

**WP-SIA Transportation Study Meeting Minutes  
December 4, 2008**

**Attendees:**

Sarah Nemer  
Cindy Reddekopp  
Tirrell Black  
Barry Greene  
Dave Dean  
Derrick Braaten  
Teresa Eckard

Fairchild AFB  
City of Airway Heights  
City of Spokane  
Spokane County  
WSDOT  
City of Airway Heights  
SIA

**SRTC Staff:**

Anna Ragaza-Bourassa  
Eve Nelson  
Staci Lehman  
Kevin Shipman

The meeting was called to order by Anna Ragaza-Bourassa at a few minutes after 10:00. Ms. Ragaza-Bourassa asked everyone to introduce themselves and went around the room.

Dave Dean did a power point presentation of the US2 Route Development Plan (RDP) that Washington State Department of Transportation (WSDOT) has been working on for the past nine months. Mr. Dean said his agency's biggest concerns were tribal growth and the intersection of US 2 and Hayford Road.

For the RDP, WSDOT split the corridor into two sections: US2 from the Lincoln County line to Fairchild Airforce Base and Fairchild to Interstate 90. Findings and recommendations were developed for the short-term, mid-term, and long-term, such as channelization, widening in some places, developer mitigation, intersection improvements such as adding roundabouts at three intersections and adding capacity at others, and supporting multi-modal and public transit transportation options.

The RDP also looked at existing arterials to see if any could be developed for increased use to decrease traffic on US2. Craig Road, 6<sup>th</sup>, 12<sup>th</sup>, 18<sup>th</sup>, and 21<sup>st</sup> were all looked at for this purpose. The RDP noted that 18<sup>th</sup> and 21<sup>st</sup> have the potential of being developed as alternate routes as some portions are paved, included in the Transportation Improvement Plan (TIP) for improvement by local jurisdictions, and future residential development is limited by zoning. Six alternatives were discussed, with one later being dismissed, at a total cost of \$55 million.

Mr. Dean concluded the presentation with the announcement of an open house to present RDP findings to the public. It is scheduled for January 15, 2009 from 5-7 p.m. at the elementary school near US2. Mr. Dean will send a PDF of his presentation to the meeting attendees.

Since this meeting the US 2 RDP Open house has been rescheduled until spring, date and time to be announced.

Teresa Eckard asked Mr. Dean for a copy of the proposed layout to reference in the airport's 3rd Runway Alignment Study.

Next, Ms. Ragaza-Bourassa went over the model network map and said she would email a PDF of the 2007 base models and 2030 network to all meeting attendees for review. The first round of review will be of the network (location of roads, number of lanes, capacity, speed, lane configurations at intersections, etc.). It was also pointed out that the land use, both existing and projections, will need to be reviewed and some decisions will need to be made prior to any modeling efforts.

Eve Nelson asked if any of the agencies present had pedestrian counts for the area of US2. No one had any so it was suggested that the agencies coordinate to conduct counts, possibly in the spring. Barry Greene said he would lend his 'video van' to the effort, which is a camera that records activity, then staff can review the video and count how many pedestrians were present during the designated time period.

It was brought up that the Spokane Regional Health District did a safety study of US2 a couple years ago and may have multi-modal count information. Dave Dean pointed out that the study came out in September. Derrick Braaten suggested that the information in that study may no longer be accurate as a Wal-Mart Store has been constructed in the area since, which has added a large amount of pedestrian traffic along US2.

A timeline for the study was discussed next. Ms. Eckard suggested that she, Ms. Ragaza-Bourassa, and Staci Lehman put together a timeline with key milestones so that meetings could be planned for the future to present the study to the public, and to keep the study on track time-wise.

Because Ms. Ragaza-Bourassa does not expect to have the calibrated model back until after the first of the year, it was decided to schedule another group meeting in late January. It was decided to have a monthly meeting every third Tuesday of the month at 10 a.m., starting in January.

Ms. Eckard asked why traffic studies used dates instead of capacity triggers. For most agencies, the studies need to reference years for forecast budgeting.

Ms. Eckard suggested that the next meeting should include a discussion on housekeeping items, such as ground rules for the study, study purpose and objectives. She asked that everyone come back to the January meeting with what they want to get out of this study.

Ms. Nelson pointed out that a future discussion would need to be held on land use projections within the WP-SIA study area and specifically how developer

plans would be incorporated into the study. Derrick Braaten suggested that we use only the land use from jurisdictions/comp plans not from developers. However, it was agreed that the developers would need to have the opportunity to give some input to the process.

The meeting was adjourned at approximately 11:15.