

WCE

Whipple Consulting Engineers, Inc.

2528 N. Sullivan Road
Spokane Valley, WA 99216
Ph 509-893-2617 Fax 509-926-0227

MEMORANDUM

TO:	Ray Wright, Spokane Valley, Greg Figg, WSDOT		
FROM:	Todd R. Whipple, P.E., Ben Goodmansen, E.I.T.		
DATE:	March 30, 2017		
PROJECT NO:	13-1166	NAME:	Walker – Painted Hills PRD
REGARDING:	Summary of Second Traffic Meeting		

Ray,

This memo is intended to document the events of the Second Traffic Meeting held on March 29, 2017. The following is a recap of the meeting.

Community Meeting

Todd Whipple opens meeting at 6:05. Introduces himself and states this meeting is for the Second Traffic Study meeting for Painted Hills. Explains notice of the meeting was sent by mail and signs posted on the property. Explains the meeting is being held to fulfill requirements by the City of Spokane Valley.

Mr. Whipple explains that this meeting is specifically to talk about the traffic study for the project.

Mr. Whipple shows minor changes to site plan since last traffic meeting. There are no changes associated to traffic.

Mr. Whipple states that the meeting is being recorded.

Mr. Whipple describes the scoping process to meet with the City of Spokane Valley to determine what would be included in the Traffic Study. He explains the peak AM and PM times in the area.

Mr. Whipple describes some of what went into the initial traffic study and how data was collected.

Mr. Whipple explains that if people have concerns with speeding on Woodlawn, it is not a traffic study issue but instead a law enforcement issue that should be brought up with the Spokane Valley Police Department.

Mr. Whipple shows a timeline of the two years since the last Traffic meeting and describes what has happened regarding traffic for the proposed Painted Hills project during that time. He explains the three different traffic studies that were submitted, the differences between the studies, and what prompted each study.

Mr. Whipple explains that ultimately the traffic study has been accepted by both the City of Spokane Valley and WSDOT.

Mr. Whipple states some details of the project; number of acres, percent of open space, zoning, number of units, etc. He explains the proposed phasing of the project.

Mr. Whipple goes into more detail regarding the results of the traffic study. He specifically shows what traffic is like currently, what it would be like without the Painted Hills project in 2025 and 2030, and what it would be like with the Painted Hills project in 2025 and 2030. He then shows the road improvements and changes that have been approved to relieve some traffic and what the traffic study shows what traffic will be like in 2025 and 2030 with these changes.

Mr. Whipple explains how data from traffic studies is analyzed. He explains that there are standards based on collected data that help a traffic engineer to make determinations in any traffic study. He explains what, 'Level of Service,' means.

Mr. Whipple shows Synchro videos again explaining how traffic would be affected with the project, without the project, with the road improvements and without.

Mr. Whipple shows a copy of the Certificate of Transportation Concurrency and again states the Traffic Study has been accepted. He then moves on to the Question and Answer portion of the meeting.

Were the new apartments on 32nd and Pines included in the traffic study?

Yes, this project was included in the study.

Why did you not include in the traffic study the cut-through trips on Woodlawn?

It is more beneficial and conservative to keep those trips on the main intersections. If we move those cars to the cut-through, it takes them out of the analysis of the main intersections. By adding the right turn lane, we're hoping this reduces driver frustration therefore reducing the number of cut-throughs.

How will this project affect the evacuation plan? Could it be a problem?

This question was raised with the City of Spokane Valley, who told us that this concern would not be taken into consideration in this traffic study.

Why is the access of the property on Madison and not Dishman Mica?

Unfortunately the way the property is, it is not as effective to place the access on Dishman Mica.

Is there a safety concern with the left turn lane on Dishman Mica?

The turn lane was requested by the City of Spokane Valley, so at this time the left turn lane is part of the plan. If you bring up your concerns at the hearing, there may be a change.

The average household in the US has two cars. How did you get your traffic numbers?

These numbers are based on traffic standards that come from empirical evidence.

Couldn't that mean that the standards are based on a community with a smaller population?

No, the standards work for all populations.

Is there a concern with the roads flooding?

This meeting is about traffic, not flooding, but the roads will be engineered so that they will no longer flood.

Did the study include the number of cars traveling North?

Yes, that was included in the study. If you would like, we can send you the traffic study.

Are there any duplexes planned for this development?

No, there are no duplexes planned at this time.

The meeting is closed at 7:15 p.m.