

**WP-SIA Study Committee Meeting  
1/20/09**

**Attendees:**

Sarah Nemer  
Tirrell Black  
Barry Greene  
Greg Figg  
Derrick Braaten  
Teresa Eckard  
Felipe Gonzalez

Fairchild AFB  
City of Spokane  
Spokane County  
WSDOT  
City of Airway Heights  
SIA  
Kalispel Tribe of Indians

**SRTC Staff:**

Anna Ragaza-Bourassa  
Staci Lehman  
Kevin Shipman

The meeting was called to order by Anna Ragaza-Bourassa at a few minutes after 10:00. Teresa Eckard asked everyone to introduce themselves and talk about their interest in this study and went around the room.

Ms. Ragaza-Bourassa gave a brief update on the modeling efforts. She received comments back from Barry Greene from the County and explained that she would like comments on the PDF of the 2007 network that she sent out previously from other jurisdictions as well.

She also talked about the 2015 and 2030 networks and that the committee would need to talk about what projects to include in those networks at the March meetings. Ms. Ragaza-Bourassa said she would be sending a map of the study area with the TAZ structure prior to the next meeting. She would like to discuss future land use projections at the March meetings.

Ms. Eckard asked what deliverables the agencies represented at the meeting wanted to see come out of this study and shared the memo she sent to the SRTC Board last March that initiated this study. She explained that the study was originally focused on the Geiger (Exit 276) Interchange because SIA has a concern that it is near capacity. SIA was encouraged to expand the study and do a West Plains study, and then incorporate the Geiger interchange as part of the overall study.

Greg Figg of Washington State Department of Transportation (WSDOT) said they would like to look at the Geiger interchange, Medical lake interchange, and how Highway 2 serves the airport. He also briefly mentioned possibly signaling Flint and Highway 2.

Derrick Braaten from the City of Airway Heights said he is concerned about future development on Airport Drive and the impact that could have on Highway 2 over the next twenty years. The boundaries of SIA property were briefly

discussed before deciding that airport property extends along Flint Road halfway to Highway 2.

Anna Ragaza-Bourassa said she would work with Kevin Shipman to create maps and visuals for future meetings to make the study and other boundaries easier to identify.

Ms. Ragaza-Bourassa brought up a newspaper article that she had seen in Sunday's Spokesman-Review about the possible annexation of West Plains land into the City of Spokane. Mr. Braaten said that at this time the annexation is in the very early stages and the City of Airway Heights is only at the point of discussing a Memorandum of Understanding (MOU) with the City of Spokane. The MOU would be the official beginning of talks between the two agencies regarding the topic. Tirrell Black added that the City of Spokane has some utility service in the West Plains.

Ms. Eckard discussed housekeeping items such as having one representative from each organization as the contact person for this study. That person will be responsible for making sure information is disseminated to everyone involved at their individual agencies. A process will also be put in place to work through disputes that may arise. And Ms. Eckard said that agency representatives must participate throughout the entire study process to have input on the finished product, as it could be disruptive to have someone come in at the last minute and try to change the study outcome.

Barry Greene said Spokane County's is concerned with exit 276, but they would like to see what transportation network changes will mitigate the potential land use changes/growth in the future. Mr. Greene brought up the possibility of developing a freight hub near the Geiger Spur and questioned how it could add congestion to the transportation system. Mr. Braaten voiced his agreement. Ms. Eckard said that currently the freight carriers at the airport do not do local distribution out of the airport facilities. Majority of freight is flown in and out with some trucking. The freight hauling that is done on local roadways typically takes place during off-peak hours. She is working on getting data from the airport freight carriers.

Mr. Figg mentioned that there is a 500+-sized housing development proposed for the area between Geiger and Medical Lake and that could have a large impact on the interchange. Ms. Eckard said one of the recommendations that could come out of this study could be the implementation of impact fees for developers.

It was brought up that the Joint Land Use Study (JLUS) may have done much of our work as it pertains to land use for parts of the study area and adjacent areas, as it covers a lot of the West Plains. Ms. Ragaza-Bourassa said that future land use and network will need to be a discussion by the WP-SIA study committee at a future meeting, preferably at one of the March meetings. I detailed discussion

of what transportation projects will be included and in which network year (2007, 2015, 2030) and the land use projections.

Ms. Eckard said that SIA doesn't usually propose specific dates for expansion in studies, it's dictated by capacity trigger points instead. One challenge of the WP-SIA study will be trying to mesh that method with the SRTC's approach of having set years for the travel demand model.

Ms. Ragaza-Bourassa made a list of responses she received to the question 'What do we want from the WP-SIA Study? The list is below:

### **What Do We Want From WP-SIA Study?**

- Exit 276 capacity issues
- Look at roadway network to mitigate future impacts (US2, Medical Lake interchange, exit 276)
- Impacts of freight hub (proposed by county @ Geiger Spur)
  - Airport freight
  - Regional freight

Ms. Black asked about incorporating the study area description into the study purpose statement. That started a discussion on the study area and the question of whether to expand it. Incorporating the impacts of adjacent areas and development into the study was also discussed. Mr. Greene proposed expanding the study boundaries to include Fairchild Air Force Base, as potential development around the base, and the possible opening of the back gate on Thorpe could have impacts on the surrounding network.

It was determined that changing the study area boundaries would have minimal impact on the modeling workload required for this study. Ms. Eckard asked about the traffic counts that were already obtained within the existing study area and if that would be a potential issue with expanding the study area. Ms. Ragaza Bourassa said that we can get recent traffic counts from the jurisdictions to fill in the gaps. Mr. Figg said WSDOT had taken traffic counts in this area for their US 2 Route Development Plan (RDP) that they would be happy to share. Ms. Ragaza also stated that the counts are only used to check the reasonableness of the modeled data.

It was agreed to ask Glenn Miles, SRTC's Transportation Manager, about expanding the study area. When an area is decided upon a draft purpose statement and maps will be sent out to committee members, prior to the next meeting. A draft timeline will also be sent out in advance of the next meeting. The next meeting was rescheduled for Mar. 3 at 10 a.m. in the SRTC conference room. As a result, there will be two WP-SIA committee meetings in March.

The agenda at the next meeting will include discussing land use projections, future network, and the study timeline.

Mr. Braaten asked when developers will be brought into the study process. The consensus was to invite them to the first public meeting.

Ms. Eckard will put together an 'action item' list of things we need from committee members, such as JLUS data, land use from the County, City, Airway Heights, etc.

The meeting was adjourned at approximately 11:30 a.m.