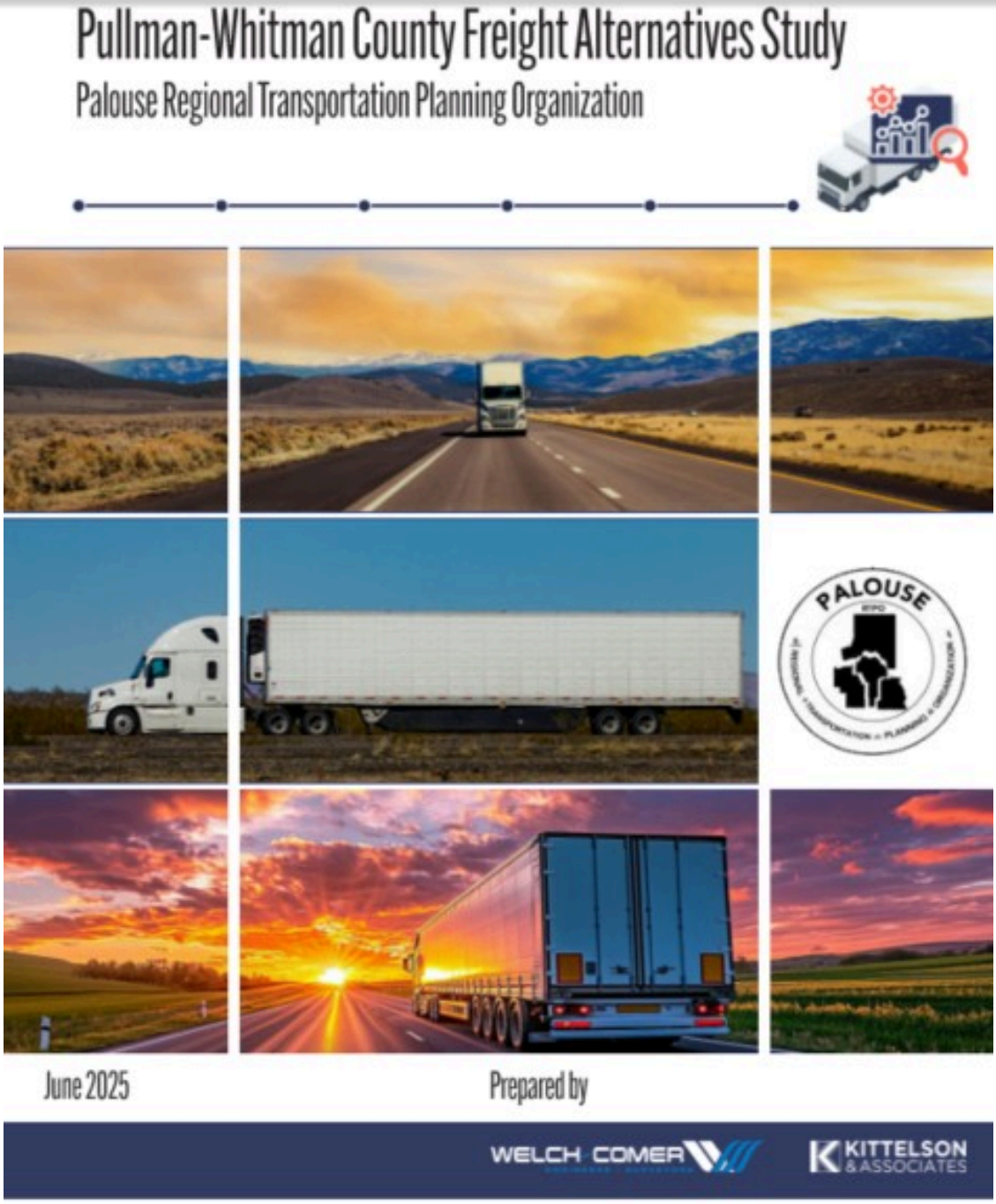
Our mailing address is:

330 East Lakeside Avenue, Suite 101

Coeur d'Alene, ID 83814

View this email in your browser

Whitman County Truck and Freight Study Draft Available for Public Review



The Palouse Regional Transportation Planning Organization (Palouse RTPO) is pleased to announce that the final draft of the Whitman County Truck and Freight Study is available for public review and comment. The study, which seeks to reduce through freight traffic in downtown Pullman, to improve safety, reduce congestion, and enhance the built environment, recommends a series of practical solutions to provide alternative routes for truck and freight traffic.

Community comments on the final draft will be accepted through Friday, May 23, 2025. The draft document, as well as digital comment form, is available on the project website, at

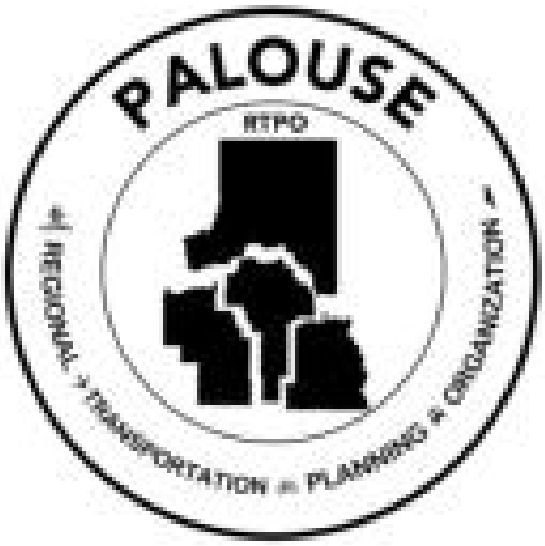
Avenue. Additional resources and updates are available online at **WhitmanTruckRoutes.org** and on social media platforms YouTube, Instagram and Facebook at **@WhitmanTruckRouteStudy**.

REVIEW THE DRAFT REPORT

The Whitman County Truck and Freight Study is coordinated by the Palouse RTPO in partnership with the Washington State Department of Transportation (WSDOT). A consulting team led by Welch Comer Engineers held an Open House for the project on February 20, 2025, and has been seeking input from stakeholders and individuals with expertise in harvest-related and other heavy freight-related transportation within the Whitman County region. The study will conclude in June 2025.

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 509-339-7100.

Please contact Courtney Kramer, Public Involvement Specialist at Welch Comer Engineers, at **ckramer@welchcomer.com**, with questions regarding this press release.



Our mailing address is:

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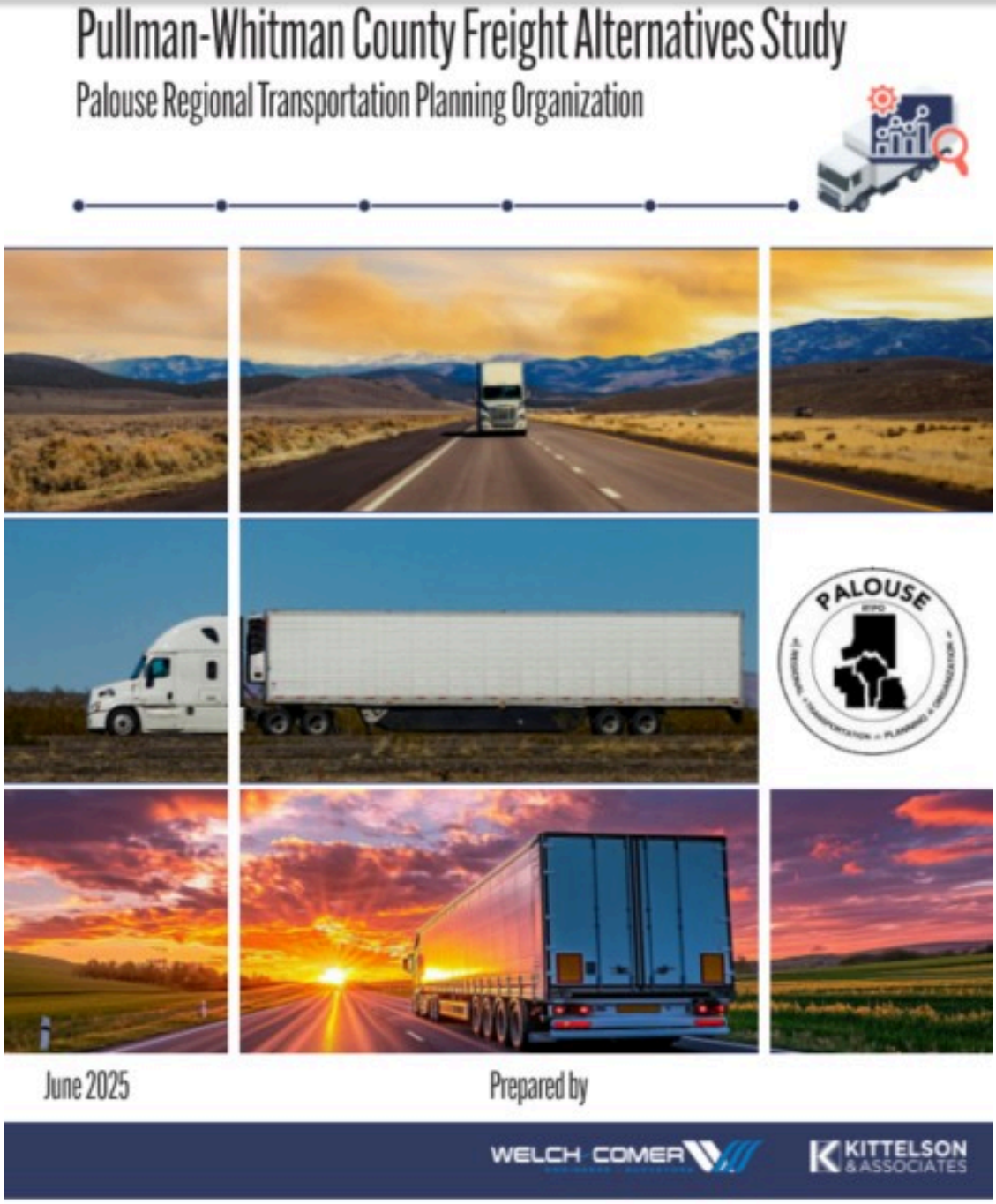
Friendly Reminder:
Public Comment on Whitman County Truck Route Study Closes on Friday, May 23



The Palouse Regional Transportation Planning Organization (Palouse RTPO) will accept comments on the final draft of the Whitman County Truck and Freight Study through the end of the day on Friday, May 23, 2025.

The draft document, as well as digital comment form, is available on the project website, at www.whitmantruckroutes.org. A paper copy of the draft study is available for public review at Pullman's City Hall, 190 SE Crestview Street, and the Neill Public Library, 210 N Grand Avenue. Additional resources and updates are available online at **WhitmanTruckRoutes.org**

REVIEW THE DRAFT REPORT

The study, which seeks to reduce through freight traffic in downtown Pullman to improve safety, reduce congestion, and enhance the built environment, recommends a series of practical solutions to provide alternative routes for truck and freight traffic.

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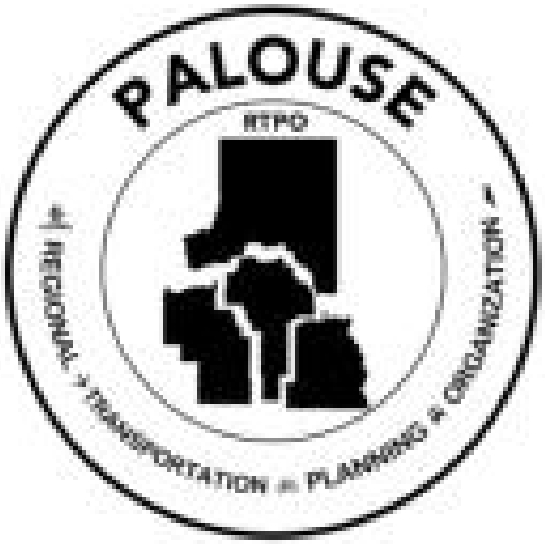

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Coeur d'Alene, ID 83814

DISPLAY AD

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.

OPEN HOUSE BOARDS

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

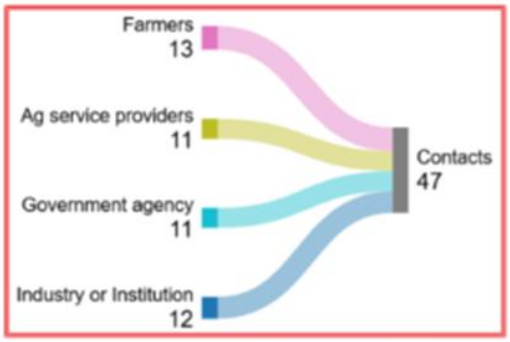
WELCH COMER ENGINEERS / SURVEYORS | KITTELSON & ASSOCIATES | PALOUSE

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



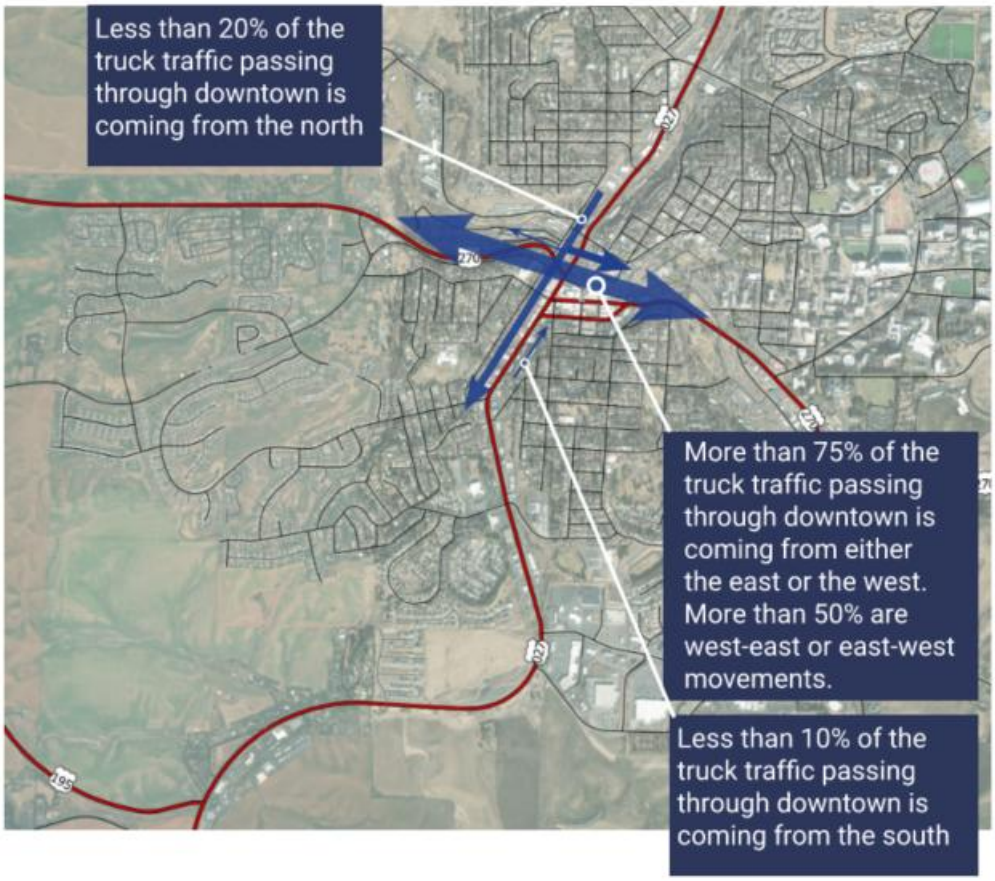
Help us by providing:

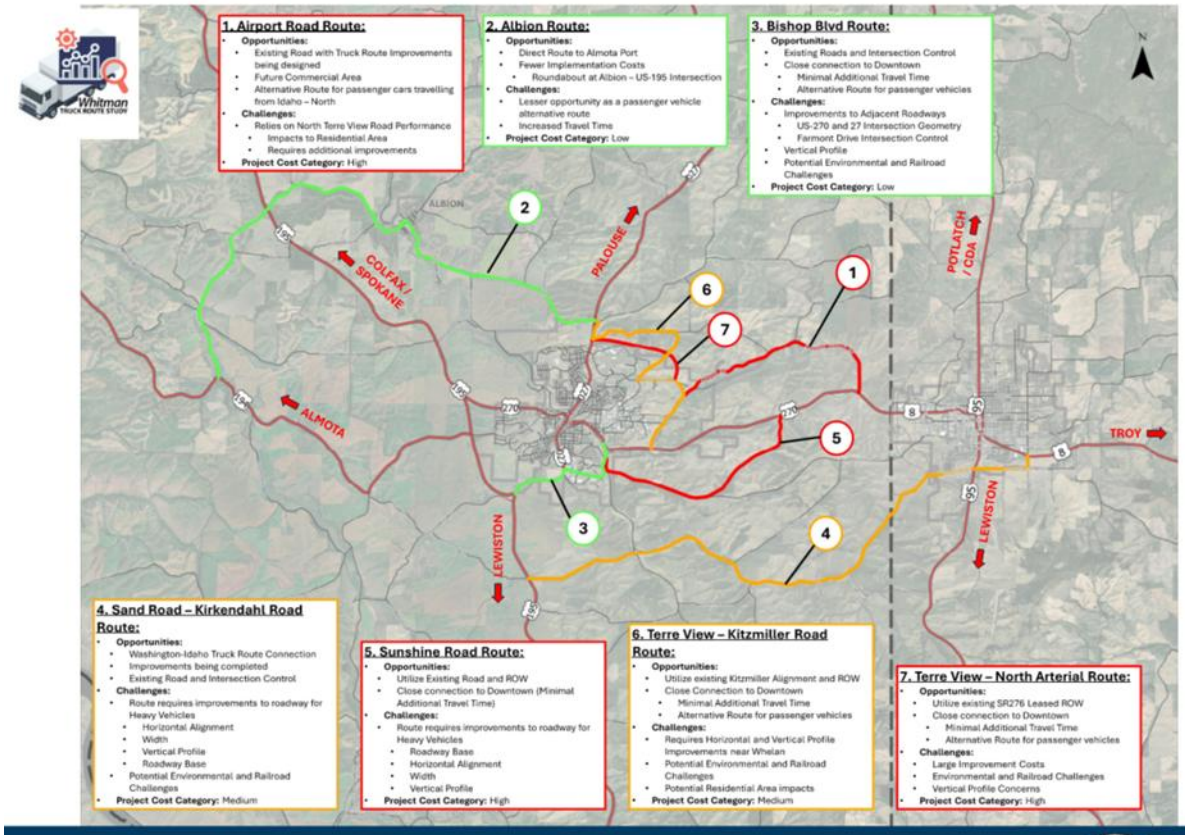
- Do you use Main Street or Grand Avenue to move freight by truck?
- What other routes do you use, and how could they be improved to be better?
- If you couldn't use Main Street or Grand Avenue, how would you move freight by truck?
- Who else should we talk to about moving freight by truck in the area?

Help us connect with...

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

Existing Truck Movements

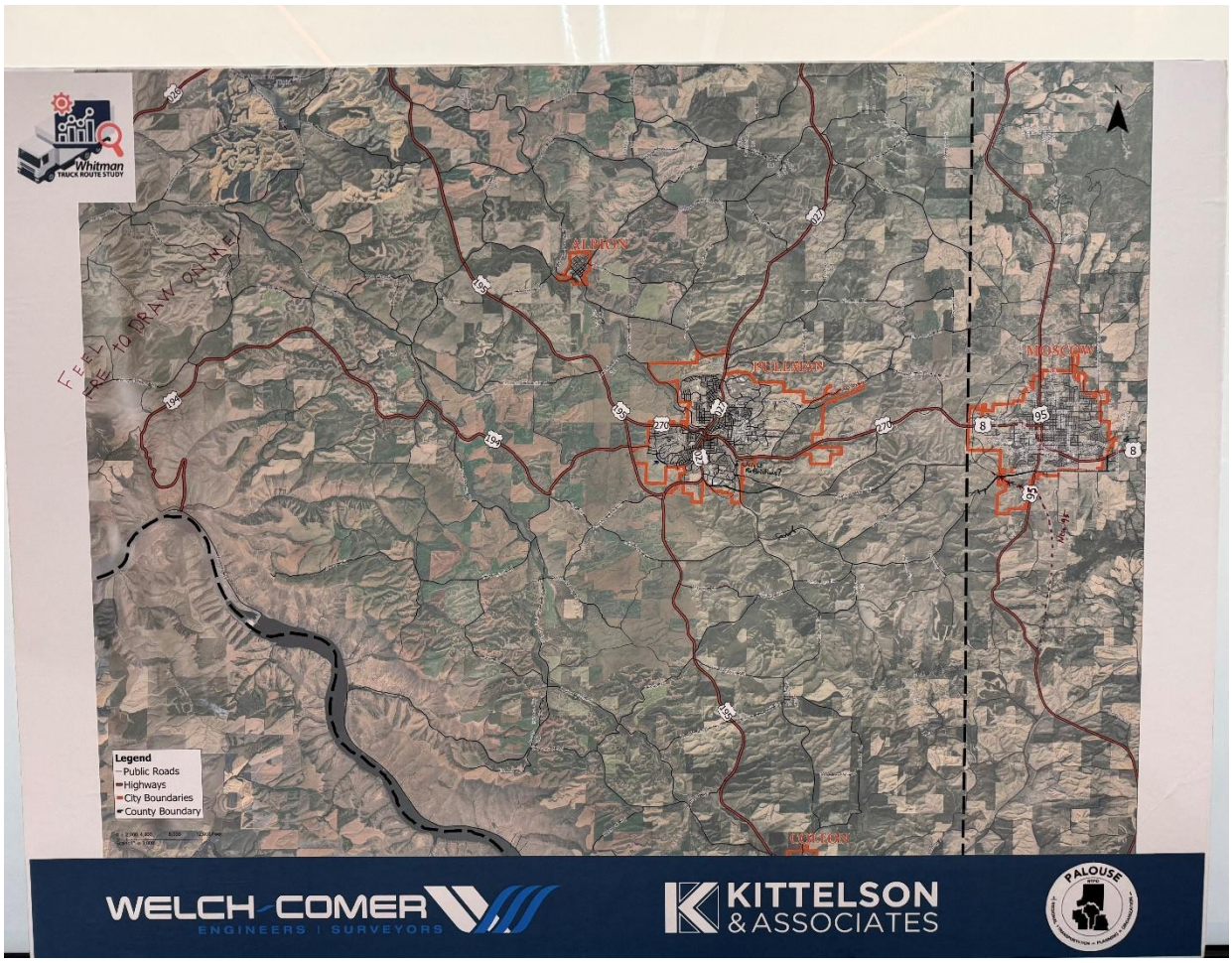




WELCH COMER ENGINEERS | SURVEYORS

KITTELSON & ASSOCIATES

PALOUSE


Whitman
TRUCK ROUTE STUDY
FEEL FREE TO DRAW ON ME
ALBION
PULLMAN
MOSCOW
COLTON
Legend
Public Roads
Highways
City Boundaries
County Boundary
WELCH COMER
ENGINEERS | SURVEYORS
KITTELSON & ASSOCIATES
PALOUSE


Whitman
TRUCK ROUTE STUDY
1. Airport Road Route:
Opportunities:
Existing Road with Truck Route Improvements being designed
Future Commercial Area
Alternative Route for passenger cars travelling from Idaho – North
Challenges:
Relies on North Terre View Road Performance
Impacts to Residential Area
Requires additional improvements
Project Cost Category: High
2. Albion Route:
Opportunities:
Direct Route to Almota Port
Fewer Implementation Costs
Roundabout at Albion – US-195 Intersection
Challenges:
Lesser opportunity as a passenger vehicle alternative route
Increased Travel Time
Project Cost Category: Low
3. Bishop Blvd Route:
Opportunities:
Existing Roads and Intersection Control
Close connection to Downtown
Minimal Additional Travel Time
Alternative Route for passenger vehicles
Challenges:
Improvements to Adjacent Roadways
US-270 and 27 Intersection Geometry
Farmont Drive Intersection Control
Vertical Profile
Potential Environmental and Railroad Challenges
Project Cost Category: Low
N
1
2
3
4
5
6
7
Albion
Pullman
Moscow
Lewiston
Clarkston
Troy
4. Sand Road – Kirkendahl Road Route:
Opportunities:
Washington-Idaho Truck Route Connection
Improvements being completed
Existing Road and Intersection Control
Challenges:
Route requires improvements to roadway for Heavy Vehicles
Horizontal Alignment
Width
Vertical Profile
Roadway Base
Potential Environmental and Railroad Challenges
Project Cost Category: Medium
5. Sunshine Road Route:
Opportunities:
Utilize Existing Road and ROW
Close connection to Downtown (Minimal Additional Travel Time)
Challenges:
Route requires improvements to roadway for Heavy Vehicles
Roadway Base
Horizontal Alignment
Width
Vertical Profile
Project Cost Category: High
6. Terre View – Kitzmiller Road Route:
Opportunities:
Utilize existing Kitzmiller Alignment and ROW
Close Connection to Downtown
Minimal Additional Travel Time
Alternative Route for passenger vehicles
Challenges:
Requires Horizontal and Vertical Profile Improvements near Whelan
Potential Environmental and Railroad Challenges
Potential Residential Area impacts
Project Cost Category: Medium
7. Terre View – North Arterial Route:
Opportunities:
Utilize existing SR276 Leased ROW
Close connection to Downtown
Minimal Additional Travel Time
Alternative Route for passenger vehicles
Challenges:
Large Improvement Costs
Environmental and Railroad Challenges
Vertical Profile Concerns
Project Cost Category: High
WELCH COMER
KITTELSON & ASSOCIATES
PALOUSE

OPEN HOUSE SIGN IN SHEET

Open House

Thursday, February 20, 2025

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

(L)

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

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

COMMENTS FROM OPEN HOUSE

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:

[redacted] Road the best

#4 Kirkendahl !! only

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 (& via 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. Thanks 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 Terreview 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 complying 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 traff US →

Whitman County Truck Route Study

Comment Cards

Date: 2/20/2

Name:

Pullman-wa.
Maggie Forest near Merman Dr.
-My concern is that any routes that are hugging close to the Maggie 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 opportunity!

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 next option - short term - restriping - some redesigning the corner from Merman 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 into 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 can already bypass Pullman

APPENDIX D

PUBLIC COMMENT

Draft Whitman County Truck Route Study Public Comment Form

Background
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Commentor Information	
Name	Sylvia Nam
Email	
Zip code	99163
Check one or more of the following that best describes you	☐ Farmer ☐ Work in ag-related industry ☒ Community member

Feedback on each of the proposed routes

Bishop Boulevard Route
☐ Useful as an alternative to going through downtown Pullman ☒ Not useful as an alternative to going through downtown Pullman
Other comments... please do not use this. This is a major road used by Pullman citizens. Grocery shops (Grocery outlet, Safeway) Retail stores (Walmart, etc, restaurants, dessert shops, banks, fitness center, hospital, hotels, doctor's offices are all on this road. Please do not reroute the trucks here!!!

Draft Whitman County Truck Route Study Public Comment Form

Background
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Commentor Information	
Name	Mary Lutz
Email	
Zip code	99163
Check one or more of the following that best describes you	☐ Farmer ☐ Work in ag-related industry ☒ Community member

Feedback on each of the proposed routes

Bishop Boulevard Route
☒ Useful as an alternative to going through downtown Pullman ☐ Not useful as an alternative to going through downtown Pullman
Other comments... B. Blvd worked great during Main St rebuild Truck + freight traffic should continue to be directed onto B. BLVD Thank you

Strategic Summary: Why the Northern Bypass Is the Only Viable Option
Public Health and Infrastructure Integration — Whitman County Truck Route Study

Overview

The Whitman County Truck Route Study must prioritize the Northern Bypass Route over Option 3 (the Southern Route) due to critical public health, emergency access, and multimodal infrastructure concerns. Option 3 represents a historical switched-direction error that threatens community safety, undermines efficient freight movement, and disproportionately impacts vulnerable populations.

Public Health Impact

Emergency Access Delay:

Current arterial roads leading to Pullman Regional Hospital experience 18–28 minute delays for emergency vehicles on 24% of routes (WCPH Policy Portfolio).

Delays beyond the “golden hour” increase mortality risk by 18% and inflate ICU costs by over 100%.

Option 3 routes heavy truck traffic through hospital corridors, increasing risk of delay and public health crises.

Air Quality and Exposure:

Diesel particulate exposure from freight traffic leads to higher rates of asthma, cardiovascular disease, and cancer.

The Northern Bypass reduces diesel particulate exposure in residential and school zones by 43% compared to Option 3.

Community Equity:

Option 3 places heavy truck traffic adjacent to 22% of residential zones, schools, and care facilities.

The Northern Bypass impacts only 1% of residential areas, reducing community health disparities.

Infrastructure and Multimodal Efficiency
Freight and Agricultural Logistics:

The Northern Bypass offers a direct route to Highway 195, favored by the majority of farmers and freight operators.

Supports integration with existing rail infrastructure and future vocational education programs in transportation and logistics.

Emergency Management:

Avoids bottlenecks and preserves primary hospital access routes.

Aligns with regional emergency response plans ensuring faster ambulance and fire services.

Sustainability and Growth:

Enables multimodal connectivity, including pedestrian and bicycle infrastructure separated from heavy truck traffic.

Future-proofs regional infrastructure to accommodate growth without compromising safety or quality of life.

Conclusion

Option 3 is a wrong-way, outdated planning holdover that endangers lives, harms public health, and ignores community priorities. The Northern Bypass is the only viable option for a safe, equitable, and efficient truck route in Whitman County.

Sources

Whitman County Public Health Policy Portfolio Briefs, 2025

Pullman Regional Hospital Emergency Access Studies, 2024

Whitman County Truck Route Study Draft Report, 2025

Community and Farmer Survey Data, 2025

CINDY FOR PULLMAN CITY COUNCIL (WARD I)
Contact: Cindy Kothandaraman
Phone:
Email:
Website: facebook.com

May 23, 2025

To: Palouse Regional Transportation Planning Organization
From: Mennet Acres residents on Sand Rd
Re: Comment on the Welch-Comer Freight Alternative Study, draft of 5/8/25

A stated concern of this study is the effect on adjacent homes. Mennet Acres is a group of 10 homes on along ½ mi of Sand Road immediately east of Johnson Road. The study does show residential areas of impact, but Mennet acres has been omitted. At present, Mennet Acres residents experience substantial noise, diesel exhaust, and unsafe traffic conditions. Increased truck traffic will exacerbate these conditions. In the final report, Mennet Acres should be included in the study as a residential area.

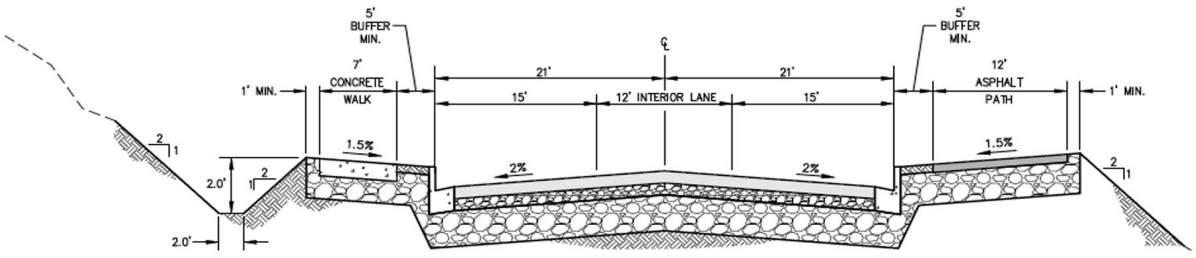
We wish to state that we do not object to increased mobility for agricultural movements in Whitman County. That being said, the study's emphasis on the 12 mile Kirkendahl-Sand Rd-Palouse River Drive-Mountain View Drive proposed truck diversion route is misplaced.

For 7.5 miles the route closely follows the South Fork of the Palouse River, crossing it four times, and in many places is less than 50 feet from the river. The study makes no mention of the potential pollution on the river from the proposed route. In contrast, the study states that the airport proposed route "runs alongside sensitive areas like Airport Creek and wetlands, requiring careful design and environmental mitigation". Is not the Palouse River a sensitive area? And not mentioned is that Kirkendahl has a significant wetland, for which the owner was fined by WA DOE for mistreatment of this wetland The Palouse River empties into the Snake River and then the Columbia and into the Pacific Ocean, along the way negatively affecting salmon recovery from Sand Roal pollution.

The Sand Road route has the highest accident cost of any of the six proposed. Rather bizarre is that he study further states that accidents due to high speed and impairment are excluded from the statistics. Our observation is that Sand Road is preferred by those who speed (and at times race) and/or are impaired due to the low chance of being caught by law enforcement.

We observe that bicyclists are frequent users of Sand Road, in contrast to the study's questionable reliance on Strava data that shows few cyclists use Sand Road. However a Whitman County Sheriff deputy who lives on Sand Road related to one of us that bicyclists are crazy to use Sand Rd. But Sand Road, combined with the Chipman Trail makes for a pleasant 20 mi outing with minimal hills.

In 2022 Pullman, in conjunction with Whitman County, commissioned Parametrix to perform a study of a potential road using the north bypass (previously SR 276) right of way. Below is a cross section of the proposed road.



2/2-5 NORTH ARTERIAL - CITY OF PULLMAN INTERIM TYPICAL SECTION

NOT TO SCALE

Note that on one side is a 12 foot separated bike lane and a 7 foot separated pedestrian path on the other side. If Sand Road is to be morphed into a major agricultural truck route, this kind of amenity should be planned for and included in the cost estimate, as it was in the Parametrix design for the north bypass right of way. In addition to freight mobility, all road improvements must consider other modes of transportation

The Welch-Comer study states that 250 trucks per day use (or will use?) Sand Road. Perhaps the study could benefit from referring to Whitman County traffic counts for 72 hours in June 2022, when a total of 66 trucks per day used Sand Road. We wonder how the study derived 250 trucks. If that is a prediction, it should be noted that agricultural land is not increasing, and if anything is decreasing, so future agricultural traffic will not be much greater that it is now. The study would do well in include up to date traffic counts.

The stated purpose of the study is to find and prioritize ways to reduce Pullman downtown truck traffic. Yet, in the case of Sand-Kirkendahl the study has a second agenda of providing a better road for agricultural movements. Upgrading this route will decrease Pullman downtown truck traffic by only a small amount, if at all, because agricultural movements along Sand Road already avoid downtown, using Kirkendahl or Bishop Blvd, or use US 95.

But let's look at a delivery truck returning to Spokane from Target or Home Depot. The driver is unlikely to take a 15 mi diversion, first going east to downtown Moscow, then south to West Palouse River Drive, and then driving a curvy two lane road with a steep hill to SR 195. Rather they will take four lane SR 270 for 11.4 miles going through downtown, to US 195, regardless of the Welch-Comer options presented. Which brings us to the South Bypass.

We are baffled as to why the South Bypass was excluded from the study. Around 10 years ago Pullman put this at a high priority, and indeed it would mitigate most of the concerns regarding Pullman truck traffic, using SR270 rather than rural roads. This was viewed as the poor man's alternative to the north bypass. Parametrix did a study on this alternative, one of three they developed. Has Welch-Comer looked at these? The land for the South Bypass was plotted and "reserved". A paved portion of the South Bypass already exists. Yes, it might be expensive, having two bridges (Palouse River and Paradise Creek), a large culvert over Sunshine Creek, and a large road cut near SR 270. But the advantages of the South Bypass are obvious, as it is the single route with the most potential for reducing downtown truck traffic. But there is no mention of it in the Welch-Comer study.

Scott Cornelius
Judy Meuth
Richard Alldredge
Diane Cornelius
Beth Powers
Tanya Gale
Gabriel DeRuwe
Mary Ohnemus
Pete Yurovchak
Dan Varey
Tina Varey
Steve Hines
Leslie Sprunger

Last Name	First Name	Check one or more of the following that best describes you:	Zip code	Feedback on the Bishop Boulevard Route:	Open Comment on the Bishop Boulevard Route:	Feedback on the Sand Road\/Kirkendahl	Open Comment on the Sand Road\/Kirkendahl Road Route:	Feedback on the Albion\/Almota Route:	Open Comment on the Albion\/Almota Route:
Druffel	Shawn	Farmer, Work in ag-related industry, Community member	99163	Useful as an alternative to going through downtown		Not useful as an alternative to going through downtown		Not useful as an alternative to going through downtown	
hayes	Hannah	Community member	99163	Useful as an alternative to going		Useful as an alternative to going		Useful as an alternative to going	
Robert	CJ	Community member	99163	Useful as an alternative to going through downtown	No matter what heavy industrial traffic has no business being routed through downtown	Useful as an alternative to going through downtown		Useful as an alternative to going through downtown	
Moeller	Lillian	Community member	99163	Useful as an alternative to going		Useful as an alternative to going		Useful as an alternative to going	
Davis	Alice M.	Community member	99163	Useful as an alternative to going through downtown		Not useful as an alternative to going through downtown	We've lived on Sand Rd and have a community established since the 1960s.	Useful as an alternative to going through downtown	
Nydegger	Nancy	Community member	99163	Not useful as an alternative to going through downtown Pullman	Bishop Blvd serves our healthcare services, hospital, ER, Drs offices, therapy offices and a retirement community. PRH is the largest hospital in Whitman Co. Why would you send large trucks past it? It is already difficult to turn on to Bishop Blvd from Ridge Pointe community. Main St is a state highway. Bishop Blvd should not be changed into a de facto state highway after buildings have been built very close to the road. I question how well the road bed of a typical city street will withstand heavy truck traffic. How will trucks navigate the bottom of the curve near the old theater when it is icy? How will Bishop and Main be re configured to safely allow big trucks? How will heavy truck traffic affect access to the research farms on Johnson Rd. How many ambulances blocked from the ER will it take to realize trucks do not belong next to medical services.? All of these concerns and questions lead me to think that Bishop Blvd. is not meant for large trucks and farm equipment.	Useful as an alternative to going through downtown Pullman	Has existing infrastructure. Already included in regional transportation plans. Preferred truck route by City of Moscow and ID transportation department. Planned improvements already underway. Whitman Co. has already done a feasibility study. Not near health care services like Bishop Blvd. Fewer pedestrians for trucks to encounter. These points make me see Sand Rd.\/Kirkendahl Rd. as a good option for truck traffic. Main Street will always have smaller vehicles as it is a WA state highway.	Useful as an alternative to going through downtown Pullman	The description makes this route seem to be a reasonable choice for agricultural trucks and equipment. Other vehicles would probably still use Main Street as the most direct route to go to Spokane or neighborhoods within Pullman.

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Hines	Stephen A	Community member	99163	Not useful as an alternative to going through downtown Pullman		Not useful as an alternative to going through downtown Pullman	[1] First and foremost, I want to add my strong support to the comments submitted by our neighbor Scott Cornelius regarding the 05\/08\/25 Welch-Comer Freight Alternative Study. As Scotty explains, several important points relative to the impact of the Sand Rd-Kirkendahl Rd. option seem to have been overlooked, under-emphasized, or devalued – among them, the effects on our Mennet Acres residential neighborhood at the west end of Sand Rd. Among the concerns: • Significantly increased commercial truck traffic on our residential stretch of Sand Rd. would dangerously affect our already questionable safety. We have several blind driveways and a blind curve. We already deal with many speeding and even racing vehicles. Accidents have long been a regular occurrence on our road, including (according to one of our neighbors, 2 vehicles off the road and in the field across from our neighborhood in just the past few weeks). These kinds of accidents are likely un-reported and un-recorded unless they result in injuries. • Despite the text in the study and the dangers already present due to high-speed vehicles and trucks, Sand Rd. has been a major cycling route ever since it was paved some years ago. The Strava data reported clearly misses most of the bicycle traffic. (I, for example, am an avid road cyclist and I do not use Strava.). Outside the	Useful as an alternative to going through downtown Pullman	
DeRuwe	Gabriel	Community member	99163	Useful as an alternative to going through downtown Pullman		Not useful as an alternative to going through downtown Pullman	I agree with and support the comments submitted by Scott Cornelius from our Mennet Acres neighborhood.	Useful as an alternative to going through downtown Pullman	
Powers	Beth	Community member	99163				I agree with and support and agree with the comments made by Scotty Cornelius.		
Spitzer	Nancy	Community member	99163	Not useful as an alternative to going through downtown Pullman	Bishop is already such a busy road. Big trucks\/freight will affect good glow if traffic. Also ruin the roadway, cause more dust and noise right by the hospital and the retirement communities.	Not useful as an alternative to going through downtown Pullman	That back roadway to & from Moscow is not paved all the way. If it were, paved, it would be a viable option. But as it is now, the residents on that road would be covered in dust and dirt. Doesn’t seem fair.	Useful as an alternative to going through downtown Pullman	
Whetzel	Katharina	Work in ag-related industry	99164	Useful as an alternative to going through downtown	Would be better without all the stop lights	Not useful as an alternative to going through downtown	Kirkendahl is not a road for a lot of traffic and your trying to move all the cost to the county	Useful as an alternative to going through downtown	Your trying to put all the cost on the county

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Farnsworth	Maddie	Work in ag-related industry, Community member	99163	Not useful as an alternative to going through downtown Pullman	Too much traffic on Bishop already, difficult for Pullman residents to get around. Reduce need for trucks by improving PCC rail network!	Useful as an alternative to going through downtown Pullman	Keeps traffic completely out of Pullman and away from urban areas. Reduce need for trucks by improving PCC rail network!	Useful as an alternative to going through downtown Pullman	Good for avoiding Pullman but puts burden on Albion. Reduce need for trucks by improving PCC rail network!
via	jon	Community member	99163	Useful as an alternative to going through downtown		Not useful as an alternative to going through downtown	too far south of pullman and I find it unlikely Idaho will want it connected.	Not useful as an alternative to going through downtown	albion does not have the need or the infrastructure to support the bypass through town.
Simon	Elizabeth	Community member	99163		Shortest. Pedestrian\/bicycle traffic underestimated since most is from people accessing stores or hospital. I drive that route frequently and always see pedestrians and\/or bicycles. I've bicycled there, it's NOT my faviorate route but sometimes you have to go there.The hill near Fairmount is a significant impediment for westbound trucks who are stopped at the light. I'm not sure that adding a right turn lane at Fairmount will improve the situation much.		Mostly rural so less disruption. Usefulness depends on improvements. Preceeved as longer for traffic to\/from north		potential use for traffic from north going east
Wack	Mary	Community member	99163-5514	Useful as an alternative to going through downtown Pullman	The obvious option, though the existing problem of the downhill curve at Summit Therapy is not addressed in the recommendation. In winter the ice on the downhill curve is treacherous and heavier vehicles will have difficulty. It needs re-banking and straightening. Also, traffic attempting to enter Bishop via left turns from businesses or Johnson Rd. already has great difficulty at many times of day. To a lesser degree the same applies for the housing areas south of Bishop\/270.	Useful as an alternative to going through downtown Pullman	Should continue to be developed as a de facto south bypass.		

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Simon	Elizabeth	Community member	99163	Useful as an alternative to going through downtown Pullman	While I agree with most of the analysis, I believe that by only using Strava data for pedestrian and bicycle use, you are significantly underestimating pedestrian and bicycle activity on Bishop Blvd. I travel on Bishop frequently and almost always see pedestrians and bicylists. Most pedestrian\/bicycle trips on Bishop are NOT sport use and are likely NOT recorded on Strava but are due to people traveling to\/from stores and around the hospital.				
Meuth	Judy	Community member	99163	Useful as an alternative to going through downtown Pullman		Not useful as an alternative to going through downtown Pullman	I agree with and support the comments submitted by Scott Cornelius for our Mennet Acres neighborhood.	Useful as an alternative to going through downtown Pullman	
Alldredge	Rich	Community member	99163	Useful as an alternative to going through downtown Pullman	Will redirect many trucks away from downtown Pullman	Not useful as an alternative to going through downtown Pullman	This alternative has many negative consequences including disrupting residents of Mennet Acres and negatively impacting the ecosystem in the South Fork of the Palouse.	Not useful as an alternative to going through downtown Pullman	Has little effect on truck traffic through Pullman.
Gale	Tanya	Community member	99163	Useful as an alternative to going through downtown	Best option, lowest cost.	Not useful as an alternative to going through downtown	This route is expensive! I support the comments submitted by Scotty Cornelius.	Useful as an alternative to going through downtown	
Whitman	Jon	Farmer, Community member	99163	Useful as an alternative to going through downtown Pullman	This would be the most practical. Trucks are not wanting to circle south when the closest route to points east is over Bishop Blv. It is not only the farmers, but the many fuel and delivery trucks that travel east. I believe that with up grades this is the best route, and presently the most reason Thank youable.	Not useful as an alternative to going through downtown Pullman	To costly to build. and not the most direct route.	Useful as an alternative to going through downtown Pullman	Useful, but probably rather expensive.

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Feston	David	Community member	99163	Useful as an alternative to going through downtown Pullman	Bishop is already a major corridor and with modest investment (turn lanes, bridge improvements), it can meaningfully reduce truck congestion downtown. It's the most cost-effective short-term solution, especially since much of the infrastructure is already in place.	Not useful as an alternative to going through downtown Pullman	Kirkendahl should not be made into a truck bypass. The road is dangerously narrow, winding, and includes multiple blind curves where trucks have tipped over in the past. Children live along this route, and it simply isn't safe to introduce additional freight traffic through a residential area like this. Straightening and widening would be required, but even then, the road may not be suitable for the scale of truck use being considered. The $16.9 million cost estimate appears far too low. It doesn't seem to fully account for the number of utility poles, roadside ditches and creeks, or the substantial realignment work needed. Local construction projects have been consistently running over time and budget, so this underestimation raises serious concerns. Furthermore, your report mentions the number of parcels likely impacted—but it does not say what compensation or support, if any, will be offered to landowners. Nor does it address how you will mitigate safety risks for the many families and children living on this corridor. The environmental impacts are also significant and insufficiently addressed. Kirkendahl runs alongside a creek that supports rich Palouse biodiversity—frogs, salamanders, ducks, geese, red-tailed hawks, ermines, quail, rabbits, owls, and more. These animals rely on this intact corridor for water,	Useful as an alternative to going through downtown Pullman	Albion is useful primarily for agricultural traffic moving to the Port of Almota. It won't dramatically reduce truck volume in downtown Pullman but is still a worthwhile investment for farm logistics and rural access.

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Woodford	Nina	Farmer, Community member	99163	Useful as an alternative to going through downtown Pullman	the intersection of Bishop and 270 needs significant rerouting. There is dangerous back up on the left turn lane turning from 270 onto Bishop where cars are left in the main traffic lane. In addition, cars will back up on Bishop trying to get onto 270 typically for those turning left.	Not useful as an alternative to going through downtown Pullman	The intersection of Kirkendahl Rd and 195 is dangerous. I turn left from 195 to Kirkendahl every day. Unless it is absolutely clear, I always sweep right onto Barbee Rd, come to a full stop and then cross 195 onto Kirkendahl because it is too dangerous to make a left if anyone is behind me.This intersection is on the first long straight away leaving Pullman so the impatient drivers are always eager to pass any slower vehicles. I have friends who have been t-boned while making a left turn by some idiot who decided they had to pass despite all the rules and signage. A simple left turn lane will not solve this problem. There has to be a major restructuring of the intersection to allow flow through traffic on 195 and safe turns for multiple trucks (similar to the 195\/270 intersection to the north). 195 needs to be widened significantly at this point to allow traffic to get around. In addition to the intersection problem, Kirkendahl Rd is narrow and steep. To widen the road, you will be cutting down invaluable mature trees and taking away private property. With the steep grade, trucks will slam on their compression brakes right next to the residences at either end of Kirkendahl. Traffic could also back up waiting to turn onto 195, 95 or Johnson Rd. The map does not reflect it but there are private properties, families, pets & livestock, residences, pedestrians and bicyclists on the	Not useful as an alternative to going through downtown Pullman	I think this route will have minimal benefit

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Miller	Don E.	Community member	99163	Not useful as an alternative to going through downtown Pullman	The shunting of through-truck traffic from Main Street to Bishop Boulevard would substantially intensify traffic on an existing through-fare that currently features considerable vehicular travel, especially during early morning and late afternoon hours when WSU personnel are driving to and from work. It would also direct noisy truck traffic to a route close to the city's hospital and other medical offices. The draft report's minimal estimate of 400 additional trucks traveling daily over Bishop Boulevard would very likely result in frequent congestion, especially at the Bishop-Johnson Avenue intersection (mislabeled "Bishop-Sunshine" in the report's map on page 18 and omitted entirely in the map on page 28). Congestion problems also could be expected at entrance\/exits of the hospital parking lot as well as at a good number of business parking lots, including the large one at the Wheatland Mall. Indeed, the Bishop Boulevard area has become the city's second primary business center, and principal medical center.	Useful as an alternative to going through downtown Pullman	I would recommend that financial resources for a truck route be directed exclusively to this option as it is truly a bypass, which is the usual placement for municipal truck routes, rather than a through-fare within the municipality itself. I understand that Pullman's cost of this bypass would be shared with Whitman County, and the Idaho portion of Sand Road is already being developed by that state.	Useful as an alternative to going through downtown Pullman	
Feston	Kelsey	Community member	99163	Useful as an alternative to going through downtown Pullman	This or finishing the road behind Walmart makes sense.	Not useful as an alternative to going through downtown Pullman	Kirkendahl should not be made into a truck bypass. The estimate seems quite low for Kirkendahl. There are many power lines, ditches\/creeks, and more that would need to be addressed, as well as straightening sections. Local construction has been running over target times and budgets recently, which is a concern. You also did not state what you would be offering land owners for their land nor how you will address safety concerns for additional traffic and local children. Your report also mentions the number of environmental issues on Kirkendahl but does not include any thing about addressing them.		No opinion on this one.

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Paulitz	Timothy	Community member	99163	Not useful as an alternative to going through downtown Pullman	This is the worse alternative. I realize that it is the cheapest. But the road cannot be expanded to 4 lanes, because of poor planning that puts the buildings right next to the road. It goes by the hospital and extensive medical offices. If there was an overturned truck, it would limit emergency vehicles from getting to the hospital. There are numerous senior citizen apartments on the road. Plus lots of retail at the west end. Plus how will you realign the Main\/Bishop Intersection? I also question the assessment that because it now has a low accident rate, that this would continue with heavy truck traffic	Useful as an alternative to going through downtown Pullman	This is a useful route for getting Moscow traffic around Pullman	Useful as an alternative to going through downtown Pullman	This is also a useful route
Dye	Kym	Community member	99163	Not useful as an alternative to going through downtown Pullman	I live at Ridgepointe and it already is difficult to exit Footloose Drive to enter Bishop Blvd. I highly disapprove of this option.	Useful as an alternative to going through downtown Pullman		Useful as an alternative to going through downtown Pullman	
Taylor	Kyle	Community member	99163					Not useful as an alternative to going through downtown Pullman	It’s deeply concerning that Kitzmiller road is even raised as an option, as this is quiet residential community with heavy pedestrian traffic on a very narrow, winding, and hilly road, which unlike the Terre View option, which already receives heavy traffic, doesn’t even have the benefit of sidewalks or walking paths. This necessarily puts everyone on the narrow road. Moreover this area is home to a large population of wildlife including deer, porcupines, fox, great horned owls, etc. Heavy truck traffic passing through this region would undoubtedly result in numerous accidents and potentially deaths of resident pedestrians.

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McAuliffe	Deanna L	Community member	99403	Not useful as an alternative to going through downtown Pullman	Bishop is too busy already, so you would need a back way. The truckers need a route without lights, so they don't have to keep starting and stopping. Why not see if you can cut across close to the where the Spokane Bypass around Pullman ends on Hwy 195 to Lewiston.	Not useful as an alternative to going through downtown Pullman	As a resident on Kirkendahl Rd, I have been fighting with the county to reduce the speed back to 35 mph at the Hwy end, since there are little ones playing outside who could get hurt from the trucks barreling down the road at 55 mph. When I grew up on this road it was 35 mph and I could ride my bike or horse on the road, but now it is too dangerous. The road is in a flood plain and closes every year when it rains hard, so they would have to build the road up a lot. I just spent a lot of money re-landscaping the property to last another 50 years, and that would cost the county and state a lot to redo if they needed to push back our property line. They would have to move all the trees, sprinkler system, telephone poles, widen the road before they could pave. This is a residential county road not just a road from point A to B. Also, the highway area by the road tends to have accidents, so having more trucks stopping traffic to turn left will also cause more accidents. Maybe the farmers can figure out a better path through their farmland that won't effect the residents	Not useful as an alternative to going through downtown Pullman	Think out of the box and reroute traffic better around Pullman to free up Bishop Blvd. College students are looking for better ways to get out of town on big weekends, games, and graduation, so this may help.
Szumlas	Tawny	Community member	99163	Useful as an alternative to going	This is fine - it was meant to be a bypass	Useful as an alternative to going		Useful as an alternative to going	
Edwards	Carey	Community member	99163	Useful as an alternative to going through downtown Pullman	The intersection at Main\/270 is a major issue, maybe cross the river near Old Moscow Road and merge it with the Sunshine Road Route. Maybe Bleasner Drive could be used. Could the hills be mitigated with traffic light timing\/sensors? Fairmont Drive could be an alt also.	Useful as an alternative to going through downtown Pullman	Would require a lot of construction (pretty much all of it, including multiple bridges) and additional maintenance. Would include working within Idaho. Put a truck route by parks and a future school. Did anyone talk to Moscow about their ring road proposals?	Not useful as an alternative to going through downtown Pullman	How do the residents of Albion feel about this? South-East traffic would have a huge detour, unless the Bishop route is improved also (but why do both?). Potential\/future of hill issues, like Bishop.
Kane	Patrick	Work in ag-related industry	99033	Useful as an alternative to going through downtown Pullman	It does allow access to the businesses that are located on SR 270. However the turn on to SR 270 is very tight for long trailers like lowboys. Does not help with trucks heading north or south on SR27.	Useful as an alternative to going through downtown Pullman	It is an option but limits easy access to SR 270. Does not help trucks heading north or south on SR 27. It only helps with the through traffic to US 95 form US 195. Some oversize loads already use this as an alternative to bypass Moscow and Pullman when possible.	Not useful as an alternative to going through downtown Pullman	Adds several miles for trucks and will challenging\/dangerous to get on to US 195 southbound. Will also increase the traffic on Hamilton Hill rd. due to less miles to Almota. It also does not increases the miles for those that are traveling SR 27 to SR 270 or areas south of Pullman. Which will increase freight costs.

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Tyler	Tyler	Work in ag-related industry	99111	Useful as an alternative to going through downtown Pullman	This would be a close second to the sand road option.	Useful as an alternative to going through downtown Pullman	This would keep almost all trucks from having to go through Moscow or Pullman that aren't trying to go north or south of Moscow. All the grain and hay that comes from east of Moscow at the moment has to go through two towns that can't handle 68ft of trailers. Hand down the best option for the bypass around town.	Not useful as an alternative to going through downtown Pullman	
IV	Fred	Farmer, Work in ag-related industry, Community member	99163	Useful as an alternative to going through downtown Pullman	Bishop would be a great one to improve, especially the hard right hand corners when going from Grand to Bishop, and Bishop to Moscow Hwy. Navigating the tight corners with a large truck trailer is not only difficult but unsafe, having to swing the turn into oncoming traffic and often still pulling the trailer over the curb.	Useful as an alternative to going through downtown Pullman	Useful, but I personally don't feel it should take priority over the other two. The others are cheaper, and I believe having improved truck routes on both North and South of town would make more sense. If you improve even one on south end trucks will funnel to it, if you do non on North end you will still see trucks trying to come thru down town often.	Useful as an alternative to going through downtown Pullman	I believe this would be a great one to improve. My company is Wexler Trucking & Excavation, we have some of the biggest and longest trucks in the area to help move our oversized heavy equipment. We on the North end of town definitely lack in truck accommodations. Places I would definitely focus on lay on terreview it is the round about, I feel like it wasn't built to help accommodate truck\/trailer. The roundabout on hwy 27 at the north end of Pullman was built way better for trucks, I was against that round about at first but after the construction I have definitely changed my mind. Another problem corner is the right hand corner coming off Terreview onto Grand. It is tight, the Jersey barriers make it very difficult to navigate without taking up both forward travel lanes as well as both oncoming traffic lanes. I understand the jersey barriers are there for pedestrian safety, which makes sense however it definitely makes the trucks job harder and affects the ability to be as safe as possible. I know ideally for the public when our trucks needed to head to our suppliers east of town or to projects In Moscow we would travel all the way thru town straight before heading east on Bishop, but it is not practical for efficiency in business. That is why I don't think just fixing Bishop and Sand or good solutions. I truly feel North side needs assessed as well or you will still see some
Bates	Philip	Community member	99163	Not useful as an alternative to going through downtown Pullman	Bishop is busy with car traffic, and increased bikes, driving up the hill will make the trucks louder and pollute more	Useful as an alternative to going through downtown Pullman	This, will affect most people the least	Not useful as an alternative to going through downtown Pullman	This route sees a lot of car traffic and has some steep parts and sharp corners having more trucks would be dangerous
Bell	Deb	Community member	99163	Useful as an alternative to going		Useful as an alternative to going		Useful as an alternative to going	

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Anderson	Katie	Community member	99163	Useful as an alternative to going through downtown Pullman	It seems like this worked well for when downtown was closed for construction. The proposed improvements for Bishop sound like they will help accommodate truck traffic, but only for temporary relief. The congestion concerns on Bishop are valid and increasing thru truck traffic long term is not a viable solution for the community.	Useful as an alternative to going through downtown Pullman	If Bishop improvements can divert traffic in the near term, this is the best solution long-term as it will alleviate Bishop traffic. If Moscow\/Idaho is also conducting improvements on this route as their preferred route, we need to get in on that!	Not useful as an alternative to going through downtown Pullman	It doesn't seem like this is going to be a useful route for diverting downtown traffic. Since truck traffic already routes through there for the Almota port, improvements are a good longterm plan.
Nam	Sylvia	Community member	99163	Not useful as an alternative to going through downtown Pullman	Please do not use this. This is a major road used by Pullman citizens. Grocery Shops (Grocery outlet, Safeway), retail stores (Walmart, etc.), restaurants, dessert shops, banks, fitness center, hospital, hotels, doctor's offices are on this road. Please do not reroute the trucks here!!!	Useful as an alternative to going through downtown Pullman		Useful as an alternative to going through downtown Pullman	
Lutz	Mary	Community member	99163	Useful as an alternative to going through downtown Pullman	B.Blvd worked great during Main Street rebuild. Truck and freight traffic should continue to be directed onto Bishop Boulevard. Thank you.				