STUDY AREA
Bruce to Shady Slope, Green Bluff to Farwell
# Project Overview

## Scope, Schedule & More

### Scope

The Mead-Mt. Spokane Transportation Area Plan (TAP) is a County/WSDOT-led effort to envision the long-term future for the Mead/Day Mt. Spokane area, helping advise policies and investment in the local transportation network. Working with residents, business owners and more, the plan will provide a solid foundation for County and WSDOT improvements on things like traffic safety, street design, connectivity, bike and pedestrian facilities. Growth is coming to Mead-Mt. Spokane - how should transportation systems respond?

### Schedule

The Mead-Mt. Spokane TAP is expected to be complete by late May of this year. Here’s a quick timeline:

- **February** – Project begins; data analysis, community polling, orientation interviews
- **March** – Public workshop (Thursday, March 21); develop long-term vision, draft strategies
- **April** – Public workshop (TBA), strategy refinement
- **May** – Draft plan rollout, County review
- **June** – Final plan delivery - implementation begins!

### (Lots) More

Developing a great plan requires lots of community input. Keep track of upcoming events and meetings, view plan and process items, and take our online survey at the address below:

www.mead-mtspokane-plan.com

### Contact

Have specific questions or ideas? Reach out to the TAP’s project lead:

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Transportation Project Manager  
Spokane County Public Works  
509-477-3600
EXISTING BIKE FACILITIES

- Buffered bike lane on US-2
- "Children of the Sun" Trail
- Bike lane on Day Mt. Spokane Road
EXISTING WALKWAYS & PEDESTRIAN CROSSINGS

Signalized crossing on US-2

Rapid rectangular flashing beacon

Marked uncontrolled crosswalk

Sidewalk

Study Area

Crossing Type

- Marked Uncontrolled
- Rapid Rectangular Flashing Beacon
- Traffic Signal
PEAK HOUR INTERSECTION LEVEL OF SERVICE

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

Label: AM Peak LOS/PM Peak LOS