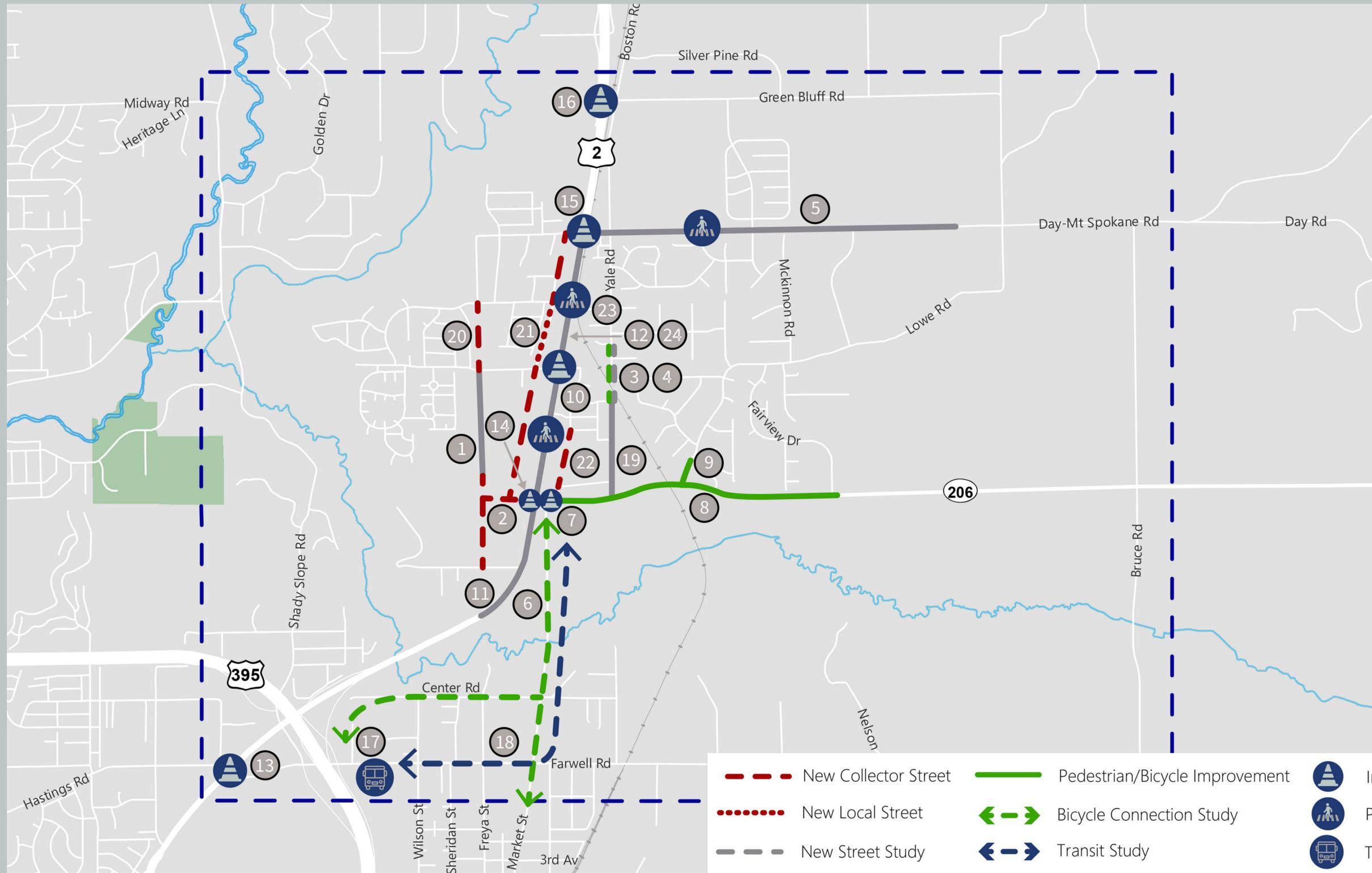


DRAFT PROJECT & STUDY LIST - MAP

Workshop II - May 22, 2019



- | | | | | | |
|--|----------------------|--|--------------------------------|--|---------------------------------|
| | New Collector Street | | Pedestrian/Bicycle Improvement | | Intersection Improvement |
| | New Local Street | | Bicycle Connection Study | | Pedestrian Crossing Improvement |
| | New Street Study | | Transit Study | | Transit Project |
| | Street Improvement | | | | |

DRAFT PROJECT & STUDY LIST - DESCRIPTIONS

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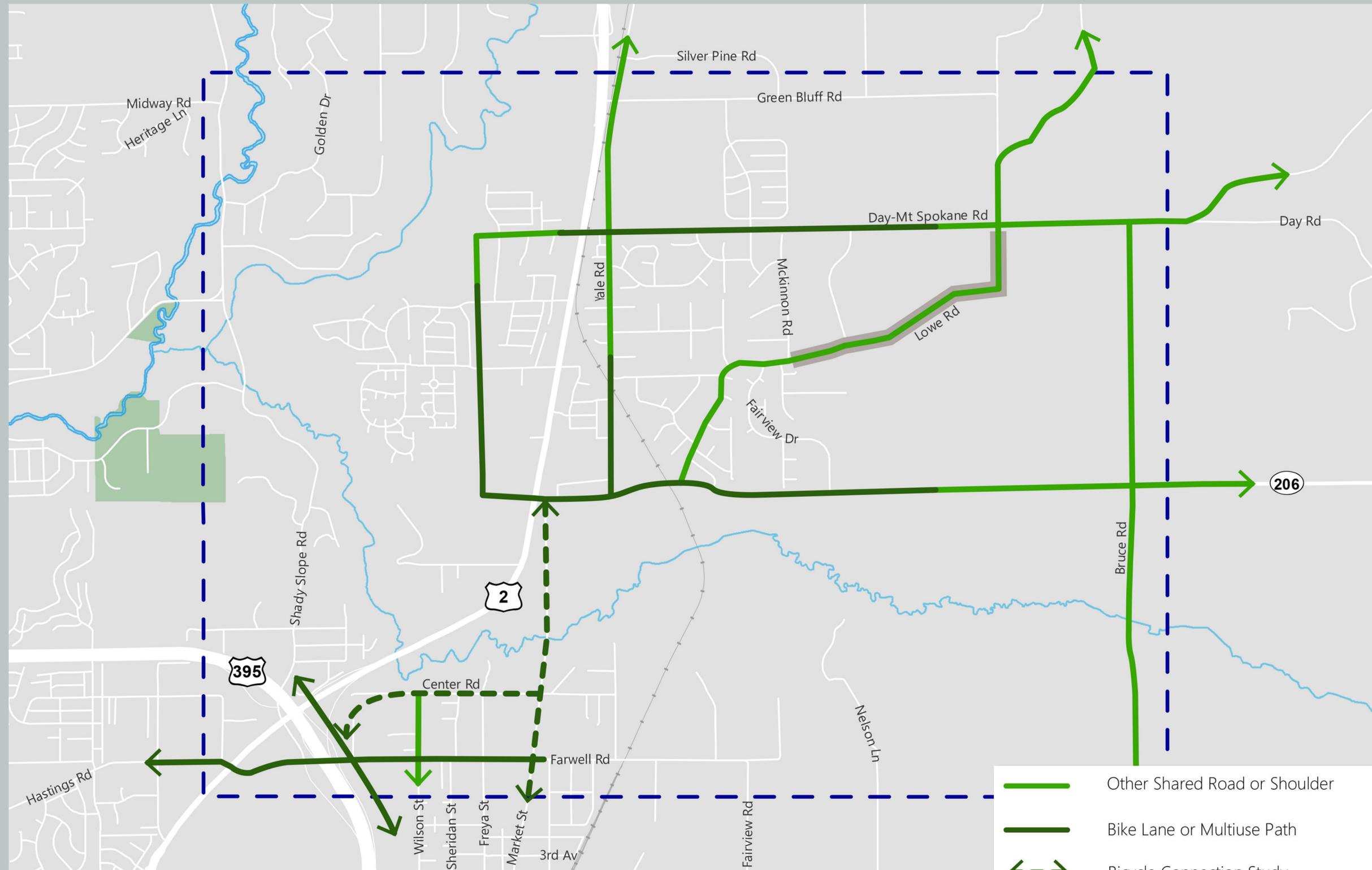


Project or Study	County-led	WSDOT & County-led	WSDOT-led	STA-led	Developer-led
1 Freya Street Connection (Lane Park Road to Deer Road) Construct a new collector street along the alignment of Freya Street from Lane Park Road to Deer Road, including bicycle lanes (or parallel multi-use trail) and sidewalks on both sides.	■				
2 Highland Road Connection (US-2 to Freya) Construct a new collector street along the alignment of Highland Road from US-2 to connect with the future Freya Street connection, including bicycle lanes (or parallel multi-use trail) and sidewalks on both sides.	■				
3 Yale Road Bike/Ped Bridge Construct a new bridge over the BNSF railroad tracks for bicycles and pedestrians only, connecting Yale Road on either side of the tracks.	■				
4 Yale Road Street Connection Feasibility Study Conduct a study to determine the feasibility, impacts and benefits of constructing a vehicular bridge over the BNSF railroad tracks, connecting Yale Road on either side of the tracks and including bicycle lanes (or multi-use trail) and sidewalks on both sides.	■				
5 Safety & Multimodal Improvements (Day Mt. Spokane Road) Restripe the four-lane segment of Day Mt. Spokane Road east of US-2 to provide one travel lane in each direction, a center-turn lane, and wider buffered bicycle lanes. Construct a pedestrian refuge median at the crosswalk adjacent to Patricia Drive (in front of Mountainside Middle School). Consider reducing the posted speed from 45 mph to 35 mph.	■				
6 Bicycle Connection Study (Market Street & Center Road) Conduct a study to provide bicycle lanes or a parallel multi-use trail from Mt. Spokane Park Drive (SR-206) to Farwell Road and Children of the Sun Trail. Connection would likely follow Market Street south of SR-206. Also study constructing a multi-use trail to connect Center Road to the Children of the Sun Trail, including paving the segment of Center Road east of Oak Street.	■				
7 Market Street to SR-206 Connection Reroute Market Street to connect to Mt. Spokane Park Drive (SR-206) east of the Yokes Fresh Market. A roundabout is recommended at this new intersection, allowing for safe movement of pedestrian, bicycle and motor vehicle traffic. Consider realigning Chris Court to the northern leg of this intersection (see Project 22). NOTE: Alignment shown is schematic only.		■			
8 Mt. Spokane Park Drive Multi-Use Trail Construct a new multi-use trail on the north side of Mt. Spokane Park Drive (SR-206) from US-2 to Fairview Drive to serve bicycle and pedestrian demand between Mt. Spokane High School, nearby residential subdivisions and commercial development around US-2.		■			
9 Lowe Road Multi-Use Trail Construct a multi-use trail along the existing County and WSDOT right-of-way between Lowe Road (just south of Peone Pines Drive) and Mt. Spokane Park Drive (SR-206) just east of the railroad crossing. This connection to provide a more direct bike and ped connection between the existing subdivision and commercial development west of the railroad (along an informal route currently used by pedestrians).		■			
10 US-2/Lane Park Road Intersection Improvements Improve the intersection at US-2/Lane Park Road to provide full access for all vehicle movements, and marked pedestrian crossings (with either signal or roundabout configuration).		■			
11 US 2 Median South of SR-206 (Barrier to prevent left turns) In order to improve traffic safety, extend the median and barrier along US-2 south from the Mt. Spokane Park Drive (SR-206) intersection to the existing barrier north of the US 395 intersection to prevent all left-turn movements along this stretch of US 2. This will effectively convert Deer Road and other driveways on this stretch of US-2 from full access to allow right-in-right-out only movements NOTE: Restrictions to Deer Road cannot occur until the Freya Street Connection (Project 1) and Highland Road Connection (Project 2) are completed, which will provide alternative access.		■			
12 Additional US 2 Left Turn Restrictions (SR-206 to Day Mt. Spokane Road) In order to improve safety and future levels of service, continue improvements initiated by WSDOT in 2017 along US-2 to restrict additional left-turn movements at uncontrolled intersections and driveways, particularly at locations with a high injury crash rate between Day Mt. Spokane Road and Mt. Spokane Park Drive (SR-206).		■			

Project or Study	County-led	WSDOT & County-led	WSDOT-led	STA-led	Developer-led
13 Enhanced Safety and LOS Improvements at US-2/Farwell Implement safety improvements at the US-2/Farwell Road intersection to counter injury crash history, notably to reduce the likelihood of rear-end and failure-to-yield crashes. Improvements to address future traffic growth to maintain acceptable level of service (LOS) should also be implemented as traffic volumes grow at this intersection.			■		
14 Enhanced Safety and LOS Improvements at US-2/SR-206 Implement safety improvements to counter injury crash history, notably to reduce the likelihood of higher speed rear-end crashes at the US-2/Mt. Spokane Park Drive (SR-206) intersection. Improvements to address future traffic growth to maintain acceptable level of service should also be implemented as traffic volumes grow at this intersection.			■		
15 Enhanced Safety Improvements at US-2/Day Mt. Spokane Implement safety improvements to counter injury crash history, notably to reduce the likelihood of higher speed rear-end crashes and failure-to-yield crashes at the US-2/Day Mt. Spokane Road Intersection.			■		
16 Enhanced Safety Improvements at US-2/Greenbluff Implement safety improvements to address injury crash history, notably to reduce the likelihood of failure-to-yield crashes at the US-2/Greenbluff Road intersection. Providing a refuge lane to formalize a two-stage left-turn for vehicles making a westbound left from Greenbluff Road to US-2 should be considered as a possible countermeasure.			■		
17 Park & Ride at US-395 & Farwell Construct a new park and ride near the future US-395 and Farwell Road intersection. This feature would likely serve as the route's terminus. This project would occur concurrent with transit service being extended to this location, as identified in STA's Horizon 2040 Plan.				■	
18 Transit Service Extension Study STA and Spokane County would evaluate extending transit service to the study area (as part of the next long-term Transit Plan Update). Our preliminary concept suggests Farwell Road and Market Street as a possible alignment for future transit extension.				■	
19 Yale Road Reconstruction Pave and upgrade Yale Road from Lane Park Road to Mt. Spokane Park Drive (SR-206) to include curb, gutter, and sidewalk (both sides); separate bicycle facilities (either bike lanes or a multi-use trail). NOTE: Project would be built as a condition of future development.					■
20 Freya Street Connection (Moody Road to Lane Park Road) Construct a new street along the Freya Street alignment between Moody Road and Lane Park Road, including sidewalks, both sides; separate bike facilities (either bike lanes or a multi-use trail). With the Freya Street project to the south (Project 1), this would provide a continuous parallel north-south connection east of US-2 between Deer Road and Mt. Spokane Park Road. Note: Project would be built as a condition of future development.					■
21 Medina or Neptune Commercial Access (Day Mt. Spokane to Highland Road) Construct a new street roughly along the alignment of the existing Medina Lane, Neptune Road or Old Boston Road alignment between Day Mt. Spokane Road and Highland Road, including sidewalks and separate bike facilities (either bike lanes or a multi-use trail). This street would provide local circulation and access to future commercial development on the west side of US-2. Recommend construction follow the new sewer line.					■
22 Chris Court to Black Road Connection Construct a new street roughly along the alignment of the existing Black Road to connect Lane Park Road with Mt. Spokane Park Drive (SR-206), including sidewalks on both sides and separate bike facilities (either bike lanes or a multi-use trail). This street should connect as much as possible with the realigned Market Street at the new Mt. Spokane Park Drive (SR-206) intersection (Project 7). This street would provide local circulation and access to future commercial development on the east side of US-2. NOTE: Alignment shown is schematic only. Project would be built as a condition of future development.					■
23 US-2 Signalized Pedestrian Crossings Construct additional signalized pedestrian crossings on US-2 north and south of the Lane Park Road intersection, concurrent with development and pedestrian demand. These would be constructed following the US-2/Lane Park Road intersection improvements (see Project 10), effectively resulting in quarter-mile spacing of controlled pedestrian crossings along US-2 between Day Mt. Spokane Road and Mt. Spokane Park Drive (SR-206). NOTE: Project would be built as a condition of future development.					■
24 US-2 Buffered Sidewalks Construct sidewalks on both sides of US 2 within the study area, including buffered design (set back from curb of highway) with space for potential landscaping. NOTE: Project would be built as a condition of future development.					■

PROPOSED BICYCLE NETWORK

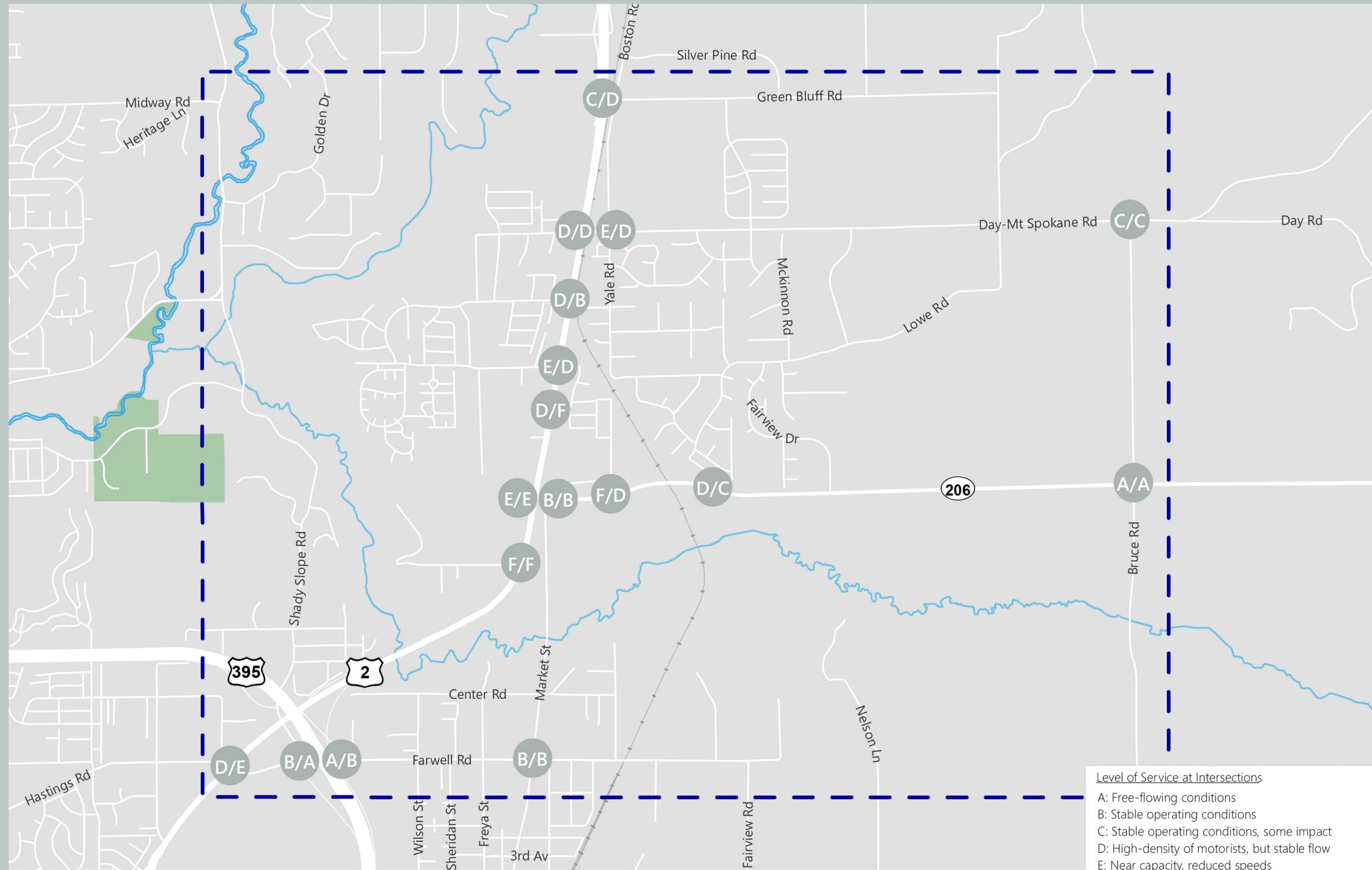
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- Other Shared Road or Shoulder
- Bike Lane or Multiuse Path
- Bicycle Connection Study
- Unpaved Road

FUTURE PEAK HOUR LEVELS OF SERVICE

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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

Label: AM Peak LOS/PM Peak LOS

PROJECTED LAND USE

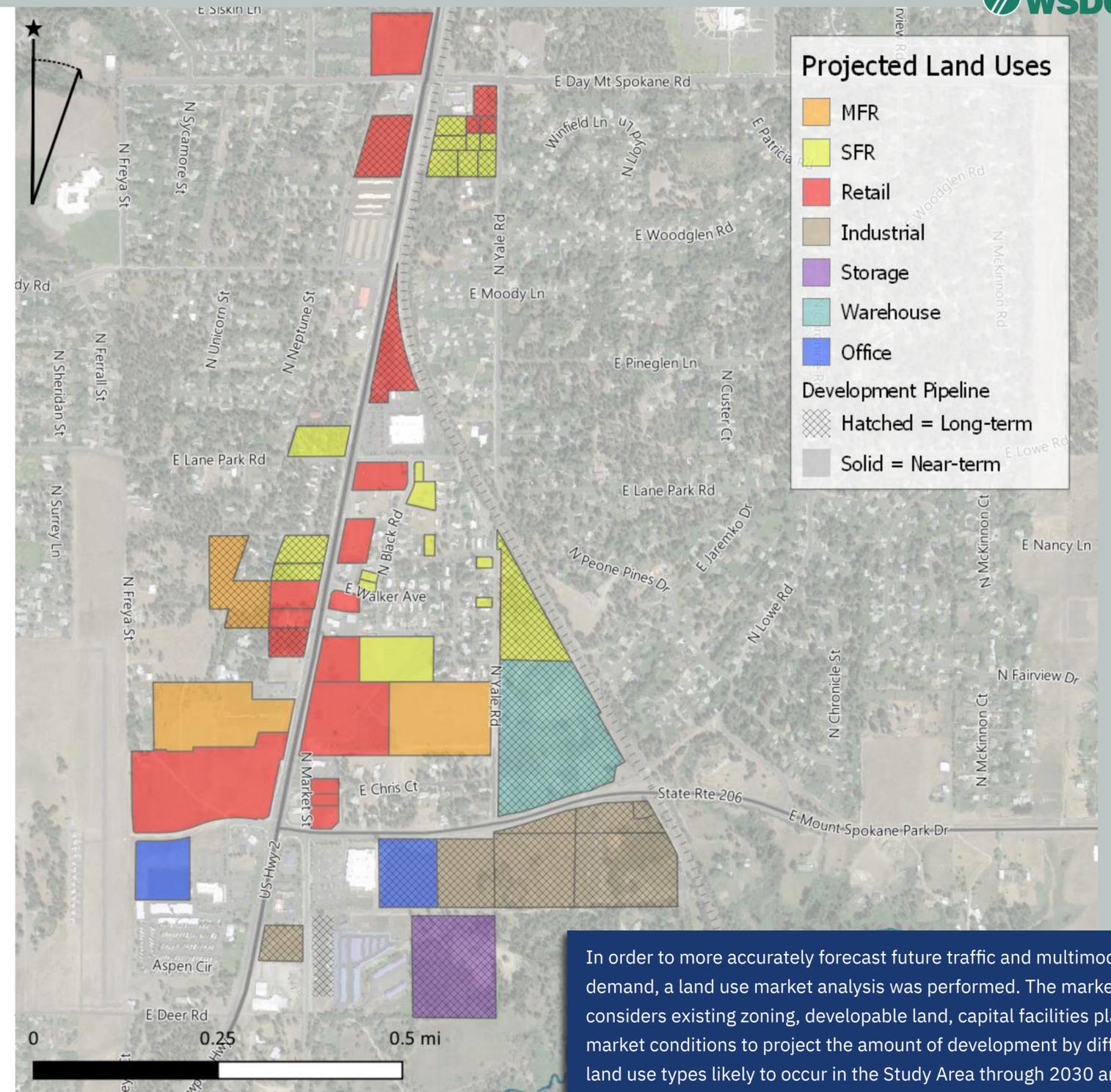
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Projected Land Use: Base Scenario

With little change if any changes to the existing zoning, the study area may see over 1 million sq. ft. of new development over the next 20 years—largely residential and retail.

Use	Acres	Devt Sq. ft.	# off Units	Est. # Jobs
Single-family (SFR)	19.6	189,362	135	NA
Multifamily (MFR)	22.7	306,318	306	6
Retail	42.5	277,550		617
Industrial	26.0	85,102		142
Office	8.4	68,984		197
Storage	9.9	64,799		4
Warehouse	17.0	55,534		28
Total	146.2	1,047,650	442	994



In order to more accurately forecast future traffic and multimodal travel demand, a land use market analysis was performed. The market analysis considers existing zoning, developable land, capital facilities plans and market conditions to project the amount of development by different land use types likely to occur in the Study Area through 2030 and 2040.

COMMUNITY INPUT - QUESTIONNAIRE

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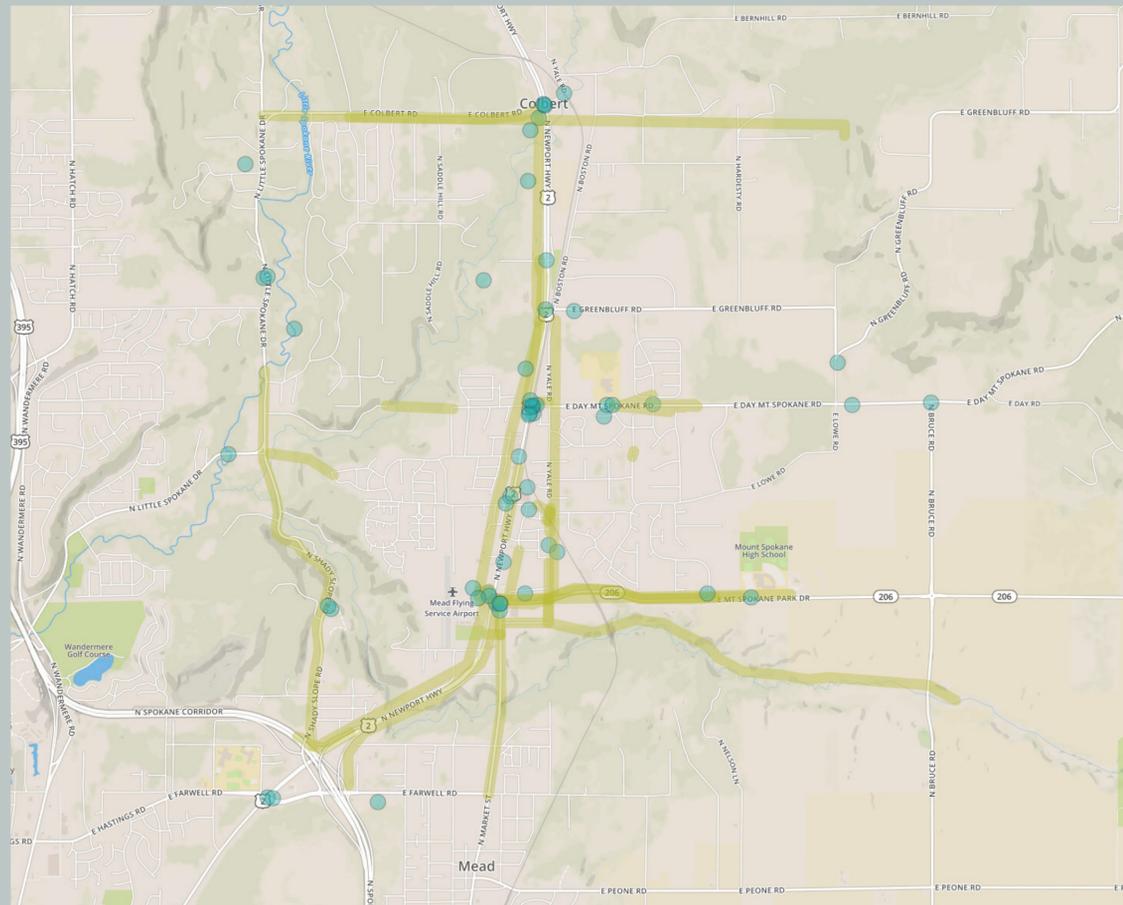
ONLINE SURVEY - CONCEPT WEIGHTING

From mid-February through last week, consultants posted an online survey to help gauge local preferences regarding the future character of the Mead-Mt. Spokane area. The image at right presents the averaged results, showing the relative preference expressed between the concepts in the left-hand column and those on the right.

ONLINE SURVEY - ISSUES MAPPING

In addition to the five concept questions described above, the online survey included a map allowing residents to place “pins” locating and describing transportation-related issues. The image below shows where participants placed pins and drew lines; the adjoining panel lists several representative comments.

Concept	Mark the box most closely matching your priorities	Concept
The County Road network in this area currently functions well for me to get to local destinations and regional highways.	← [A1] 2.51 [A3] [A4] [A5] →	I find it challenging to get around this area because of poor street connectivity and lack of walkways and bikeways.
Providing walkways, bikeways and pedestrian crossings along major County Roads should not be a high priority.	← [B1] [B2] 3.16 [B4] [B5] →	Providing walkways, bikeways and pedestrian crossings along major County Roads should be a high priority.
The transportation network should continue to serve car-oriented, suburban style development patterns.	← [C1] [C2] 2.39 [C4] [C5] →	The transportation network should anticipate future growth including higher density, pedestrian-oriented development patterns.
I am very interested in expanding transit service to this area in the future.	← [D1] [D2] 2.43 [D4] [D5] →	I am not interested in transit service expanding to this area in the future.
The look and feel of US-2 should be more distinctive (i.e., street trees, public art, unique lighting), providing a sense of arrival, identity and importance.	← [E1] [E2] 2.68 [E4] [E5] →	Distinctive look and feel is not a priority for US-2 and County Roads.



- “Provide safer crossing and entry of US-2. With all the working residents heading into town in the morning there is a large backup Eastbound Colbert Road waiting to head Southbound on US-2. Need acceleration lane also on southbound highway off Colbert Road. Also need safe way for people living in this area to walk, ride bikes across US-2 or along the highway down to Day-Mt. Spokane Intersection. Kids use railroad track bridge to get across US-2 which is not safe either.”
- “Need safe way for pedestrians to cross bridge at this location. There is a walking path along this road on both sides, but the users have no way to get across river other than walk out on road with no median. Very dangerous! I have seen many people almost get hit. In addition, this area is on a blind corner so when cars approach from both directions and someone is walking out in road, it is amazing no one has been hurt yet.”
- “Crosswalk infrastructure would be nice at Fairview and Day Mt. Spokane Road. Use same setup as in front of Mountainside MS (paint and push-to-activate signal).”
- “Lots of traffic turning left onto Farwell on NB US-2, now that Pittsburg is closed off from US-2. Adding a dedicated right turn lane on SB US-2 would be nice for people turning right onto Farwell, reducing traffic build up.”
- “Re-stripe this section of road to include a left-turn lane into the middle school when traveling from the direction of US-2. It will ease the flow of traffic and make it safer for pedestrians.”
- “We need to change the 206/Market intersection so left turns can be made onto Newport Highway. The entire area is split by the highway and is not amenable to walking especially when the sidewalks are covered in ice from the plowing. As the population increases, there will be a need for more shopping, services, and a bus park and ride area.”
- “Bike and pedestrian path with buffer from US-2, from Yoke’s to Mt. Spokane High School.”
- “Continue the bike and pedestrian path on Little Spokane Drive from Midway Road to Colbert Road and up Colbert Road to US-2. That is a very dangerous area to walk along Colbert Road.”
- “Connect Yale Road - allowing access from SR-206 to Big Meadows Road.”
- “Overpass over the train tracks for cars, bikes and walking path. Create a bike and pedestrian trail set back off the road - Think: Children of the Sun Trail continued to both Mt. Spokane and to Big Meadows Road.”
- “Frontage road from Woolard to SR-206 should come out here. Airport road was sold by county - a big mistake. We need frontage roads along US-2 - the highway can’t handle any more area traffic!”
- “The idea I have for this area is to protect the positive elements of the Little Spokane River. Maybe more sidewalks, trails and connections here that also allow for the wildlife corridor to remain.”
- “Drivers zoom through this neighborhood to gain access to Day-Mt. Spokane Road; might there be a better solution? Maybe a road between this neighborhood and the HS? A direct north/south road would stop people from zooming at or above the posted speed limit.”
- “This is honestly one of the most dangerous vehicle crossings I’ve ever seen. Crossing is extremely unsafe and on the west side of Colbert Road; there is lots of traffic merging onto the highway with no traffic control devices higher than the stop sign.”
- “Any future street trees and buffer strips in this study area need to be of an evergreen variety. This whole area is characterized by Ponderosa pines and everything needs to be done to preserve that identity.”
- “STA Park & Ride at this location (US2/SR206 intersection) would serve entire study area, particularly the suburban neighborhoods.”

COMMUNITY INPUT - WORKSHOP 1

Workshop II - May 22, 2019



OVERVIEW

On Thursday, March 21, the first Mead-Mt. Spokane Transportation Plan workshop was held at Mountainside Middle School with approximately 85 residents attending. Following a presentation, two 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.

EXERCISE 1

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 to the entire gathering. Here's a copy of one of the worksheets, with mean results from all groups indicated in the blue dots.

EXERCISE 2

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. Here's a small-version sample of the worksheet, with the mean score among all groups shown in the text table.

MEAD-MT.SPOKANE TRANSPORTATION AREA PLAN

Scenario Vision Workshop
Exercise A - March 2019

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.

	1	2	3	4	5	
Regional Focus Retail and commercial services are larger in scale and concentrated along US-2, with most drawing customers from further away.				●		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.				●		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.				●		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.	●					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.				●		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.				●		Generic Look / Character Streetscapes along US-2, major arterials and area "gateways" embrace a lower-cost, utilitarian design approach that minimizes vehicular delay.

MEAD-MT.SPOKANE TRANSPORTATION AREA PLAN

Scenario Vision Workshop
Exercise 2 - March 2019

Exercise 2 - Instructions

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. Here's a small-version sample of the worksheet, with the mean score among all groups shown in the text table.

Scenario 1 (Tab value = 1)

Mean Score

4.29

“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.

Scenario 2 (Tab value = 5)

Mean Score

4.29

“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.

POLICY RECOMMENDATIONS

Workshop II - May 22, 2019



OVERVIEW

One portion of the Mead-Mt. Spokane Transportation Plan will policy recommendations for the County to consider and apply, guiding future investment in terms of design, relative priority and performance objectives. Below, we've copied our street design recommendations (in draft form). At right, we've included a few visuals, helping illustrate what's meant by terms like "Collector" and "Local" streets.

STREET DESIGN POLICIES

Several street design policies specific to the LAMIRD¹ and urban growth areas of the study area are recommended to support increased multimodal mobility options and comfort for people walking and biking. It is recommended to incorporate these policies into future updates of the Spokane County Standards for Road and Sewer Construction:

1. Buffered sidewalks on both sides of all new streets within the LAMIRD.
2. Buffered sidewalks to be provided along property frontage by developers as parcels redevelop in the LAMIRD.
3. Bicycle lanes or a parallel multiuse trail on all collector and arterial streets in urbanized area.
 - a. Recommend bicycle lane width of six feet to curbface, with at least four feet from the curb joint (current standard only requires four feet from joint).
 - b. Recommend a buffered bicycle lane wherever possible and on all streets with a posted speed of greater than 35 mph.
 - c. Consider protected bicycle facilities (such as a separate multiuse trail) to allow for use by a wider range of skill levels.
4. Arterial, collector and commercial access local streets designed to accommodate transit (appropriate pavement structure, adequate space along sidewalks for bus stop and wheelchair ramps/lifts)

¹ LAMIRD is a Washington Growth Management acronym for Limited Area of More Intensive Rural Development. Much of the study area for this plan lies within a LAMIRD designation, which as the name implies, allows for greater intensity that might otherwise be allowable outside of city boundaries.

Example Collector Street



Example Local Street

