MEAD-MT.SPOKANE TRANSPORTATION AREA PLAN
AGENDA

- Project Overview Refresher
- What We’ve Heard To Date
- Future Conditions Review
- Draft Plan Recommendations
- Small Group Activity
- Adjourn
PROJECT OVERVIEW
STUDY AREA

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

✓ Long-term area transportation plan
✓ Prioritized list of County transportation projects
✓ Advise WSDOT on US 2 and SR 206 improvements
✓ Transportation Policy Recommendations
What this project does not include?

✗ Land Use Code Changes
✗ Zoning Updates
Why now?

Change is coming . . .

• Installation of sewer
• New development on US 2
• Completion of North Spokane Corridor (US 395)
• Regional population & employment growth
• Growth in recreational trips
**TIMELINE**

**FEB**
- Project begins, data collection, community polling begins

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

**APR**
- Strategy refinement

**MAY**
- Draft Plan, public workshop

**JUN**
- Final Plan
WHAT WE’VE HEARD
1st PUBLIC WORKSHOP

• Thursday, March 21 – 6:00 pm to 8:00 pm
• > 80 attendees
• Elected, WSDOT, STA, Fire District representatives
• Online input
## Exercise 1 – Transportation Vision

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

### Isolated Patterns
Residential and commercial development is more isolated, with fewer 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, and Mt. Spokane.

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

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

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

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

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

### 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.

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

Exercise 2 – Transportation Scenarios
SUMMARY OF WHAT WE HEARD

• More Walkways and Bikeways
  Strong support for more places to walk and bike.

• Mixed Support for Transit
  Some strong support and others viewing transit as less important.

• Improve North-South Alternative Connections
  Strong support for additional north-south street connections besides US 2.

• Grow Toward a Walkable Neighborhood Hub with Local Serving Businesses
  Strong preference for a walkable environment, local-serving businesses, increased street connectivity and slower traffic.

• Address SR 206/Market Street Intersection
  Consistent input to improve circulation through this intersection.
ORIENTATION INTERVIEWS

• March 14 – 18 + April 18

• Fire District, School District, Retail, Owners, Developers, Neighborhoods, Commercial Real Estate, Airport, Sheriff, PW Staff, Friends of LSR
ORIENTATION INTERVIEWS THEMES

• Development likely once sewer is installed
• Most favor bringing transit to the area
• US 2 acts as a barrier for pedestrians and vehicles (accessing businesses)
• Appreciation for the quiet, suburban quality, and economic diversity in the area
• Desire for better access management on US 2
• Market Street/SR 206 intersection should be addressed
2040 CONDITIONS
LIMITED AREA OF MORE INTENSE RURAL DEVELOPMENT (LAMIRD)
LAND USE MARKET ANALYSIS

Project future land use based on:

- Developable land
- Market conditions
- Capital facilities plans
- Existing zoning
### 2040 Projected Land Use:

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.

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<th>Use</th>
<th>Acres</th>
<th>Devt Sq. ft.</th>
<th># off Units</th>
<th>Est. # Jobs</th>
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<td><strong>1,047,650</strong></td>
<td><strong>442</strong></td>
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2040 TRAFFIC LEVEL OF SERVICE – NO IMPROVEMENTS

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
LOCATIONS FOR SAFETY IMPROVEMENTS
DRAFT RECOMMENDATIONS/
SMALL GROUP ACTIVITY
PROJECT CRITERIA/TYPES

- Street connectivity
- Traffic safety
- Traffic congestion
- Biking & walking
- Transit
DRAFT PROJECTS

- New Collector Street
- New Local Street
- New Street Study
- Street Improvement
- Pedestrian/Bicycle Improvement
- Bicycle Connection Study
- Transit Study
- Intersection Improvement
- Pedestrian Crossing Improvement
- Transit Project
SMALL GROUP ACTIVITY
Thanks for your time and input!
Meeting outcomes and Final Plan will be posted online at:
www.mead-mtspokane-plan.com