

U.S. 95 Thorncreek Road to Moscow January 2006 Open Houses

Summary of Public Comments

On January 18-19, 2006 the Idaho Transportation Department hosted two open houses for the U.S. 95 Thorncreek Road to Moscow Project. The purpose of the open houses was to:

- Provide an opportunity for the public to learn about the project and the 10 alternatives/alignments that were studied
- Present the environmental studies
- Present the alternatives/alignments ITD recommends for further study

At the open houses, participants were given four comment sheets:

- Western Alternatives/Alignments
- Central Alternatives/Alignments
- Eastern Alternatives/Alignments
- Environmental Studies

The alternatives/alignments comment sheets asked meeting participants for their comments about ITD's recommendations and if there were any considerations that had been overlooked in the alternatives/alignments. The environmental studies comment sheet asked for remarks about the studies.

Nearly 600 people attended the open houses. There were 439 comment sheets submitted to ITD at the open houses and an additional 256 comments were received by mail and email.

This summary is a general overview of the documented comments and represents the main themes and opinions expressed by the public. It is not intended to be statistically reliable. It is intended to provide an overview of public comments about ITD's recommendations and the environmental studies.

A transcription of comments is located on the project Web site.

Western Alternatives/Alignments

- Respondents overwhelmingly agree with ITD's recommendation to eliminate W1, W2 and W3.
- Many respondents agree with ITD's recommendation to carry forward W4, though most disagree with it.
- Those who agree with the recommendation say it:
 - Is the best western route
 - Uses the existing road
 - Has the fewest environmental impacts
- Those who disagree with ITD's recommendation say:
 - They do not like the western alignments or prefer alignments in other corridors
 - There are too many displacements
 - It isn't enough of an improvement over the existing roadway

W1 – Recommendation: Eliminate from further consideration

Of the people who gave input, there is overwhelming agreement with ITD's recommendation, and slight disagreement. The remaining comments are difficult to categorize.

Of those who agree with ITD's recommendation, the most often repeated comments and major themes are:

- Agree with ITD's reasons for eliminating
- Too long
- Too expensive
- Uses too much farmland
- Poor climate conditions
- Too many cuts and fills
- Impacts to wildlife, wetlands, plants, visual, noise, UI Arboretum
- High accident rate
- Will encourage sprawl
- Don't like any western routes

Of those who disagree with ITD's recommendation, the most often repeated comments and major themes are:

- Will be better and more cost effective in the long run because it can connect to a Moscow bypass
- Weather – Snow and fog hours are fewest, will result in fewer accidents than other routes
- Does not displace residents or businesses

Other comments include:

- Build something soon
- Choose the straightest, lowest cost, safest route

- Should try to impact the landscape the least
- Better than the eastern routes
- Shoot the highway northwest toward the western side of the university, continue north to an overpass near the state line/Wal-Mart intersection. Continue northeast toward existing highway 95, 5 miles near Palouse turn off, call WS alternative.

W2 – Recommendation: Eliminate from further consideration

Of the people who gave input, there is overwhelming agreement with ITD's recommendation, and slight disagreement. The remaining comments are difficult to categorize.

Of those who agree with ITD's recommendation, the most often repeated comments and major themes are:

- Agree with ITD's reasons for eliminating
- Takes too much farmland
- Too many cuts and fills
- Too long
- Too much impact on cultural, wetland, visual, archeological, UI Arboretum
- High cost

Of those who disagree with ITD's recommendations, the most often repeated comments and major themes are:

- Relatively straight
- Uses existing route
- No impacts to residences
- Shortest of western routes
- Few impacts to wildlife/environmental

Other comments include:

- Doesn't deal with problem areas
- Better than the eastern routes
- Like southern portion of route
- Will affect respondent's home unless realigned (suggested realignment submitted on map)

W3 – Recommendation: Eliminate from further consideration

Of the people who gave input, there is overwhelming agreement with ITD's recommendation, and almost no disagreement. The remaining comments are difficult to categorize.

Of those who agree with ITD's recommendation, the most often repeated comments and major themes are:

- Agree with ITD's reasons for eliminating
- Too long
- Takes too much farmland

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- Too expensive
- Too much cut and fill
- Impact on existing homes, wildlife, wetlands, plants, archeological, visual, UI Arboretum
- Accident potential

Of those who disagree with ITD's recommendations, the most often repeated comments and major themes are:

- Low impacts on archeological, wetlands and tributaries, hazardous sites
- Eliminates Reisenauer Hill
- Reasonably straight
- Northern end is good

Other comments include:

- Better than the eastern routes
- Use W4 north until it intersects with W3, then use W3 into Moscow

W4 – Recommendation: Carry forward

Of the people who gave input, many indicated they agree with ITD's recommendation, however most indicated they disagree. The remaining comments are difficult to categorize.

Of those who agree with ITD's recommendation, the most often repeated comments and major themes are:

- Best western route
- Uses existing roadway
- Fewest environmental impacts – wildlife, Paradise Ridge, plants, farmland, visual, prairie remnants, historic
- Best for weather
- Few displacements of homes
- Safest
- Good choice for a future western bypass
- Reasonable cost
- Not too much right-of-way needed

Of those who disagree with ITD's recommendations, the most often repeated comments and major themes are:

- Don't like any western alignments/prefer other corridor
- Too many displacements
- Not enough of an improvement over existing – follows existing too closely, too many curves, not safe, still has Reisenauer Hill
- Environmental impacts – wetlands, prime farmland, wildlife, floodplain and floodway, noise, visual, UI Arboretum
- Weather is an issue, especially ice

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- Too long
- Too expensive

Other comments include:

- Use W4 until it intersects with W3, use W3 the rest of the way
- Concern about encouraging sprawl west of Clyde Hill
- Lower Reisenauer Hill, straighten curves, incorporate northern end of W2, W3 or C2. Build a frontage road from Eid to Jacksha, then use existing U.S. 95 as a frontage road. No access to new road.
- Follow similar to Moscow end of C2 and straighten Reisenauer Hill
- Use W4 south of Snow Road and W1 north of Snow Road until it curves east

The final question on the comment sheet asked, “**Are there any considerations or characteristics that have been overlooked in these alternatives/alignments?**” There were many responses to this question, representing a diversity of answers. Comments pertaining to concerns about the environmental studies conducted for this project are included in the Environmental Studies portion of this document.

Following are answers that related to considerations or characteristics that may have been overlooked in the alternatives/alignments:

- Route should bypass Moscow entirely, go into Washington at Eid Road, bend southern portion of W1/W3 more to the west
- Use the south section of W2 with north section of W4
- New route should tie into Moscow-Pullman highway on west side of university
- Using Reisenauer Valley routes will not fix weather-related problems
- Concern about accident response and trauma care
- Should eliminate all western alternatives/alignments
- All western routes will create ugly viewshed; not enough consideration given to visual impact
- Structure values, conditions and permanence
- Build frontage road
- W4 should follow W3/W2 at the Moscow city limits
- Preserve Clyde Hill from developers
- Routes that come around the hill will have impacts over the long term that haven't been addressed
- Need to consider bicycle use and safety
- W4 will affect pasture land of respondent
- “Significant” or “minor” increases in property values along western routes may affect small property owners
- Any route following existing U.S. 95 down the north face of Reisenauer Hill will require additional safety engineering

Central Alternatives/Alignments

- There is overwhelming agreement from respondents with ITD's recommendations to eliminate C1 and C2.
- Respondents were split on ITD's recommendation to carry forward C3. Slightly more respondents agree with ITD's recommendation than disagree with it.
- Those who agree with the recommendation say it is the:
 - Most cost effective
 - Moderately disruptive to people
 - Few environmental impacts
- Those who disagree with ITD's recommendation say:
 - Too many impacts to people
 - Doesn't address the safety issues of the roadway
 - Has too many environmental impacts

C1 – Recommendation: Eliminate from further consideration

Of the people who gave input, there is overwhelming agreement with ITD's recommendation, and slight disagreement. The remaining comments are difficult to categorize.

Of those who agree with ITD's recommendation, the most often repeated comments and major themes are:

- Agree with ITD's reasons for eliminating
- Too many displacements (homes and businesses)
- Too many curves, high accident rate, not safe
- No improvement over existing road, does not fix Reisenauer Hill
- Impacts to historic sites, farmland, archaeological

Of those who disagree with ITD's recommendation, the most often repeated comments and major themes are:

- Cost effective
- Aligns with existing road
- Will reduce accidents
- Least impact to wildlife, wetlands, visual
- Consumes least amount of farmland/new land

Other comments included:

- Choose the safest route

C2 – Recommendation: Eliminate from further consideration

Of the people who gave input, there is overwhelming agreement with ITD's recommendation, and slight disagreement. The remaining comments are difficult to categorize.

Of those who agree with ITD's recommendation, the most often repeated comments and major themes are:

- Agree with ITD's reasons for eliminating
- Takes too much farmland
- Don't like Clyde Hill, Reisenauer Hill
- Too long
- Too many displacements
- Too much ice
- Too expensive
- Might be visible from UI Arboretum
- Not safe

Of those who disagree with ITD's recommendation, the most often repeated comments and major themes are:

- Fewest impacts on people – including displacements, noise and visual
- Follows existing roadway
- Modest environmental impacts, less farmland taken
- Reasonable cost
- Most favorable weather
- Safer than others
- Could be used by western bypass
- Seems similar to W4, which ITD favors
- Could make changes to Reisenauer Hill

Other comments included:

- Goes almost as far west as W1
- Build a rest area at Reisenauer Hill
- Need to consider how this will affect a ring road

C3 – Recommendation: Carry forward

Of the people who gave input, opinions were nearly divided between those who agree with ITD's recommendation and those who disagree. The remaining comments are difficult to categorize.

Of those who agree with ITD's recommendation, the most often repeated comments and major themes are:

- Agree with ITD's reasons for carrying forward
- Most cost effective
- Moderately disruptive to people for displacements, visual impact, recreation, environmental justice
- Least impact on wetlands, farmland, floodplain, wildlife, plants
- Straightest, shortest
- Best weather
- Improves safety

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- Uses existing road
- Least objectionable, best of the central routes

Of those who disagreed with ITD's recommendation, the most often repeated comments and major themes were:

- Too many impacts to people – displacements, noise and visual
- Too dangerous – curvy, too much fog and ice, higher accidents, includes Reisenauer Hill, access issues
- Environmental impacts – will disrupt wildlife movement and habitat, disturbs archeological sites, too many hazardous materials, takes too much farmland

Other comments included:

- Possibly too many intersections
- Eliminates a future opportunity for a western connection to the Moscow-Pullman highway
- Need to fix Reisenauer Hill if this option is selected
- Should connect W2 on the south to C3 on the north
- Will lead to development
- Build a frontage road

The final question on the comment sheet asked, **“Are there any considerations or characteristics that have been overlooked in these alternatives/alignments?”** There were many responses to this question, representing a diversity of answers. Comments pertaining to concerns about the environmental studies conducted for this project are included in the Environmental Studies portion of this document.

Following are answers that related to considerations or characteristics that may have been overlooked in the alternatives/alignments:

- Reisenauer Valley has weather conditions that can't be fixed
- Need to take into account a future bypass around Moscow
- Reduce speed limit coming into Moscow
- The center turn lane looks like it is too far south
- Have not addressed safety issues with Reisenauer Hill, need to highlight traffic fatalities
- Make the stretch between Thorncreek Road and Reisenauer Hill a four- or five-lane undivided road with the turn lane further south to reduce impact on homes if the speed limit was reduced
- C3 is 6.8 miles, the same as No Action, but it appears shorter on the map
- No distinctions made as to structure values, conditions and permanence when citing displacements
- Should consider passing lanes and turning lanes instead of four-lane highway, lower speed limits in areas where there are safety concerns
- Lowering the road bed at the summit of Reisenauer Hill by 30 or 40 foot (perhaps by shifting slightly westward) to reduce the grade on the north side of the hill

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- Perhaps with improvements to U.S. 95 at Reisenauer Hill and widening between Jacksha Road and Zeitler Road, no further improvements are needed at this time
- Need to consider bicycle use and safety
- Curving C3 to the west would mean less impact on farm ground

Eastern Alternatives/Alignments

- There is overwhelming agreement from respondents with ITD's recommendations to eliminate E1 and eliminate E3.
- Respondents were split on ITD's recommendation to carry forward E2. Slightly more respondents agree with ITD's recommendation than disagree with it.
- Those who agree with the recommendation say:
 - They prefer the eastern routes
 - It is safe – has few hills and best weather
 - It is short
- Those who disagree with the recommendation say:
 - There are too many environmental issues
 - They don't want the highway on or near Paradise Ridge
 - It is not safe because of weather

E1 – Recommendation: Eliminate from further consideration

Of the people who gave input, there is overwhelming agreement with ITD's recommendation, and some disagreement. The remaining comments are difficult to categorize.

Of those who agree with ITD's recommendation, the most often repeated comments and major themes are:

- Agree with ITD's reasons for eliminating
- Altitude will result in more snow, ice and fog
- Not in favor of any eastern alignments
- Too many impacts – farmland, visual, wildlife, recreational, wetlands, environmental justice, plants, Steven's spring, weeds, endangered species
- Too expensive
- Ruins view looking south from Moscow
- Business and residential displacements
- Too steep

Of those who disagree with ITD's recommendation, the most often repeated comments and major themes are:

- Like all eastern routes
- Straightest, shortest, most direct, cost efficient
- Safe, avoids Reisenauer Hill
- Few farm or habitat impacts, poor ground
- Will allow for a future ring road
- Farthest from Paradise Ridge

Other comments included:

- The safest route should be chosen

E2 – Recommendation: Carry forward

Of the people who gave input, opinions were nearly evenly divided between those who agree with ITD's recommendation and those who disagree. The remaining comments are difficult to categorize.

Of those who agree with ITD's recommendation, the most often repeated comments and major themes are:

- Like all eastern routes
- It is safe – has few hills and best weather
- Short
- Least expensive
- Fewest environmental impacts – goes through least valuable farmland, few hazardous materials
- Avoids Reisenauer Hill
- Will be a scenic drive
- Disrupts fewest people
- Few impacts during construction

Of those who disagree with ITD's recommendation, the most often repeated comments and major themes are:

- Environmental issues – wildlife, wetlands, Palouse Prairie, cultural, historic, farmland, endangered species, weeds, plants, Steven's spring, birds
- Don't want highway on/near Paradise Ridge
- Not safe because of weather – snow, fog, ice
- Affects people – visual, personal property, recreation, environmental justice, business displacements, noise
- Other routes better – prefer western route, don't like any eastern routes
- Doesn't use existing roadway
- Ruins view looking south from Moscow
- Needs runaway truck ramps

Other comments included:

- Need to keep a Moscow bypass in mind, new road should be able to connect to it
- This alternative/alignment will garner the most protests
- Turn lane to old 95 is at the top of a hill where there is limited visibility, reduce curves more
- Very little difference in matrix for Eastern alignments – if E1 and E3 are eliminated then E2 should be as well
- Will need to reduce speed limit coming into town
- North Latah Highway District will accept old highway 95 if E2 is chosen
- E3 could be combined with E2

E3 – Recommendation: Eliminate from further consideration

Of the people who gave input, there is overwhelming agreement with ITD’s recommendation, and slight disagreement. The remaining comments are difficult to categorize.

Of those who agree with ITD’s recommendation, the most often repeated comments and major themes are:

- Agree with ITD’s reasons for eliminating
- Not safe because of weather – fog, snow, ice
- Too close to Paradise Ridge
- Environmental impacts – wildlife, habitat, remnant prairie, farmland, wetlands, plants, endangered species
- High impact to people – existing business and residences, environmental justice, visual
- Should eliminate all eastern routes

Of those who disagreed with ITD’s recommendation, the most often repeated comments and major themes were:

- Like all eastern routes
- Avoids Reisenauer Hill
- Avoids neighborhoods, few displacements
- Low on Paradise Ridge
- Short, safe, direct
- Construction costs reasonable
- Addresses problems on current road

Other comments included:

- Two respondents noted that this route will definitely affect their new property
- Most land is decomposed granite/clay – good for construction

The final question on the comment sheet asked, “**Are there any considerations or characteristics that have been overlooked in these alternatives/alignments?**” There were many responses to this question, representing a diversity of answers. Comments pertaining to concerns about the environmental studies conducted for this project are included in the Environmental Studies portion of this document.

Following are answers that related to considerations or characteristics that may have been overlooked in the alternatives/alignments:

- Need to have a way to connect to a future Moscow bypass
- Visual impact of the view from the area coming toward Moscow from the driver’s perspective
- Need more wildlife underpasses
- All eastern routes require most mitigation for wildlife mitigation; cost of wildlife mitigation not considered
- Concern about sight issues at intersection at the top of Reisenauer Hill

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- Need truck route to connect to Moscow-Pullman highway
- Need better structure data – condition, permanence
- Need to account for disruption of economic activities
- “Decouple” the lanes – run the southbound lanes on E1 and the northbound on E2 or E3. Or southbound on E3, northbound on E2. This will reduce the overall volume and impact of the cut and fill.
- Need to consider bicycle use and safety
- E2 has many absentee landlords and rentals – likely to accept mitigation offers
- Mitigation will not replace lost habitat; funding and commitment to maintain these sites is often not available

Environmental Studies

Of the people who gave input, many provided positive comments and/or indicated the studies were thorough. Some people recorded comments about the environmental studies on the alternative/alignment comment forms. Those have been included in the following comments.

Of those who expressed concerns about the environmental studies, the comments are:

Climate

- Microclimates make a difference
- Eastern alignments:
 - Abnormally warm temperatures reduce the amount of fog present in areas where E1 and E3 would be located
 - Data appears incomplete for fog and ice – when it is wet in lower elevations, it is often icy at higher elevations
 - Eastern alignments will have more fog and snow
 - Paradise Ridge is windier, foggier and has more snowfall than surrounding areas
 - Questions on weather data
- Should have conducted weather study for each route
- Should conduct weather study on central route
- Doubt accuracy of climate data; weather station should have been farther north
- This analysis is incomplete and invalid for choice of safe route alternatives
- One year of data was not enough, especially during a mild winter
- The inversion mentioned is not typical in winter, only in summer. This winter's snow is more typical, with snow in higher elevations and bare ground in lower elevations.
- Value for road ice conditions should not be included in the matrix until more complete, long-term, and valid data are collected
- Indirect effects of weather (maintenance, snow removal, policing) should be taken into account for new highway and existing U.S. 95
- Exhaust from vehicles and dissipation was not considered and will increase fog, ice and wetness over time
- Elevation gain in the three-mile or two-mile stretch (one each alternative) that has the most change in elevation. That is important information for safety, energy consumption, weather factors, etc. What “grade” is involved in each on and for what distance?

Community Profile and Induced Development

- Did not take into consideration an alternate route, detour, bypass, ring road around Moscow; when a regional approach is taken to highway routing, it makes sense that a western alternative would be selected and developed to provide the beginning of a bypass
- Potential economic and land use impacts were not considered

- How bus system will be affected was not considered
- Socio-economic evaluation criteria are incomplete in that they do not consider any impacts to Moscow, social and psychological aspects, visual and land use impacts in terms of aesthetics, compatibility with existing plans, use of public services and facilities (such as schools, recreation facilities, places of worship, and natural areas of special significance to the community)
- Analysis of effects on future developments were skimpy; would like more information about increased development
- Would like to know if increase property values will be for business or residents or both
- Delphi Process not appropriate for this area – community is too small, too biased
- Delphi Process didn't include environmentalists

Conservation Data Center Plant Survey

- Plant inventory was biased towards Idaho and there is a conflict of interest with the scientist
- Unique plant populations need to be protected
- Proximity to sites is as important as crossing a site in terms of pollution effects and weed dispersal
- The matrix indicates that no sites of impacts of plants that are on the eastern corridors would be affected. This is not consistent with the results reported in the Conservation Data Center Plant Survey report, which states on p. 15 that all the Alt. E routes intercept or adjoin areas of native plant communities, that these areas are suitable habitat for silene species, and that highways are the main vector for weeds – the key threat to these habitats.
- Binary approach to documenting impacts on plants (yes/no) is inadequate and provides biased results
- Would like to know distance of alternatives from plant sites
- Does not appear western routes were sampled extensively
- Matrix misrepresents highly ranked remnants (as stated in plant report)
- CDC plant sites for E2
- Need to include possibility of invasive weeds in eastern alignments

Environmental Justice

- The Environmental Justice analysis and report are faulty in providing no conclusive evidence about “disproportionate impacts on minorities and lower-income populations,” Hidden Village and Benson Park areas will be affected by Eastern alignments
- “No disproportionately high impact” for Eastern routes should be changed to “no effect.” If there is no difference worth weighting among the various routes, don't give the impression that there is a difference by assigning a different wording on the matrix.
- Doesn't look at cumulative effects
- Several concerns with environmental justice report concerning Hidden Village and Benson Park

- Residential impacts haven't been evaluated for C3 or C1

Floodplain

- Floodplain mapping for 100-year flood zones is in error for north of Jacksha Road at the U.S. 95 intersection

Historic

- Respondents along central alignments would like their historic properties to be re-evaluated by an independent appraiser if a central alignment moves forward
- Narrowest interpretation of "historic value" was applied to properties
- Would like to know where historic sites are

Noise

- Noise will be a factor for non-motorized recreation on Paradise Ridge. The closer the route is to the ridge, the greater the negative impact.
- Noise boundaries should have extended beyond the study area to include south aspect slopes within the southern Moscow city limits
 - Should be wider area studied for noise – 3,000 feet from centerline, instead of 300 feet
- Concern about placement of noise sensors
- The noise analysis only accounts for built structures close to the routes and does not account for ambient noise
- Does not account for new structures, topography
- Noise impacts on UI Arboretum

Prime Farmland

- Prime farmland that is reported to be impacted is incorrect
- Farmland along the route is variable, some is more productive than other, need to take yield, productivity and soil quality into account
- No apparent value placed on disruptions of farms and other business operations; Splitting farmland costs farmers more for production
- Most of land along E2 is in CRP or being slated for development; poor quality, granite/clay soils
- Prime farmland impact should recognize that bottomlands are more productive than highlands and that western routes affect better quality of land

Ungulates

- Concern about wildlife crossing the roadway if concrete median dividers are used
- Cost of wildlife mitigation not considered
- Would like to see more wildlife underpasses
- No basis for assessing impacts on ungulate populations for the Eastern routes
- Study underestimates movement of ungulates in the mid and near north sections of Paradise Ridge
- Wildlife movement increases with proximity to the forested areas – mitigation and accidents are greatest with routes in proximity to forest

- The matrix shows there are no populations of ungulate wildlife affected by the eastern corridors, yet the wildlife consultant notes in his report (pp. 16, 17, 20) that cumulative effects are not a factor on the western routes and that collective impacts diminish from the east to the west. However, at the Jan. 2006 public meeting he admitted that the size of this population in terms of number of animals is unknown; and likely impacts on specific numbers also are unknown. An unknown number of animals divided by an unknown number of animals can only provide an unknown proportion – thus, stating that the eastern routes will have “no population effect” in the matrix has no basis in any reliable or valid data.
- Need clarification on the direct and indirect effects of routes on ungulates
- Studies don’t show effects on ungulates even though alignment goes through habitat; vehicle-ungulate collisions should be included

Visual Analysis

- The visual analysis is flawed and invalid. Respondent included detailed calculation
- This analysis is inadequate and has produced results that are biased against more visually intrusive routes, and biased towards rural residents
- Visual analysis boundaries should have extended beyond the study area to include south aspect slopes within the southern Moscow city limits. The displays contained enough information to show the negative effect the highway will have on UI Arboretum, Elks Cemetery or other parks. Enjoyment of other venues such as UI golf course or the new Clyde Park and potential ball field will also be impacted
- The visual analysis needs to be redone, accounting for the true characteristics of the routes (e.g., escape-ramps, etc.) and their visual impacts
- E2 will be seen by hundreds of households in Moscow
- “Flyovers” at the open house should have been north-south so effects could be seen from Moscow
- Hard to get any substantive value from visual analysis

Wetlands

- Wetland impacts are being ignored; the studies should be conducted in late spring

Wind

- Wind was not actually measured on site
- Wind not taken into account in climate data

Evaluation Process

- Selecting one route from each corridor is arbitrary – two or more alignments from the same corridor may rate higher than one from another corridor
- Environmental studies are not clear in documenting how the report results are consistent with the ratings/values/levels specified in the Alignment Evaluation Matrix
- Matrix criteria should have been weighted; weighting criteria equally is wrong

- Studies should have been integrated better to show cumulative effects, for example the effect noise has on breeding habitats of species
- Ongoing safety impacts of existing road should not be ignored
- Studies should have followed same reporting format
- Matrix totals show that eastern routes shouldn't be considered – high impacts to wildlife, plants; more fog, wind, snow and ice

Other environmental issues

- Did not take into consideration weed propagation in endangered habitat
- Studies need to consider indirect impacts such as pollution, development, spread of weeds, effects of noise and light, air quality (the ability of air to dissipate exhaust at this altitude)
- Would like to see specific mitigation measures
- ITD has not documented the practical, pragmatic implications of the various alternatives' impacts, especially in terms of the cumulative effects
- Level of data collected not adequate for this stage of public presentation, will cause problems for ITD without greater follow up. Challenges that arise in final selection may not be easily defended/supported due to early report delivery requirements. Recommend higher degree of accuracy for this community.
- Environmental issues on the western alignments include 80- to 100-year-old trees, and historic sites
- The studies generally claim “no effect” for most target species, typically because species are not seen within the study area. Eastern routes will destroy the last hope of re-establishment of species within the study area.
- Need to address effects on Palouse Giant Earthworm
- The project area is in the 1855 treaty area, was any ethnobotany done?
- Were native people consulted about cultural resources?
- Large potential economic and land use impact hasn't been addressed in studies
- The cuts and fills will threaten hydrological aspects of Paradise Ridge
- All eastern routes cut through “Access Yes” area enjoyed by hunters
- Need to show where hazardous waste sites are

Non-environmental issues

Design Standards

- Would like to know what grade is involved with each alignment and for what distance
- Need to identify where alternate truck routes would go
- Would like to know the amount of cut and fill required for each alternative/alignment
- Would like to know the number of bridges and overpasses for each alternative/alignment

- Consider altering alignments slightly to avoid environmental issues like Palouse Prairie – don't eliminate eastern alignments if issues can be avoided by rerouting the road.
- Consider future attachment to a Moscow ring road
- Want bike path on highway
- Want Park and Ride lots
- Plant pine trees along route to replace those from Lewiston to Genesee
- Under the Moscow Comprehensive Plan, a context-sensitive design would call for an alternative route that minimizes the increased visual impacts and noise, and also reduced aesthetics and quality of life
- Should design non-divided highway, keep two lanes with passing and turn lanes
- If central alignment is chosen, design five-lane section at Reisenauer/Davis properties, with center turn lane for access to homes
- Should realign to miss Hidden Village
- Need clarification on costs in matrix and what they include

Safety

- The safety analysis is flawed and invalid. Respondent included detailed calculation.
- The kinds of differences in moisture and temperature need to be accounted for in the safety analysis
- This analysis simply uses average accident per mile of roadway and estimates numbers of accidents based on route distance; Differences in moisture and temperature need to be accounted for
- Safe driving conditions will vary considerably depending on the route selected for realignment – and a comprehensive, valid analysis would show that Alt. E routes are significantly less safe than other alternatives
- C1 has lower accident rate than calculated
- Need safety considerations for carpoolers getting picked up along one of the new alignments
- Safety of drivers and residents needs to be calculated
- Accident rates don't include weather-related accidents or wildlife/vehicle collisions