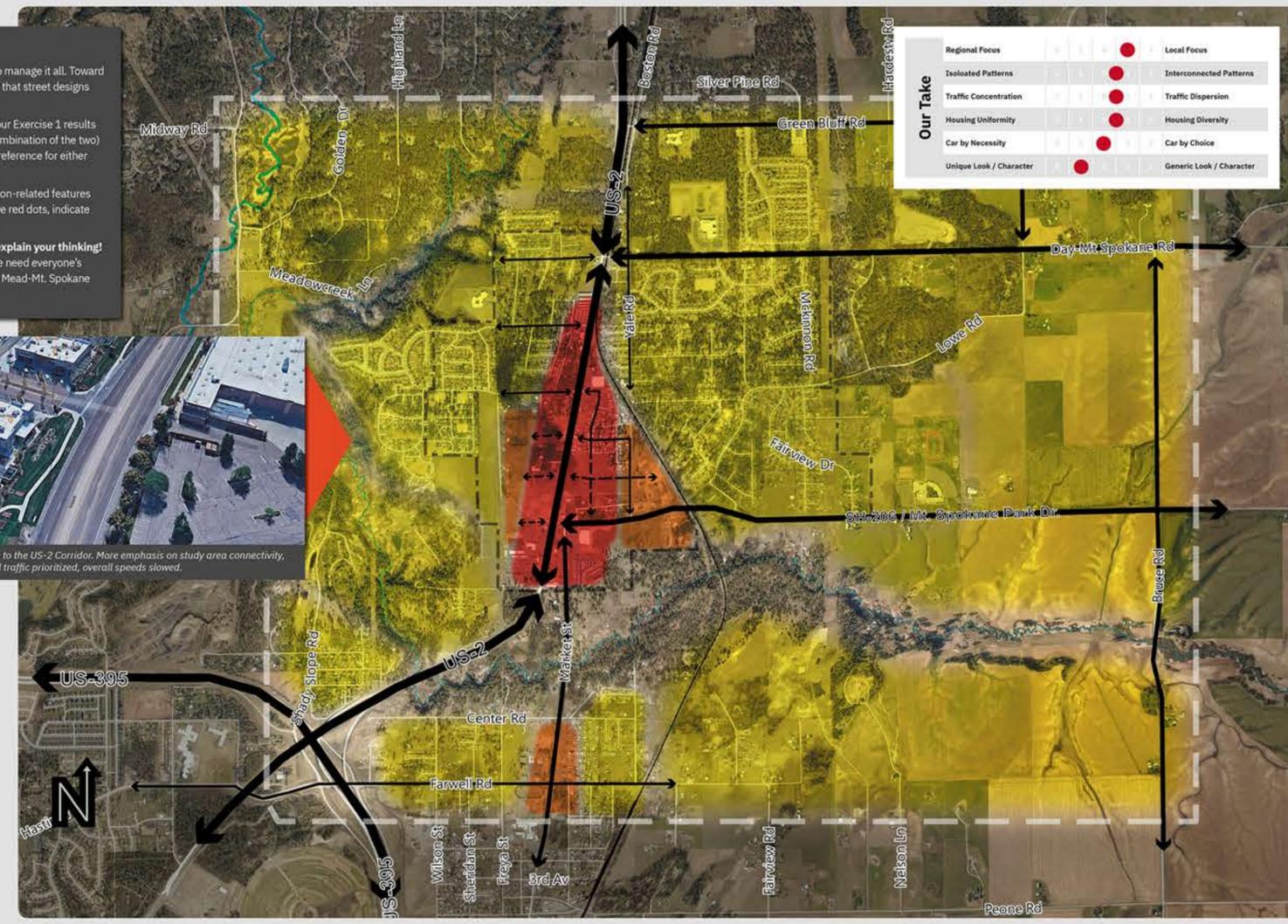


Exercise 2 - Instructions

Growth is coming to Mead-Mt. Spokane area, and it's time to consider ways to manage it all. Toward advising **transportation investments**, it's useful to envision future conditions that street designs might one day serve. This exercise asks your group to do **two things**:

1. Consider each of the two potential scenarios below, comparing them to your Exercise 1 results and developing a **group consensus** on which one (or most likely, which combination of the two) seems most appropriate. Like in Exercise 1, place a dot to indicate your preference for either one, or where your group thinks the best "mix" might be.
2. Supporting your preferred scenario, let us know which type of transportation-related features you think the County ought to prioritize. Jot everything down, and using five red dots, indicate your **top five priorities**.

Please draw on and mark up the maps, add notes and comments to help explain your thinking! We'll ask each group to present their findings at the end of the session, but we need everyone's ideas to make this meeting a success. Long-term, what's the best "fit" for the Mead-Mt. Spokane area? Share your ideas to get the Transportation Area Plan on track!



Scenario 1: "Light Touch"

This scenario is more status-quo, relying on US-2, Spokane Park Drive, Day Mt. Spokane and other major roadways to carry the bulk of vehicular traffic, with the number of cars on those roadways increasing as development occurs. Larger-scale, commercial uses would predominate US-2, typically set behind surface parking lots. Neighborhoods remain secluded and relatively quiet, but navigating busy arterials will become more difficult, with heavier reliance on signalization to control traffic. Walking or cycling in the area is possible, but because the network is less extensive and routes to retail and service areas are typically shared with heavy traffic, are less pleasant to use.

General Characteristics	Transportation Features	Improvement Approach	Your Ideas?
<ul style="list-style-type: none"> Areas least likely to develop or intensify in the near-term, or are already developed. Uses typified by farms or low to medium-density housing Increased congestion and delays as region grows 	<ul style="list-style-type: none"> Fewer, higher-capacity roadways designed for local and through-area traffic Non-signalized access to roadways Stop signs or roundabouts, typical Non-motorized infrastructure typically including sidewalks, bike lanes on key routes and crosswalks at major intersections 	<ul style="list-style-type: none"> Transportation improvements to happen incrementally, responding to emerging issues 	
<ul style="list-style-type: none"> Areas likely to develop, medium intensity. Uses typified by higher-density housing, commercial services, light industry Increased access delays as region grows 	<ul style="list-style-type: none"> Fewer, higher-capacity roadways designed for local and through-area traffic Limited service / delivery streets Limited points of ingress / egress, non-signalized Non-motorized infrastructure typically including sidewalks and crosswalks at major intersections 	<ul style="list-style-type: none"> Transportation improvements to happen incrementally, responding to emerging issues 	
<ul style="list-style-type: none"> Areas of significant change, where land is undeveloped or is cost-effective to redevelop. Uses typified by retail or commercial services serving US-2 traffic, similar to areas south of the study area Significant congestion increases due to retail activity and regional growth 	<ul style="list-style-type: none"> Divided-lane highway serving through-area and local traffic with through-area priority Primary access from US-2 corridor, per lot (right-in / right out, typical) Signalized intersections at major crossings (one per mile, typical) Sidewalks, separated bike lanes, and crosswalks at controlled intersections 	<ul style="list-style-type: none"> Signal optimization (to keep traffic flowing) Traffic medians (for speed control, to facilitate crossings) Signalized access to highway (serving major features only) 	

< Preferred Scenario >

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Above, mark or place a dot to indicate your group's sense of the proper "balance" between Scenarios 1 and 2. Below, please list a few of your favorite features from the scenarios, and/or describe how we might optimize either one.

Below, let us know which type of transportation-related features you think the County ought to prioritize. Jot everything down, and using five red dots, indicate your top five priorities.

Transportation Needs + Priorities

Scenario 2: "High Touch"

This scenario is more transformative, creating a more defined "village hub" centered at US-2 and Mt. Spokane Park Drive (206). Traffic would be slowed in the hub area, with things like a landscaped median and multiple crossings to improve walking conditions and better serve local neighborhoods. Mid-scale commercial uses and higher-density housing might be included, providing greater diversity and transit viability. Local access to and from the hub would be improved by creating a southern entry at Market and 206 from Mead. Neighborhoods would remain secluded and relatively quiet as in Scenario 1, but ideas to improve connectivity (walk, bike or drive) to the hub would be prioritized.

General Characteristics	Transportation Features	Improvement Approach	Your Ideas?
<ul style="list-style-type: none"> Areas least likely to develop or intensify in the near-term, or are already developed. Uses typified by farms or low to medium-density housing Increased congestion and delays as region grows 	<ul style="list-style-type: none"> Fewer, higher-capacity roadways designed for local and through-area traffic Non-signalized access to roadways Stop signs or roundabouts, typical Non-motorized infrastructure typically including sidewalks, bike lanes on key routes and crosswalks at major intersections 	<ul style="list-style-type: none"> Transportation improvements to happen incrementally, responding to emerging issues 	
<ul style="list-style-type: none"> Areas likely to develop, medium intensity. Uses typified by higher-density housing, commercial services, light industry Increased access delays as region grows 	<ul style="list-style-type: none"> Fewer, higher-capacity roadways designed for local and through-area traffic Limited service / delivery streets Limited points of ingress / egress, non-signalized Non-motorized infrastructure typically including sidewalks and crosswalks at major intersections 	<ul style="list-style-type: none"> Transportation improvements generally coordinated with transformation along US-2 	
<ul style="list-style-type: none"> Areas of significant change, where land is undeveloped or is cost-effective to redevelop. Uses typified by retail or commercial services serving local and US-2 traffic, similar to areas south of the study area Significant congestion increases due to retail activity and regional growth 	<ul style="list-style-type: none"> Divided-lane highway serving through-area and local traffic with through-area priority Primary access from US-2 corridor, per lot (right-in / right out, typical) Signalized intersections at major crossings (one per mile, typical) Sidewalks, separated bike lanes, and crosswalks at controlled intersections 	<ul style="list-style-type: none"> Signal optimization (to keep traffic flowing) north and south of hub Traffic calming in hub area, including landscaped medians for aesthetics, speed control, crossing safety Multiple crossings in hub area Improved connectivity to neighborhoods wherever possible 	