

U.S. 95 Thorncreek Road to Moscow Project Summary of Public Scoping Meeting Comments

Nearly 500 people attended the public scoping meetings for the U.S. 95 Thorncreek Road to Moscow Project, which were held November 3 and 4 at the Eastside Marketplace in Moscow.

At the meetings, participants were given two options to provide comments – they could fill out a comment form or participate in a facilitated discussion group. Some chose to do both. Nearly 300 comments were received at the meetings, by mail and by email. There were 24 discussion groups at the meetings.

The input received from the comment sheets, discussion groups and emails has been compiled in a summary. This summary presents a general overview of the documented comments and represents the main themes and opinions expressed by the public, both in writing and in the discussion groups.

1. What are the three most important issues that need to be considered when choosing which alignment is best?

- **Safety**
 - Road should be straight with few curves
 - Limit access
 - Take weather into account (fog, snow, ice)
 - School buses use this road
- **Property owners**
 - Don't divide fields
 - Protect farmers' income
 - Don't displace homes
- **Environmental**
 - Wildlife
 - Farmland
 - Paradise Ridge
 - Historical sites
 - Wetlands
 - Aquifer
 - Archaeological sites
 - Palouse Prairie
 - Native plants
- **Cost**
 - Construction
 - Maintenance
 - Fuel costs if longer route is chosen
- **Build it quickly**
 - During construction, minimize impact to motorists as much as possible

- **Growth and future projects**
 - Make sure this project is coordinated with Moscow City, North Latah Highway District and Washington State Department of Transportation projects
 - Take projections for growth into account
 - Be aware of future development that could follow new road, reduce potential for sprawl.
 - **Aesthetics**
 - Make it attractive and compatible with the surroundings
 - **Traffic flow**
 - Should benefit the entire state, not just Moscow
 - Truckers and farmers don't want a longer route
2. **What issues are you aware of in the project area that you would like considered in the environmental analysis? Of these issues, which are the most important to you?**
- Weather – Fog, snow, ice and wind
 - Wildlife movement and migration; nesting areas
 - Pollution – Noise, light, visual, emissions, runoff, hazardous spills
 - Hydrology – Wells, wetlands, springs, water table
 - Historical, cultural and archaeological sites
 - Prime farmland
 - Palouse Prairie
 - Rare plants – Prairie grass
 - Erosion
3. **The U.S. 95 Thorncreek Road to Moscow project team will evaluate a reasonable range of alignments, including a “no build” option for this project. To help the project team identify the range of alignments, tell us where you think the road should go and why.**
- Existing route
 - Improve existing alignment – straighten and add passing lanes, lower speed limit, add bike lanes
 - Straighten existing road
 - Widen existing alignment to three or four lanes
 - Rebuild Reisenauer Hill, straighten and lower grade
 - Build near existing alignment
 - Keep existing, but lengthen the radius between Jacksha Road to Zeitler Road or Eid Road to Cameron Road
 - Western route
 - Connecting to Moscow Ring Road/Moscow Bypass
 - Cross the state line
 - Avoid Reisenauer Hill and end at Highway 8 near the Appaloosa Horse Club
 - Connect with SR 270 (Moscow/Pullman Highway)

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- Near the state line, north to the airport road, northeast to north U.S. 95
- From Top of Lewiston Hill, following the state line to north of Moscow
- Top of Reisenauer Hill to Eid Road to north side of Zeitler Road to state line to Moscow/Pullman Highway to connect to existing U.S. 95
- From Thorncreek Road follow Jacksha Road to Moscow
- From Thorncreek Road, cross the state line, back to Idaho, cross the south fork of the Palouse River, connect to the southwest ring road
- From Jacksha Road west to Airport Road area
- Follow Jacksha Road to Smoke Road to state line to Highway 8
- Jacksha Road, cross the state line, back to Idaho, end at Palouse River Drive
- Thorncreek Road past Jacksha from Snow to Moscow
- Eastern route
 - North from Eid Road until approximately Cameron Road
 - From Reisenauer Hill, go north across Eid Road and join U.S. 95 at the top of Vallha Hill
 - Straight line from Reisenauer Hill to south of Moscow
 - East of Cameron Road, west of Paradise Ridge. Avoid Clyde Hill, access roads and farmland
 - Straight from Reisenauer Hill, east of mobile home park to Cameron Road to Mundy's
 - Straight from Reisenauer Hill to the intersection of Cameron Road and U.S. 95
 - From Eid Road to Clyde Road
 - East of Reisenauer Hill to _ mile west of the base of Paradise Ridge
 - Paradise Ridge from top of Reisenauer Hill to Moscow, east of existing U.S. 95
 - Original 10a route
 - Over Paradise Ridge, straight to Moscow
 - From Reisenauer Hill along the back of the Paradise Ridge foothills
 - As high on the ridge as possible to eliminate cut and fill and the use of productive farmland
 - On the ridge, straighten the road to get rid of shadows that prevent melting of ice and snow, control game passage
 - From Palouse River Drive, straight over Paradise Ridge to Genesee
- Don't build on Paradise Ridge
- Safest, straightest route with fewest environmental impacts
- Where is has the least impact on homes and farms
- Stay in lower elevations
- Bypass Moscow city limits
- Continue to Mantinson Road to create better network with county roads
- No build

4. Other comments

- Don't build on Paradise Ridge – poor weather, abundant wildlife
- Build on Paradise Ridge – use previous alignment
- Choose a western alignment
- A western alignment will destroy prime farmland
- Choose an eastern alignment
- Existing road is unsafe – safety should be the top priority
- Lower speed limit, increase patrols, add signage and warning lights on existing road
- Straighten curves and add passing lanes to existing
- Build it quickly
- Be careful of hiring local experts, bias is a concern
- Be cost conscious
- Maintain access to homes and businesses
- Would like to see the new road connect to a ring road
- Ring road is unnecessary
- A four-lane road is unnecessary
- Give more weight to private landowners comments than those outside the area
- Find a compromise to address environmental concerns, loss of farmland and residential displacement
- Build a smaller road leaving Moscow and widen to four lanes two miles past the city limits
- Limit access onto new road, provide alternative for local traffic
- Concern about invasive weeds
- Build bike lanes and walking paths
- Need more time to submit comments

5. What is the best way to notify you of project activities?

- USPS – letter or postcard
- Email
- Local newspapers – display ads and articles
- Radio
- Television news
- Phone
- Web site
- Moscow Transportation Commission
- Fliers