

Memorandum

Workshop 1 Results

March 21, 2019
Exercises 1, 2 Summary



Introduction

On Thursday, March 21, the first of two public workshops, entitled “Scenario Vision Workshop” was held to develop the Mead-Mt. Spokane Transportation Area Plan. The meeting was held at Mountainside Middle School from 6:00 pm to 8:00 pm. Approximately 85 residents attended and took part in exercises, not including County staff, elected officials or consultants. A copy of the meeting agenda is attached with this memo, along with a copy of the worksheets used in the group activities. A PDF copy of the slideshow/presentation from the meeting is available from County Public Works, along with photos and other materials from the event.

Following a presentation outlining the plan’s background, scope and the results of the orientation interviews, the evening’s group activities were introduced, asking small groups (3-6 persons per table) to help develop a topical, long-term vision for the transportation environment in the study area, then using these findings to evaluate two differing growth scenarios.

For Exercise 1, each group was given six red dots for use in indicating table consensus on the ideal balance between differing extremes associated with six transportation design considerations. Following group deliberations over the large-format worksheets, each group was asked to report their findings, with facilitators posing follow-up questions and helping express findings to all attendees.

For Exercise 2, groups were provided table-sized worksheets depicting two alternative scenarios for Mead Mt. Spokane – a “Light Touch” approach that would simply optimize the function of existing patterns as growth occurs, and a “High Touch” approach envisioning a higher degree of change, with transportation investments used to support greater connectivity, network density, traffic calming and land use diversity. As with Exercise 1, groups presented their findings and preferences to the larger assembly.

Summary Results – Exercise 1

Six topical considerations were presented, with nine groups placing dots along a line between two paragraphs describing extremes associated with each topic. Descriptions copied from the master worksheet are provided in the table below, with mean numeric results tallied in the center column. For purposes of this tally, numbers closer to “1” favor descriptors at left; numbers closer to “5” indicate group preference for the description in the right-hand column.

Envisioned Future (Tab value = 1)	Mean Score	Envisioned Future (Tab value = 5)
Regional Focus – Retail and commercial services are larger in scale and concentrated along US-2, with most drawing customers from further away.	3.89	Local Focus – Retail and commercial services are smaller in scale and less concentrated along US-2, with most focused on serving local needs.
Isolated Patterns – Residential and commercial development is more isolated, with fewer ways to enter or exit commercial areas and neighborhoods.	3.39	Interconnected Patterns – Residential and commercial development is more “connected,” with multiple ways to enter or exit commercial areas and neighborhoods.
Traffic Concentration – Transportation network design concentrates traffic on major routes and arterials, including US-2, Spokane Park Drive, Day Mt. Spokane.	3.06	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.
Housing Uniformity – Housing types are generally limited to detached single-family with some duplex-style units.	1.28	Housing Diversity – Diverse housing types and sizes are encouraged, including townhomes, cottage housing and mixed-use options.
Car by Necessity – Facilities and transportation network design makes getting around by car essentially the only choice for local and regional trips.	4.00	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.
Unique Look / Character – Streetscapes along US-2, major arterials and area “gateways” strive to express a sense of local character and pride, improving the quality of travel time.	3.28	Generic Look / Character – Streetscapes along US-2, major arterials and area “gateways” embrace a lower-cost, utilitarian design approach that minimizes vehicular delay.

As shown above, groups favored conditions closest to those described in the “Car by Choice”, the “Local Focus” and the “Housing Uniformity” paragraphs, with remaining preferences more moderate, if generally closer to descriptions envisioning interconnected patterns, traffic dispersion and generic character.

Table groups were asked to use results from Exercise 1 in evaluating scenarios presented in Exercise 2.

The following pages present a blank copy of the worksheet.

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.

<p>Regional Focus</p> <p>Retail and commercial services are larger in scale and concentrated along US-2, with most drawing customers from further away.</p>	2	1	0	1	2	<p>Local Focus</p> <p>Retail and commercial services are smaller in scale and less concentrated along US-2, with most focused on serving local needs.</p>
<p>Isolated Patterns</p> <p>Residential and commercial development is more isolated with fewer ways to enter or exit commercial areas and neighborhoods.</p>	2	1	0	1	2	<p>Interconnected Patterns</p> <p>Residential and commercial development is more "connected," with multiple ways to enter or exit commercial areas and neighborhoods.</p>
<p>Traffic Concentration</p> <p>Transportation network design concentrates traffic on major routes and arterials, including US-2, Spokane Park Drive, Day Mt. Spokane.</p>	2	1	0	1	2	<p>Traffic Dispersion</p> <p>Transportation network design provides multiple route options, creating a more grid-like system that helps disperse traffic and relieve pressure on major routes.</p>
<p>Housing Uniformity</p> <p>Housing types are generally limited to detached single-family with some duplex-style units.</p>	2	1	0	1	2	<p>Housing Diversity</p> <p>Diverse housing types and sizes are encouraged, including townhomes, cottage housing and mixed-use options.</p>
<p>Car by Necessity</p> <p>Facilities and transportation network design makes getting around by car essentially the only choice for local and regional trips.</p>	2	1	0	1	2	<p>Car by Choice</p> <p>Facilities and transportation network design provides multiple options, making walking and biking a realistic option for local trips, with public transit for longer trips.</p>
<p>Unique Look / Character</p> <p>Streetscapes along US-2, major arterials and area "gateways" strive to express a sense of local character and pride, improving the quality of travel time.</p>	2	1	0	1	2	<p>Generic Look / Character</p> <p>Streetscapes along US-2, major arterials and area "gateways" embrace a lower-cost, utilitarian design approach that minimizes vehicular delay.</p>



Summary Results – Exercise 2

For this exercise, groups were provided table-sized worksheets depicting two alternative scenarios for Mead Mt. Spokane – a “Light Touch” approach that would simply optimize the function of existing patterns as growth occurs, and a “High Touch” approach envisioning a higher degree of change, with transportation investments used to support greater connectivity, network density, traffic calming and land use diversity. Using results from Exercise 1, groups were asked to consider each alternative in terms of its capacity to achieve their vision, then place a dot indicating the ideal balance between the two scenarios.

Alternatives were depicted in the following ways:

- As written descriptions, summarizing the overall transportation and land use approach each scenario would promote;
- As maps, showing more linear commercial development patterns along US-2 and fewer connections to adjoining neighborhoods versus more concentrated, “village center” development at US-2 and SH-206 (Mt. Spokane Park Drive) and greater connectivity/network density;
- As color-coded areas indicating places where development or change was least likely, of medium potential, or was very likely to change over the course of a 20-year planning horizon;
- As characterized by transportation features most likely associated with each scenario;
- As characterized by policy-level approaches to transportation improvements most likely associated with each scenario.

Participant groups were also asked to make notes regarding known transportation issues or features they’d like to see, suggesting levels of priority, etc.

Results are presented below.

Scenario 1 (Tab value = 1)	Mean Score	Scenario 2 (Tab value = 5)
<p>“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.</p>	<p>4.29</p>	<p>“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.</p>

As shown, groups generally preferred Scenario 2, appreciating its stated capacity to slow traffic, offer local options for goods and services, support increased off-corridor connections and routes, and improve walkability. Several groups liked the idea of improving north-south mobility by upgrading the role of Yale Road south of SH206, Yale Road north of the tracks and if possible, Freya Street east of the airport. Several groups thought the idea of bridging the tracks from Yale Road to SH-206 was worth exploring, either as a non-motorized or motorized route accessing future commercial activities. All groups saw the intersection of US-2, Market and SH-206 as a current problem to address.

Scanned copies of all worksheets are available from the County. Notes from worksheets were transcribed and are also available from the County.

Scenario 1: "Light Touch"

The scenario is based on the 'Light Touch' scenario, which focuses on maintaining the current level of service for existing infrastructure while addressing future transportation needs through incremental improvements. This scenario is characterized by a focus on maintaining the current level of service for existing infrastructure while addressing future transportation needs through incremental improvements.

Our Take

Transportation Mode	Light Touch	Light Touch	Light Touch	Light Touch
Light Rail	+	+	+	+
Light Rail	+	+	+	+
Light Rail	+	+	+	+
Light Rail	+	+	+	+
Light Rail	+	+	+	+

Scenario 2: "High Touch"

The scenario is based on the 'High Touch' scenario, which focuses on providing a high level of service for existing infrastructure while addressing future transportation needs through significant improvements. This scenario is characterized by a focus on providing a high level of service for existing infrastructure while addressing future transportation needs through significant improvements.

Our Take

Transportation Mode	High Touch	High Touch	High Touch	High Touch
Light Rail	+	+	+	+
Light Rail	+	+	+	+
Light Rail	+	+	+	+
Light Rail	+	+	+	+
Light Rail	+	+	+	+

Exercise 2 - Instructions

Group members will be assigned to work on a specific scenario. The goal is to identify transportation needs and top priorities for the scenario. The goal is to identify transportation needs and top priorities for the scenario.

1. Identify transportation needs and top priorities for the scenario.
2. Identify transportation needs and top priorities for the scenario.

Our Take

Transportation Mode	Light Touch	Light Touch	Light Touch	Light Touch
Light Rail	+	+	+	+
Light Rail	+	+	+	+
Light Rail	+	+	+	+
Light Rail	+	+	+	+
Light Rail	+	+	+	+

Preferred Scenario

Please list a few of your favorite features from this scenario, and/or describe how we might address other needs.

Transportation Needs + Top Priorities

Agenda

Public Workshop

March 21, 2019
Mountainside Middle School



Time	Activity
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6:00 pm	Welcome, Introductions (<i>Mowery, others</i>)
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6:15 pm	Presentation (<i>Picard, Grimes</i>)
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Slides and materials covering plan background, project scope, review of pressing issues, activity introduction, Q & A

6:45 pm	Activity 1 – Vision Assessment (<i>Participant groups</i>)
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Vision & Values table

7:00 pm	Activity 2 – Scenario Assessment (<i>Participant groups</i>)
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Scenario review exercise

7:40 pm	Reporting (<i>Participant groups</i>)
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Result reports, ea. table; facilitated summary

7:50 pm	Wrap up/Adjourn (<i>Staff</i>)
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- Q/A
- Next steps

Thank you very much for your participation in this process. Results will help define local desires and objectives for County transportation efforts, shaping project designs and priorities policies for future improvements. Please attend any and all future meetings - times and places will be posted at: <http://www.mead-mtspokane-plan.com/>

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