AGENDA

- Project Overview
- Existing Conditions
- How You Can Contribute
- Small Group Activities
- Adjourn
STUDY AREA

Green Bluff Road
Shady Slope Road
Farwell Road
Bruce Road
STUDY AREA
What is this project?

- Long-term area transportation plan
  - Data analysis and public input
- Prioritized list of County Road transportation projects
  - Short & long-term projects
- Advise WSDOT on improvements to US-2 and SR 206
- Policy and programmatic recommendations
What this project does not include?

- Sub-Area Plan to Comprehensive Plan
- Land Use Plan
- Zoning Update
Why now?

Change is coming . . .

• Installation of sewer
• New land uses on US-2
• Completion of North Spokane Corridor (US 395)
• Regional population & employment growth
• Growth in recreational trips
Long Term Improvements for Segment 1

The ultimate goal of Complete Streets is accessibility — providing all users the ability to reach desired goods, services, and activities safely.

Complete Streets

Grid Pattern: Numerous ways in and out of the neighborhood.
Cul-de-sac: Pattern: One way in and one way out of the neighborhood.

Emerging Solutions

- Additional median channelization to manage access to and from US 2.
- Revised intersection control, possibly roundabouts at SR 206, Lane Park Rd., and Day Mt. Spokane Rd.
- Enhanced separated and/or protected pedestrian and bicycle amenities towards the development of a more "Complete Street" to enhance multi modal mobility.
- Developer agreements to provide cross-access between adjacent properties and reduce conflicting movements to and from US 2.
- Improve the interconnectivity of the local county road network to distribute travel patterns and promote local access from local roadways, see Project Limits.

Figure 12 "grid pattern" roadway network vs. a "cul de sac pattern" network.

- The local road network connectivity measures may include:
  - Developing Foysa Rd. as a parallel route on the west of US 2. Foysa Rd. can be developed from Deer Rd. to the south through residential and undeveloped land north to Day Mt. Spokane Rd. and even further north as development occurs.
  - Developing Yale Rd. as a parallel route on the east of US 2. Yale Rd. can be developed by installing a grade separation for the railroad in the vicinity of Lane Park and improving the driving surface and cross section of the entire route. Yale Rd. to the north of Greenbluff Rd. becomes Easton Rd. to Colbert. At Colbert, Yale Rd. continues north to Elk-Cheney Rd. and beyond.
  - Installing a roundabout at SR 206 and Chels Dr. to improve circulation on the vicinity. As circulation will be affected by turning movement restrictions and chokes on I-90.
  - Another potential measure may include providing access to Market St. from US 2.

See Local Road Network Connectivity Map.
POTENTIAL CAPITAL IMPROVEMENT PROJECTS

- Intersection improvements
- Street section/design recommendations
- Bicycle and pedestrian infrastructure improvements (crossings and new connections)
- New street connections
- Access management strategies
- Safety improvements
TIMELINE

FEB
Project begins, data collection, community polling begins

MAY
Draft Plan, public workshop

JUN
Final Plan

MAR
Research interviews, public workshop, data analysis, draft strategies

APR
Strategy refinement
EXISTING CONDITIONS
SIDEWALKS & CROSSINGS

Marked Uncontrolled Crossing

Rapid Rectangular Flashing Beacon

Traffic Signal
BIKEWAYS

Buffered Bike Lane on US-2

Bike Lane on Day Mt. Spokane

Multiuse Path
STUDY AREA INTERSECTIONS

- Signalized
- Stop-Controlled
- Roundabout
INTERSECTION CRASH ANALYSIS
TRAFFIC LEVEL OF SERVICE

Speeds on US-2 north of Day Mt. Spokane (posted speed: 45 mph)

- 0.1% < 35 miles per hour
- 0.6% 35 - 40 miles per hour
- 6% 40 - 45 miles per hour
- 28% 45 - 50 miles per hour
- 40% 50 - 55 miles per hour
- 24% 55 - 60 miles per hour
- 1% 60+ miles per hour

Speeds on US-2 north of SH 206 (posted speed: 45 mph)

- 4% < 35 miles per hour
- 7% 35 - 40 miles per hour
- 31% 40 - 45 miles per hour
- 44% 45 - 50 miles per hour
- 12% 50 - 55 miles per hour
- 1% 55 - 60 miles per hour
- 0.2% 60+ miles per hour

Level of Service at Intersections:
A: Free-flowing conditions
B: Stable operating conditions
C: Stable operating conditions, some impact
D: High-density of motorists, but stable flow
E: Near capacity, reduced speeds
F: Over capacity
THOUGHTS?

QUESTIONS?
HOW YOU CAN CONTRIBUTE
(part one)
Online questionnaire
HOW YOU CAN CONTRIBUTE

(part two)
# Exercise 1 - Expectations

To a large extent, the future of the Mead-Mt. Spokane area depends on how the transportation system is managed, informed by policy-level decisions about land use. The rows below describe various approaches to six key topics associated with land use patterns and transportation infrastructure. Please review the descriptors at the left and right sides of each row, then place a dot between the two that best expresses the balance your group hopes to see over the long-term in Mead-Mt. Spokane.

## Regional Focus
Retail and commercial services are larger in scale and concentrated along US-2, with most drawing customers from further away.

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## Local Focus
Retail and commercial services are smaller in scale and less concentrated along US-2, with most focused on serving local needs.

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## Isolated Patterns
Residential and commercial development is more isolated, with fewer ways to enter or exit commercial areas and neighborhoods.

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## Interconnected Patterns
Residential and commercial development is more “connected,” with multiple ways to enter or exit commercial areas and neighborhoods.

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## Traffic Concentration
Transportation network design concentrates traffic on major routes and arterials, including US-2, Spokane Park Drive, and Mt. Spokane.

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## Traffic Dispersion
Transportation network design provides multiple route options, creating a more grid-like system that helps disperse traffic and relieve pressure on major routes.

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## Housing Uniformity
Housing types are generally limited to detached single-family with some duplex-style units.

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## Housing Diversity
Diverse housing types and sizes are encouraged, including townhomes, cottage housing, and mixed-use options.

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## Car by Necessity
Facilities and transportation network design makes getting around by car especially the only choice for local and regional trips.

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## Car by Choice
Facilities and transportation network design provides multiple options, making walking and biking a realistic option for local trips, with public transit for longer trips.

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## Unique Look / Character
Streetcapes along US-2, major arterials and area “gateways” drive to express a sense of local character and pride, improving the quality of travel time.

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## Generic Look / Character
Streetcapes along US-2, major arterials and area “gateways” embrace a lower-cost, utilitarian design approach that minimizes vehicular delay.
### Exercise 1 - Expectations

#### Exercise 1 - Instructions

To a large extent, the future of the Mead-Mt. Spokane area depends on how the transportation system is managed, informed by policy-level decisions about land use. The rows below describe various approaches to six key topics associated with land use patterns and transportation infrastructure. Please review the descriptors at the left and right sides of each row, then place a dot between the two that best expresses the balance your group hopes to see over the long-term in Mead-Mt. Spokane.

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Thanks for your time and input!

Be sure to attend the second workshop in early May and track progress online at:

www.mead-mtspokane-plan.com