



June 19, 2019

Patrick Picard
Fehr & Peers
518 17th Street, #1100
Denver CO 80202

Re: Mead Mt. Spokane Transportation Area Plan

Dear Patrick:

See below for copies of all direct correspondence we received via the project website for the above-referenced project. In all cases, these were forwarded to the client (Kara) and you as well. I usually provided a brief reply to each, generally thanking them for their input and indicating that I'd forwarded their comments to the management team.

Respectfully,
SCJ Alliance

A handwritten signature in black ink, appearing to read "Rick Hastings", is written over the typed name.

Rick Hastings
Senior Planner

Name: Janet Eagle

Email Address: eagled@air-pipe.com

Message: There needs to be a plan implemented to move traffic off Stoneman Rd. This poor skinny road was not built to handle the hundreds of cars it gets each day off of Bruce Road and the North Spokane Corridor. It seems to be the short cut for way too many people, and it is just plain dangerous to try to cross or walk alongside this road now. The county engineers thought all these cars would go to Peone Rd and made it a very nice road but unfortunately google shows this as the shortest route. Many semi-trucks a day use this and then find out at the last minute that they can't get under the railroad underpass. Many LARGE motorhomes fall for the same fate. I have lived on this road for 35 years and sure wish it wasn't the east/west freeway to the north side and the valley. My only hope is that if Bigelow and the North Spokane Corridor ever gets finished this will help, just not holding my breath on this one.

(Sent via Mead-Mt. Spokane Plan, May 31, 2019 at 5:16 PM)

Name: Shawn Pardue

Email Address: dueman88@hotmail.com

Message: I don't want public transportation/bus in this area. Or a park and ride parking lot. Do like the idea of a roundabout east of Yokes on Market and Highway 206.

(Sent via Mead-Mt. Spokane Plan, May 31, 2019 at 5:11 PM)

Name: Barb Broughton

Email Address: Barbara.broughton354@icloud.com

Message: I'm needing understanding of proposed public road creation with roundabout on land being developed by a private developer

(Sent via Mead-Mt. Spokane Plan, June 3, 2019 at 4:27 AM)

Name: Stephanie Hearron

Email Address: sshearron51@gmail.com

Message: Hi Kara, I have lived in Colbert 14 years and have a suggestion for greater safety at Highway 2 and Colbert Road. In the mornings and afternoons, the Northwest Christian parents & students have a terrible time getting onto the highway because of rush hour traffic and the now busier highway. Once there was an almost fatal accident there. For safety's sake we really need a light there. It could be the automated type which switches only when needed. That would keep highway traffic flowing normally most of the time.

Thank you for considering my suggestion.

Stephanie Hearron, 7704 E. Cooper Lane, Colbert

(Sent via Mead-Mt. Spokane Plan, May 30, 2019 at 4:11 PM)

Name: Jason Gilman

Email Address: axodys@gmail.com

Message: I live on Meadowlark Ct just off Deer Rd and have some thoughts about some of these proposed projects. Personally, I think extending Freya from Deer Road to Highland should be a priority because it would allow Deer Rd to be disconnected from Highway 2. While some might find that change inconvenient, as a parent of soon to be driving age kids I dread the idea of them having to negotiate the Deer Rd - Highway 2 intersection regularly as inexperienced drivers. During the winter months sliding out into highway traffic is a real danger because of the slope down to the highway (and something I've narrowly avoided numerous times while driving cautiously). The safety improvement of rerouting Deer Road traffic to Highline via a Freya extension would be worth the slight delay when driving in and out of the neighborhood in my opinion.

As an avid runner and bike commuter I'm particularly frustrated by the pedestrian unfriendliness of Highway 2 from Deer Road to Highland and the lack of connection from our neighborhood to the Children of the Sun trail. I think the pedestrian railroad crossing in Project 3 sounds interesting, but I would like to see a similar pedestrian only bridge over Peone Creek below Highway 2 with short connector trails from Freya and to the paved private road running to Emilee. I think it's an absolute tragedy this wasn't done in the first place when the 395 improvements were put in. Adding a small 20-25' span between the existing embankments (and short trails to access it) would make the Children of the Sun trail accessible to all the neighborhoods west of US-2 that are completely isolated by the highway right now.

It sounds like fixing the weird Market - 206 intersection is a priority and some kind of roundabout east of Yokes makes sense to me. I'm still annoyed that people complained and prevented the construction of roundabouts on Highway 2 itself. I believe they would have improved safety and functionality more than the slight curves and conventional lights we ended up with.

Thank you for your time and attention to these matters,

Jason

(Sent via Mead-Mt. Spokane Plan, May 30, 2019 at 3:42 PM)

Name: Steve Bussiere

Email Address: Sbuss0821@gmail.com

Message: I would like to know the plan for changes if any with the intersection of highway 2 and Day Mt Spokane rd. please.

Thanks

(Sent via Mead-Mt. Spokane Plan, April 2, 2019 at 5:36 PM)

Name: Jodi Moore

Email Address: nemojo7470@comcast.net

Message: Hi there, I hope I'm not too late to comment. I live at 4225 E Moody Ln, just off of Yale Rd, south of Day Mt. Spokane Rd. Our daughter attends Northwest Christian School, so we have to cross Day Mt Spokane every morning to get her to school. During times of high traffic, about 8:00 a.m., 2:30 pm, 3:00-3:15 pm, sometimes 5:00 pm- it can be extremely difficult to cross that intersection safely. In the ten years I've lived here, I have almost been hit a few times, and I've seen other people nearly hit someone or get hit, and I know of high school kids and adults who've crashed in that intersection. There's a lot of east and west traffic on Day Mt Spokane Rd. due to Meadowridge Elementary and Mountainside MS. There's a lot of north and south traffic on Yale Rd., due to Colbert Elementary, Northwest Christian, Mountainside MS, and Meadowridge. Some of that traffic is probably also from Mt. Spokane High School. Sometimes I cringe when I see Mountainside students walking across Yale while on Day Mt Spokane Rd- not everyone yields to them. There's also a lot of bus and passenger car traffic making left turns off of Day Mt Spokane and onto Yale. I also often see people stopped because of the light at Hwy 2 or the train, that block the intersection of Day Mt Spokane Rd and Yale. I had to dodge out of the way to avoid being hit by an angry driver once traveling south- they came into my lane to try to get around the cars blocking the intersection. It's a difficult intersection to navigate during times of high traffic, and I hope something can be changed there.

Thank you, Jodi Moore; Mead, WA

(Sent via Mead-Mt. Spokane Plan, April 1, 2019 at 10:35 PM)

Name: Ron Crawford

Email Address: Roncrawford67@gmail.com

Message: I would like to see consideration on building sidewalks on Fairview between Hwy 206 and Lowe Rd. Kids are forced to walk in the road to get to the high school and with the amount of speeders and young drivers an accident is inevitable and it is compounded in the winter time when kids are forced to walk even further in the road. The road is wide enough that the sidewalks can be installed on the current road way that might help slow the drivers down.

(Sent via Mead-Mt. Spokane Plan, March 25, 2019 at 6:09 PM)

Name: Martha Schaefer

Email Address: s-mschaefer@comcast.net

Message: As president of the Friends of the Little Spokane River Valley, my board and I would like to meet with someone regarding this project. We are hoping to meet with Bill Grimes.

954-6984

Thanks, Martha

(Sent via Mead-Mt. Spokane Plan, March 24, 2019 at 1:10 PM)



Name: Crystal Franks

Email Address: CrystalFranks17@yahoo.com

Message: I would love to see some bus STA bus stops out this way. I believe it would bring more business to this area and provide more job opportunities for those who don't drive.

(Sent via Mead-Mt. Spokane Plan, March 24, 2019 at 9:34 AM)

Name: Tina Wynecoop

Email Address: Wynecoop@hotmail.com

Message: Kara, Good meeting

My comments:

Remember that with Mt Spokane looming over the area it is a natural aesthetic component that must be factored into the new design. As Northpointe was built the view vantage from that area of highway 2 was obscured drastically.

Since the highway sits above the LSR valley it is visible from the even higher geographical contours of the landscape. My concern is there will be a ribbon of lights along the corridor both from street lights and signal as well as from commercial bldgs. I live between 2 and 395 and perhaps six miles north and yet the light empowered eye sore of the Maverick gas station dominates the night. Way too much light.

Also, I watch the corridor develop a pall of exhaust as cars and trucks stream by in the morning.

The noise factor generated by motorized vehicles crescendos during heavy traffic use. Traffic will only increase as population is allowed/encouraged to expand along the highway's route. The surrounding geography of ever rising hills and bluffs serves as an amplifier of the traffic sounds. Necessary rumble strips add to the decibel level when driven on.

I am on the board of the Friends of the Little Spokane River Valley non-profit organization. For nearly a quarter century we have advocated for non-motorized trails to make the valley more pedestrian friendly as opposed to encouraging a car-nation to control movement. The concept of incorporating non-motorized passage to the highway design is valuable and will be appreciated long after we are gone.

To avoid highway 2 speed and traffic issues, travelers are now selecting the LSR corridor to get to and from town. The redesign of the highway must take this into consideration.

As for trees, the native Ponderosa pines do a wonderful job of filtering carbon pollution and are a visual reminder of what the landscape has always been and should remain. Deer proof plantings would enhance the aesthetic of the corridor and as much as I love deciduous trees, I know deer would be drawn to them and imperil traffic safety with their proximity.

Crosswalks, bike paths, separated from the highway must be included. Look how many schools draw students from the surrounding area. They should not have to be driven to school to be safe. Reconnect youth to the outdoors through thoughtful practical design.

Viewshed

Pollution: air, noise, light

Non motorized travel

Aesthetics

Speed

These are worth considering and I hope you do!

Thanks so much for “listening.” I sense a more holistic approach to planning is emerging among staff after too many years of good old boy thinking and kowtowing to developers.

I saw, at the Thursday meeting, that we are a community of thinking neighbors. Let’s embrace this far-flung community with thoughtful designs.

(Sent via Mead-Mt. Spokane Plan, March 24, 2019 at 5:43 AM)

Name: Pam Allen

Email Address: Lilcrimson90@yahoo.com

Message: I don’t know about others but I am getting tired of cars flying past me @ probably 60 instead of 45 before the 60 sign then flipping me off as they go by why can’t an undercover cop be in the area? It is an accident waiting to happen. Hwy 2 is getting bad enough without these morons speeding.

(Sent via Mead-Mt. Spokane Plan, March 23, 2019 at 2:25 PM)

Name: Pat Gibbs

Email Address: pat.r.gibbs@comcast.net

Message: Thanks for the meeting, there are several improvements before the next meeting, I hope. People could not here the presentation at all, a majority of the people are over 50. There was not enough time for people to voice their opinions to all parties i.e. county, WSDOT. When we broke into groups the information on what to do on the large maps was not explained. As the table I was at completed I stayed around and seen that we did not do anything compared to other tables. There were some great ideas that could have been expanded on if all the groups had input. For example, one group had an idea of extending Yale road over the RR tracks towards 206 to the south. Another had input for a bike path that would get people from the design area to the bike path on the NS freeway. Yet another had an idea of extending the side road south from the fire station / Whitworth water building up north all the south to the Chevron so people would be on a frontage road instead of HWY2. So I just wish there would be a better format to let people get all of the information out and then prioritize the information. Lastly thank you for the sewage maps to see where it is really going to go. I do wish that when the sewage is put in the roads that are affected with be up-graded with sidewalks especially around the Meadow Ridge School, i.e., Moody Road.

(Sent via Mead-Mt. Spokane Plan, March 23, 2019 at 2:12 PM)

Name: Billy Miller

Email Address: stizzco@gmail.com

Message: Are the materials that were presented at the March 21st meeting available for download?

(Sent via Mead-Mt. Spokane Plan, March 22, 2019 at 1:01 PM)



Name: Jay Torgerson

Email Address: jtads1@gmail.com

Message: Hi Kara,

Please include me on your email list for this project.

Thank you,

Jay Torgerson

(Sent via Mead-Mt. Spokane Plan, March 22, 2019 at 10:42 AM)