APPENDIX D

DOCUMENTATION OF PUBLIC INVOLVEMENT PROCESS

Argonne Road Corridor Study
Documentation of Public Involvement Process

The public involvement process was a key component of the Argonne Road Corridor Study. In order to create a plan that truly reflects the town of Millwood's Vision, it was critical to maintain two-way communication with stakeholders and community members and to be sure that their concerns were reflected in the decision-making process.

One of the first steps in the public involvement process was to identify the Stakeholder Advisory Committee (SAC). The purpose of the SAC was to provide guidance and feedback to the consultant team throughout the process. Stakeholders were selected by the Town of Millwood staff and included citizens, local business owners, representatives from various commissions and municipalities, local emergency responders, the local school district and Town staff. The list of SAC members is attached.

The public involvement process occurred in several ways – primarily in meetings, but also via public comment forms which were located on the Town's website and at City Hall, project mailers from Mayor Mork, and the project website. Three SAC meetings and two public meetings were held at selected key points during the planning study. The purpose of each meeting is described below.

SAC Meeting #1 – At SAC meeting #1, project goals and existing and future baseline conditions of the Corridor were outlined by the consultant team. The majority of this meeting was used for roundtable discussion to identify the specific transportation issues and opportunities which exist in the Corridor. The consultant team recorded SAC member ideas on a flip chart.

Town Hall Meeting #1 – This meeting was held the night after the first SAC meeting and provided much of the same data (project goals, baseline conditions, etc.) to the public. In addition, all of the ideas and suggestions gathered at the SAC Meeting were summarized and presented to the public. As a method to gather the public's input on what the specific transportation issues of the Corridor are, the consultant team used graphic display boards depicting the entire Corridor and had members of the public circulate around the graphics using post-it notes to write down suggested enhancements. The enhancement written on the post-it was then adhered to the corresponding location on the graphic.

All of the data and information obtained during the first set of meetings was compiled, categorized, and used to develop a list of potential Corridor Improvement Options. The list was then transferred into a matrix that was used to evaluate each option based on study goal-derived criteria (i.e. – safety, cost, environmental impacts, etc.).

SAC Meeting #2 – The primary purpose of this meeting was to evaluate all of the categorized improvement ideas that were gathered during the first set of meetings and narrow many ideas to just the key primary corridor transportation improvements. This was accomplished using a matrix – the Initial Screening Summary. The consultant team led the SAC through an exercise which ranked each idea. The concept behind this was to identify the more critical, more important options. The result was four Primary Corridor Improvement Options that had SAC concurrence.

Following this meeting, the consultant team summarized each potential enhancement for each of the four Corridor Improvement Options. These were emailed to members of the SAC for confirmation and any additional comments/suggestions. Once all comments were received, the consultant team developed conceptual layouts for each of the four alternatives and further analyzed each option.

SAC Meeting #3 - At the final SAC meeting, the four primary Corridor Improvement Options were presented and reviewed. The primary purpose of this meeting was to evaluate the four options and determine what the preferred option would be. Similarly to the second SAC meeting, a matrix-type evaluation was used to rank each option and a preferred option was selected by the SAC.

Town Hall Meeting #2 – At this Town Hall meeting, the public was brought up to speed on the processes that occurred since the initial meeting. The consultant team presented traffic results, discussed the four primary Corridor Improvement Options, explained the evaluation process used to reach the four options, and presented the SAC recommendation for the preferred option. The consultant team also invited the public to cast their vote for their preferred option by using colored dots and adhering them to the graphic that represented their preferred choice. Additional comments were also solicited using sticky notes, similar to the format used during the first Town Hall meeting.

All comments received throughout the project are included in the following pages.

TOWN OF MILLWOOD

Argonne Road Corridor Study

Stakeholder Advisory Committee (SAC)

Stakeholder	Representation	Email
Mayor Dan Mork	Town of Millwood	MillwoodMayor@comcast.net
Kevin Freeman	Town Council	kevin.freeman@lfr.com
Bobbie Beese	Millwood Historical Society	millwoodhistoricalsociety@comcast.net
Cheryl Gotzian	West Side Resident	hap-cheryl@hotmail.com
Mark Jensen	Dentist	drjensen@windwireless.net
Pam Kester	Millwood Planning Commission	kester.pamela@comcast.net
Harold White	WSDOT -Eastern Region	whitehl@wsdot.wa.gov
Barry Greene	Spokane County	bgreene@spokanecounty.org
Scott Szoke	Spokane County Sheriff's Department	sszoke@spokanesheriff.org
Greg Mott	The Corner Door Fountain & Books	gmott@cornerdoor.com
Jeff Postlewait	Rocket Bakery, Northwood	rocbake8@msn.com
Larry Ryder	Valley Fire One	riderl@spokanevalleyfire.com
Wayne Andresen	Inland Empire Paper	wayne_andresen@iepco.com
Inga Note	City of Spokane Valley	inote@spokanevalley.org
Brian Liberg	West Valley School District	brian.liberg@wvsd.com

TOWN OF MILLWOOD

Argonne Road Corridor Study – SAC Mtg. #1 (8/13/07)

Name	Representing	Preferred Contact Information	
Mark Jensen	Millwood Family Dental	928 5444	drjensen@asisn.com
Wayne Frost	Inland Empire Paper Co.	999-1009	wfrost.frostconsulting@comcast.net
WAYNE ANDRESEN	" " "	924-1911	waynandresen@iepco.com
Barry Greene	SPOKANE COUNTY	477-7444	BGreene@SpokaneCounty.us
Corey MOTT	The Corner Door	921-9253	CMott@Cornerdoor.com
Bobbie Beese	Millwood Historical Society	926-3332	bbeese@cornerdoor.com
DAN MORK	Millwood - Mayor	892-1188	millwoodmayor@comcast.net
Kevin Freeman	Town of Millwood	981-4777	kevin.freeman@lfr.com
Inga Note	Spokane Valley	688-0227	inote@spokanevalley.org
Larry T. Rider	Spokane Valley Fire Dept	892-4102	Rider@spokanevalleyfire.com
Jeff	Rocket Bakery		
Also in Attendance:			
Katherine Cusseday	Mirai Associates		
Mark Brower	W+H Pacific		
Rachelle Wagner	W+H Pacific		

Town of Millwood
Argonne Road Corridor Study
SAC meeting #1

Meeting notes written by Katherine Casseday

PEDESTRIAN / BICYCLES

Pedestrian/bike trail under north side of bridge, for safe connection
True desires for pedestrians?
    Paths/desire-lines?
    Might lead to future pedestrian overpass
Paper loading
Collaboration between old town and mill
    Tree lighting ceremony
Left turn for patients really rough
Marguerite – alternate bike route?
Crosswalks at Euclid and Grace only
Like it for people to cross the street
Grade/separate walking path – connect to Centennial Trail <sewer easement>
Crosswalk treatments
Highlight presence of pedestrians . . . make more obvious to drivers
Pull out sidewalks from mill side, use for other function
Full sidewalks elsewhere
Link to trail that is safe
Look at the different characters
    Consider pedestrian needs – Where? When?

FIRE DEPARTMENT

Opticom – access at Frederick – will be coming
    Fire Department needs for reliable access
Stout at Grace – improve turns for fire engine
Fire – need to Opticom – it will give the Fire Department signal at Frederick (flow/green)
Preliminary look at emergency signal at Frederick (e.g., Dartmouth at Appleway)
    Evaluate to justify/confirm if it would work
Pre-emption recovery after railroad pre-emption
    Longer cycle?
    Focused flow
Any concerns County might have with road diet?
Argonne is almost metering itself; we can expect some shifts in travel
Allow residents to move more freely east to west
    Connecting schools and parks
    Break down the safety barrier
Safer along and across Argonne

DEFINE MILLWOOD

Slow down and enjoy Millwood
Different approaches or treatments for areas north or south of railroad tracks?
Present Argonne as more of a residential/Main Street character
Access sports fields at schools
IEP to/from I-90 (truck movements)
Interconnect conduit/connect to Reg. Traffic Management Center
    Spokane County manages signals
Millwood has a lot of the great characteristics of a walkable area/town
Textured intersections – colored?
Through Millwood – different colored intersections
    Roadwork north of Euclid textured pavement? Dye it? From the bridge?
    Consistency/pattern

SIGNAL

Add signal at Buckeye – tied closely to signal Trent – coordinate
Frustrated with signal timing, turning movements
    Curb radius limitations
"Welcome" to Millwood – traffic signal heads misaligned at Trent
Change out signal controllers
Left turn signal phasing?
Left turn made on red light – last ditch

RIGHT-OF-WAY

Get railway or easements for S/W
County sewer right-of-way – get NB LT to Euclid
    Rebuild railroad crossing
Use County sewer right-of-way to connect
Evaluate McVay building to gain additional right-of-way – remodel?
Left turn lanes at Grace and Euclid – get right-of-way

BEAUTIFICATION

Beautify – planters, concrete
More trees
Eliminate billboards
Trees – plant

TRAFFIC CALMING

Effective traffic calming –
    Curb bulbouts
    Vegetation
    Welcome sign at bridge/Trent
Trent to tracks
    Different from tracks to river
    Historic _____ manufacturing
Long term support for traffic calming – trees, benches, flowers

PARKING

Is parking valuable? Necessary?
Define parking area – perpendicular – define
Parking strip gets scary
    Gets used as a traffic lane to right turn at Euclid or Dalton
    Define as parking, not a traffic lane
    [Train backups/_____]

MISCELLANEOUS

Argonne is a busy street
Lighting
Light pockets needed wherever possible
Albertson's traffic to Argonne – shouldn't be allowed
Different truck access to IEP – into and out from
Have all construction at one time – not sequential
Construction ➔ Revise
    Prohibition "no truck traffic"
Collaboration – Town/IEP/Avista, etc.
Real concerns with road diet and NB flow and merge
Broadway road diet – 11,000 volume
Road diet? Volume too high?
Need to protect Argonne's arterial functions
Truck movements into plant beyond Euclid/Empire
Trucks – right from Argonne tough
    Right blocked by WB from Empire
    Clogged – getting into hill
South of tracks is changing
Placemaking
Overlay south of Empire/Euclid
Facilitate turning traffic
    Grace
    Euclid/Empire
    Liberty
    IEP truck access
Out of direction travel, whether on foot or in car, to get anywhere safely, to avoid left from Argonne
Can we get power lines relocated?
    "Widen" sidewalk $$$$
    Rewriting agreement with Avista
Sieves?
    50' right-of-way – how to use it
Applications from Portland/Seattle?
Scope of 2008 project?
    Preliminary engineering January 2008
    Construction dollars October 2008

TOWN OF MILLWOOD

Argonne Road Corridor Study - Town Hall Meeting #1 (8/14/07)

Name	Representing	Preferred Contact Information
Bob Jery	—	—
Greg Mott		GMott@cornerdoor.com
Michelle Rasmussen		
Vicki Navarro		
[illegible]		
Laura Brunell		
Dan Mock	Millwood	MILLWOODMAYOR@comcast.net
Rod Bedard		
Ruby Witham		
[illegible] Grossman	Homeowner	
[illegible]		
Brian Werst	Millwood	
[illegible]	Millwood	
[illegible]	Millwood	
Ted Praast	Millwood	
Sean Weiler		
Bobbie Beese	Millwood	bbeese@cornerdoor.com
Todd R. Beese	"	tbeese@cornerdoor.com
Shirene & Patrick Young	"	youngps2@comcast.net

TOWN MEETING #1
AUGUST 14, 2007
POST IT NOTES

BASELINE CONDITIONS plot –

At river:

- Toll bridge
- Entrance to Millwood. Think Spokane Airport/Rock-fountain or something
- Town beautification – start at bridge and develop character; flower baskets, uniform light standards, cobblestone crosswalks?

South Riverway

- Begin ← → lighting down entire corridor; think Pioneer Square

Liberty

- Remove traffic light (agree!)
- Coordinate signal along Argonne, even when green light allows crossing Argonne a lot of cars run yellow/red light

Between Dalton and E Liberty

- Reduce speed limit from 35/30 to 25 from Trent to bridge
- Beautify historic district – lighting, benches, etc.
- Add curb bulbs to protect parking and pedestrians

Dalton

- Move sidewalk east of present retaining wall – possibly meandering
- Save trees along Argonne

Between Euclid and Dalton

- Benches along sidewalks and at bus stops (STA could help finance)
- Synchronize – synchronize – synchronize everything!

Euclid

- Make this "thru way" from Vista – less houses than Liberty. Direct traffic to Argonne
- Left turn lanes – Grace, Euclid, Liberty
- Clean up behind McVay buildings – make path to park?
- Skywalk
- Unobstructed sidewalks at railroad crossing
- Even when no traffic on Argonne vehicles at Empire must wait long time before getting green light

Grace

- Sky bridge or longer signal at least 30 seconds to get across
- Slow traffic flow to ≤30 mph
- Synchronize signals
- Put in left turn arrows at signals north and south

Between Buckeye and Grace, just north of the middle, on the east side

- Get rid of power poles that are in the middle of sidewalks – underground?

Between Buckeye and Grace (West Valley School District office and the big building north of it)

- Check right-of-way this block

Buckeye

- Skywalk
- Police patrols and enforcement at neighborhood streets

Trent

- Argonne – entrance to Millwood

South of Trent

- Northbound to W-B Argonne/Trent intersection. Right hand turn land overloaded, inside lane less so . . . blocks back to Montgomery

CHANNELIZATION & CONTROLS plot –

- Eliminate the east lane (right lane going north) between Trent and Buckeye

PEDESTRIAN CONTEXT plot –

Argonne and Fowler

- Cut through significant Fowler → right to Trent train race
- Different street material at intersections

North of Empire

- Signs for historic district at I90, city limits, at boundaries of historic district

Proj.# 35324
Ntbk. (1)
Tab MTGS
Data 9/14/07

TOWN OF MILLWOOD

September 11, 2007

Argonne Road Corridor Study - ~~Town Hall~~ SAC Meeting #2

Name	Representing	Preferred Contact Information
Katherine Casseday	Mirai Associates	Katherine@miraiassociates.com; 425-820-0100
Jeff Postlewait	Rocket Bakery	J4Postlewait@Hotmail.com
Pamela Koster	Millwood Planning Commission	Kester.pamela@comcast.net
Greg Mott	Corner Door	gMott@cornerdoor.com
Dan Mork	Town of Millwood	MillwoodMayor@Comcast.net
Wayne Andresen	IEP	wayneandresen@iepco.com
Bobbie Beese	Millwood Historical Society	bbeese@cornerdoor.com
Brian Liberg	West Valley SD	brian.liberg@wvsd.com
Barry Greene	Spokane County Engineers	bgreene@SpokaneCounty.org
Inga Note	Spokane Valley	
Scott Szoke	Spokane County S.O	SSZOKE@SPOKANESHERIFF.ORG
Also in Attendence:		
M. Brewer	W&H Pacific	
M. Jensen	Millwood Family Dental	
Harold White	WSDOT	

Proj.# 35324
Ntbk. 1
Tab Corresp
Data 9/21/07

Brower, Mark

From: Brower, Mark
Sent: Friday, September 14, 2007 4:18 PM
To: 'MillwoodMayor@comcast.net'; 'kevin.freeman@lfr.com'; 'millwoodhistoricalsociety@comcast.net'; 'hap-cheryl@hotmail.com'; 'drjensen@windwireless.net'; 'kester.pamela@comcast.net'; 'whitehl@wsdot.wa.gov'; 'bgreene@spokanecounty.org'; 'sszoke@spokanesheriff.org'; 'gmott@cornerdoor.com'; 'rocbake8@msn.com'; 'riderl@spokanevalleyfire.com'; 'wfrost.frostconsulting@comcast.net'; 'inote@spokanevalley.org'; 'brian.liberg@wvsd.com'; 'bbeese@cornerdoor.com'
Cc: 'Katherine Casseday'
Subject: REPLY REQESTED: Argonne Road SAC Input on Proposed Corridor Improvement Options
Attachments: DRAFT Argonne Initial Screening Summary 9-14-07.pdf; Draft Argonne Corridor Improvement Options 09-14-07.pdf

Good afternoon Argonne Road SAC members,

Thanks so much for your efforts on Tuesday evening! It's never an easy task to pare down a large list of ideas to a few to move forward with. Congratulations on accomplishing the task! The following is a summary of the process and results of our meeting, for your review:

The group reviewed the DRAFT Initial Screening Summary (matrix). Katherine Casseday reviewed the variety of traffic operations/management options that had been identified to date. The group discussed these items and offered the following comments and additional items for consideration:

- Evaluate the need for all of the existing signals on the corridor (seems like too many)
- Investigate the impacts of a speed limit reduction (signed, controlled by signal timing). *Consistent with current traffic calming option #7.*
- Investigate a media campaign to encourage a "safe driving" mentality for drivers in the corridor
- Instead of prohibiting all left turns off Argonne during peak periods (option #5), consider block-by-block and/or consolidation of left-turns
- Modify channelization on Argonne from Montgomery to Trent to facilitate elimination of the north-bound drop lane on Argonne, north of Trent (works with current option #17).
- Consider a multi-use path along IEP right-of-way
- Consider ITS options for the corridor (message signs to alert for railroad blockages, radar speed signs, etc.)

The group discussed the evaluation criteria and suggested that we include: **Environmental Quality** and **Placemaking/Destination.** *See revised matrix, attached.*

The following options were dropped from further consideration:

5. **Prohibit left turns from Argonne Road during peak hours.** *Eliminated due to concerns of increased traffic within neighborhoods associated with right-hand turns and folks avoiding Argonne entirely.*
8. **Realignment of Fredrick intersection.** *Eliminated due to perceived high cost/benefit ratio.*
10. **Off-peak parking in street, perhaps in one direction.** *Eliminated due to current lack of need for on-street parking along corridor, except for where it already exists.*
11. **Reversible lanes (3-lane section).** *Eliminated due to safety and expense concerns.*
12. **Toll bridge at Spokane River.** *Eliminated due to low probability of implementation, effectiveness.*
13. **Construct new parallel arterial over Spokane River.** *While desirable for the removal of traffic*

on Argonne, this option was eliminated due to low probability of implementation, high cost, likely out of Millwood's jurisdiction.

15. Discourage Albertsons traffic to Argonne. *This option is addressed by the upcoming mitigation for the Walgreens store on Trent & Argonne.*
16. Add signal at Buckeye, subservient to Trent. Eliminated due to upcoming mitigation for Walgreens, lack of desire for east/west traffic and pedestrian movements at this location.

The group settled on primary corridor improvement options for further conceptual analysis and evaluation that are based on the following traffic operations/management concepts:

- Maximize traffic operations with existing 4-lane roadway
- Add turn pockets to the 4-lane to protect left-hand turns at Grace, Euclid/Empire, and Liberty
- 3-lane roadway, with bicycle facilities or on-street parking (Road Diet)
- 5-lane roadway, with/without bicycle facilities

Each of these primary corridor options will be evaluated with applicable traffic calming/non-motorized/transit/placemaking/emergency vehicle/business access enhancements that have been previously identified. Please see the attached .pdf file which contains a summary of the packages with possible enhancements we will include in the concept development/evaluation phase of the study.

As discussed on Tuesday, we NEED for you to provide your comments on the proposed packages no later than close-of-business on Tuesday, Sept 18 in order to keep the project moving along on schedule. By return e-mail, please indicate your confirmation of the 4 traffic operations/management concepts and provide any comments on the potential enhancements identified for each alternative.

Please let me know if you have any difficulties with the attachments. Thanks again for your support and commitment to this study, and have a super weekend!

Mark

Mark Brower, PE
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TOWN OF MILLWOOD

ARGONNE ROAD CORRIDOR STUDY
Draft Corridor Improvement Option 1

TRAFFIC OPERATIONS/MANAGEMENT

1	**Maximize traffic operations with existing 4 lane roadway**
1a	Coordinate signals with new controller equipment and interconnect system
1b	Install left turn arrows at ex signals
1c	Implement split phasing on side streets
1d	Recovery after RR pre-emption
1e	Connect to Regional Traffic Management Center
1f	ITS treatments - railroad blocking warnings, VMS, radar speed signs
5	Prohibit left turns from Argonne Road. Provide for right turns to side streets and all movements from side streets at signals.
6	Make Euclid through-way to Vista instead of Liberty
7	Discourage cut-through at Fowler to Trent (train race via Empire)
9	Update traffic signs in corridor
10	Off-peak parking on street, perhaps in one direction
14	Remove traffic light at Liberty
17	Eliminate east lane (right lane going north) between Trent and Buckeye

ARTERIAL TRAFFIC CALMING

1	Curb bulb-outs to protect parking, peds
1a	Historic district - Euclid to Liberty
2	Patterned/pigmented concrete at crosswalks, intersections
3	Gateway feature
4	Landscaping, medians
5	Reduction of speed limit, coordination with signals (25 mph)

NON-MOTORIZED

Pedestrian

1	Complete sidewalks throughout corridor
2	Obtain easements for consistent sidewalks
3	Cobblestone crosswalks, other crosswalk treatments
4	Move sidewalk east of existing retaining wall at Dalton - meander?
5	Clean up behind McVay building, create path to City park
7	Create unobstructed sidewalks at RR crossing
8	Relocate/remove power poles in sidewalk between Buckeye and Grace, and from Grace to Spokane River
9	Limit pedestrian crossings to Euclid and Grace only
11	Raised intersection, including crosswalks at signals
12	Connect sidewalks into neighborhoods - east and west
13	Connect schools and parks, sports fields
14	Modify signal timing for longer side-street crossing at Grace
16	Update and/or provide ADA Standard Curb Ramps
17	Consider a multi-use path along IEP from Empire to the Bridge

Bicycle

2	Establish north-south bike route west of Argonne Road, maybe Marguerite

Transit Facilities

1	Provide for two-way bus service on Argonne Road
2	Benches along sidewalks, at bus stops
3	Formalize bus stop pads
4	Bus Shelters

PLACEMAKING/ROADSIDE AMENITIES

1	Flower Baskets, Planters
2	More Trees/Vegetation
4	Uniform Architectural Lighting
5	Street Furniture
6	Signage for Historic District

EMERGENCY VEHICLE ACCESS

2	Emergency Signal @ Fredrick

BUSINESS ACCESS

1	Improved Access to Argonne for IEP
2	Formalize Existing Parking Areas, Protect On-Street Parking w/ Bulb-Outs

TOWN OF MILLWOOD

ARGONNE ROAD CORRIDOR STUDY
Draft Corridor Improvement Option 2

TRAFFIC OPERATIONS/MANAGEMENT

1a	Coordinate signals with new controller equipment and interconnect system
1b	Install left turn arrows at ex signals
1c	Implement split phasing on side streets
1d	Recovery after RR pre-emption
1e	Connect to Regional Traffic Management Center
1f	ITS treatments: railroad blockage warning, VMS, radar speed signs
2	**4-Lane with widening for left turn pockets at Grace, Euclid, Liberty**
6	Make Euclid through-way to Vista instead of Liberty
7	Discourage cut-through at Fowler to Trent (train race via Empire)
9	Update traffic signs in corridor
14	Remove traffic light at Liberty
17	Eliminate east lane (right lane going north) between Trent and Buckeye

ARTERIAL TRAFFIC CALMING

1	Curb bulb-outs to protect parking, peds
1a	Historic district - Euclid to Liberty
2	Patterned/pigmented concrete at crosswalks, intersections
3	Gateway feature
4	Landscaping, medians
5	Reduction of speed limit, coordination with signals (25 mph)

NON-MOTORIZED

Pedestrian

1	Complete sidewalks throughout corridor
2	Obtain easements for consistent sidewalks
3	Cobblestone crosswalks, other crosswalk treatments
4	Move sidewalk east of existing retaining wall at Dalton - meander?
5	Clean up behind McVay building, create path to City park
7	Create unobstructed sidewalks at RR crossing
8	Relocate/remove power poles in sidewalk between Buckeye and Grace, and from Grace to Spokane River
9	Limit pedestrian crossings to Euclid and Grace only
10	Consider removing sidewalks along IEP, use width for other purposes
11	Raised intersection, including crosswalks at signals
12	Connect sidewalks into neighborhoods - east and west
13	Connect schools and parks, sports fields
14	Modify signal timing for longer side-street crossing at Grace
15	Pedestrian flags at uncontrolled crosswalks
16	Update and/or provide ADA Standard Curb Ramps
17	Consider a multi-use path along IEP from Empire to the Bridge

Bicycle

2	Establish north-south bike route west of Argonne Road, maybe Marguerite

Transit Facilities

1	Provide for two-way bus service on Argonne Road
2	Benches along sidewalks, at bus stops
3	Formalize bus stop pads
4	Bus Shelters

PLACEMAKING/ROADSIDE AMENITIES

1	Flower Baskets, Planters
2	More Trees/Vegetation
4	Uniform Architectural Lighting
5	Street Furniture
6	Signage for Historic District

EMERGENCY VEHICLE ACCESS

2	Emergency Signal @ Fredrick

BUSINESS ACCESS

1	Improved Access to Argonne for IEP
2	Formalize Existing Parking Areas, Protect On-Street Parking w/ Bulb-Outs

TOWN OF MILLWOOD

ARGONNE ROAD CORRIDOR STUDY
Draft Corridor Improvement Option 3

TRAFFIC OPERATIONS/MANAGEMENT

1a	Coordinate signals with new controller equipment and interconnect system
1b	Install left turn arrows at ex signals
1c	Implement split phasing on side streets
1d	Recovery after RR pre-emption
1e	Connect to Regional Traffic Management Center
1f	ITS treatments: railroad blockage warning, VMS, radar speed signs
3	**4 to 3 lane conversion with bikes & peds, medians or driveway access (to 5/6 lanes at Trent)**
6	Make Euclid through-way to Vista instead of Liberty
7	Discourage cut-through at Fowler to Trent (train race via Empire)
9	Update traffic signs in corridor
14	Remove traffic light at Liberty
17	Eliminate east lane (right lane going north) between Trent and Buckeye

ARTERIAL TRAFFIC CALMING

1	Curb bulb-outs to protect parking, peds
1a	Historic district - Euclid to Liberty
1b	Argonne Road corridor, from Buckeye to Liberty
2	Patterned/pigmented concrete at crosswalks, intersections
3	Gateway feature
4	Landscaping, medians
5	Reduction of speed limit, coordination with signals (25 mph)

NON-MOTORIZED

Pedestrian

1	Complete sidewalks throughout corridor
2	Obtain easements for consistent sidewalks
3	Cobblestone crosswalks, other crosswalk treatments
5	Clean up behind McVay building, create path to City park
7	Create unobstructed sidewalks at RR crossing
8	Relocate/remove power poles in sidewalk between Buckeye and Grace, and from Grace to Spokane River
11	Raised intersection, including crosswalks at signals
12	Connect sidewalks into neighborhoods - east and west
13	Connect schools and parks, sports fields
14	Modify signal timing for longer side-street crossing at Grace
16	Update and/or provide ADA Standard Curb Ramps
17	Consider a multi-use path along IEP from Empire to the Bridge

Bicycle

2	Establish north-south bike route west of Argonne Road, maybe Marguerite

Transit Facilities

1	Provide for two-way bus service on Argonne Road
2	Benches along sidewalks, at bus stops
3	Formalize bus stop pads
4	Bus Shelters

PLACEMAKING/ROADSIDE AMENITIES

1	Flower Baskets, Planters
2	More Trees/Vegetation
4	Uniform Architectural Lighting
5	Street Furniture
6	Signage for Historic District

EMERGENCY VEHICLE ACCESS

2	Emergency Signal @ Fredrick

BUSINESS ACCESS

1	Improved Access to Argonne for IEP
2	Formalize Existing Parking Areas, Protect On-Street Parking w/ Bulb-Outs

TOWN OF MILLWOOD

ARGONNE ROAD CORRIDOR STUDY
Draft Corridor Improvement Option 4

TRAFFIC OPERATIONS/MANAGEMENT

1a	Coordinate signals with new controller equipment and interconnect system
1b	Install left turn arrows at ex signals
1c	Implement split phasing on side streets
1d	Recovery after RR pre-emption
1e	Connect to Regional Traffic Management Center
1f	ITS Treatments: railroad blockage warning, VMS, radar speed signs
4	**Widen Argonne Road for 5-lane alternative**
6	Make Euclid through-way to Vista instead of Liberty
7	Discourage cut-through at Fowler to Trent (train race via Empire)
9	Update traffic signs in corridor
10	Off-peak parking on street, perhaps in one direction
14	Remove traffic light at Liberty
17	Eliminate east lane (right lane going north) between Trent and Buckeye

ARTERIAL TRAFFIC CALMING

1	Curb bulb-outs to protect parking, peds
1a	Historic district - Euclid to Liberty
2	Patterned/pigmented concrete at crosswalks, intersections
3	Gateway feature
4	Landscaping, medians
5	Reduction of speed limit, coordination with signals (25 mph)

NON-MOTORIZED

Pedestrian

1	Complete sidewalks throughout corridor
2	Obtain easements for consistent sidewalks
3	Cobblestone crosswalks, other crosswalk treatments
4	Move sidewalk east of existing retaining wall at Dalton - meander?
5	Clean up behind McVay building, create path to City park
6a	Skybridge across Argonne at Euclid/Empire, utilize County sewer easement, connect to Centennial Trail
7	Create unobstructed sidewalks at RR crossing
8	Relocate/remove power poles in sidewalk between Buckeye and Grace, and from Grace to Spokane River
9	Limit pedestrian crossings to Euclid and Grace only
10	Consider removing sidewalks along IEP, use width for other purposes
11	Raised intersection, including crosswalks at signals
12	Connect sidewalks into neighborhoods - east and west
13	Connect schools and parks, sports fields
14	Modify signal timing for longer side-street crossing at Grace
15	Pedestrian flags at uncontrolled crosswalks
16	Update and/or provide ADA Standard Curb Ramps
17	Consider a multi-use path along IEP from Empire to the Bridge

Bicycle

2	Establish north-south bike route west of Argonne Road, maybe Marguerite

Transit Facilities

1	Provide for two-way bus service on Argonne Road
2	Benches along sidewalks, at bus stops
3	Formalize bus stop pads
4	Bus Shelters

PLACEMAKING/ROADSIDE AMENITIES

1	Flower Baskets, Planters
2	More Trees/Vegetation
4	Uniform Architectural Lighting
5	Street Furniture
6	Signage for Historic District

EMERGENCY VEHICLE ACCESS

2	Emergency Signal @ Fredrick

BUSINESS ACCESS

1	Improved Access to Argonne for IEP
2	Formalize Existing Parking Areas, Protect On-Street Parking w/ Bulb-Outs

Brower, Mark

From: Pamela Lynne Kester [kester.pamela@comcast.net]
Sent: Sunday, September 16, 2007 1:44 PM
To: Brower, Mark
Subject: Re: REPLY REQESTED:
Follow Up Flag: Follow up
Flag Status: Completed

Hi Mark: Thanks for the homework and for all your work. Here is my feedback:

The only option I believe is feasibly is Number 1. If the lights are syncronized, I can't see justifying the expense of Number 2. Option 3--I wish, but you stated that this is an innappropriate option for the amount of traffic we have. Option 4: We've considered it, and in my opinion giving any further concessions to what pass-through commuters wants will destroy the economy of our town. We've gone from 2 lanes to 4, and sacrificed quality of life. Yes we may be taking it off the table, but if Millwood doesn't advocate for Millwood, the county certainly won't.

My thoughts on Option 1, going down the list. I'm fine with everything I don't remark on ...
5: Too many signs. It's confusing enough.
6: There are several problems with this and it links to the odd idea of removing the light at Liberty (No. 14). I live on Liberty, right near the intersection, and have never seen large traffic backups. I also have no problem with the traffic we do have. Liberty is the bus route, and is the safest straight route to Park. Folks further up the road need to deal with reality. My concerns with the Euclid idea--- 1: Visibility around the northwest corner of Euclid and danger to pedestrians. There are 2 "schools" whose students park on Euclid and one is a dance school for children. 2: The fact that Euclid does NOT function as an effective through street after Vista. 3: The fact that the bus runs up Liberty and would never make the southbound turn without that traffic light. If you move the bus to Euclid, I'd hate to be the driver that has to make that southbound turn onto Argonne at rush hour. 3: The fact that if the traffic lights are syncronized, the quantity of traffic lights through town is immaterial. The more lights, the more folks will slow down, and THAT IS THE GOAL OF THIS ENTIRE PROJECT!!!!!

NOTE: I spend Sunday morning sweeping the sidewalk up Argonne, and I found it interesting that even with a pedestrian obviously working on an almost empty street (it was 6am), cars did not slow down or take care. This is because through traffic has no sense of being in a "Place," namely our community downtown. If the road were perceptively narrowed, the speed limit reduced AND ENFORCED, and enhancements such as signage, benches, sidewalks, landscaping, etc., made, THROUGH TRAFFIC WOULD SLOW DOWN.

10. Unneccessary; I think we discussed this at the meeting.
14. A Bad idea; see 6 above.
17. This would be a good idea: it would perceptively "narrow" the entrance to the Millwood

town center, and slow people down. This might best be done by widening the center meridian at the north Argonne and Trent intersection via a small island, with maybe a sign and landscaping. Traffic would have to "bend" slightly to the east around it as they reduced their speed by 25 through town. Not an unreasonable request of through traffic.

Arterial Traffic Calming
1. Not necessary if speeds reduced and turn lanes/arrows in place.
5. ABSOLUTELY ESSENTIAL TO THIS ENTIRE PROJECT.

Non Motorized.
1. These are required and need to be done.
4. There was some sputtering about trees during the meeting with regard to this option. I believe they make metal tree grids for trees in sidewalks, soo..... Why not just widen the sidewalks to allow for walking on the East of the trees, if IEP is willing to remove their concrete barrier and those evil Mugo pines that wall them off from the rest of town? The biggest landscaping enhancement we could make is to bring the mill's wonderful sweep of lawn onto Argonne, give our town a greater "center" and give drivers something to look at!!!

5. Probably a good idea; would encourage Euclid as major pedestrian crossing.
10. Makes no sense.
11. Costly
14. Necessary.
15. Necessary.

Bicycle.
This plan needs to establish some sort of official connection to the bike path, but I don't know if this is it. Perhaps a separate project with some bike folks? I believe there is a cut-through somewhere up Empire, and signs here might pull the bike traffic across Argonne at Euclid and up or down Argonne from there. Also, I don't see the purpose of an "alternate" bike path through to Trent if most bicylists are stopping at the Rocket.... :>)

Transit.
1. The bus only goes one way.... this makes no sense.
2. Our current bus stops are demeaning and an embarassment.
4. Unnecessary.

Placemaking
This is all nice, but there are many more pressing issues. Signage for the TOWN at both ends of Argonne is priority 1. Replacing damaged or ill-suited street trees with better varieties should be included in the plan; trees will slow traffic down. Other amenities can be done by the town or businesses with grant monies.

Business Access
IEP access needs to be improved. If they allow a wider sidewalk along Argonne, this should be a tit for tat.

Okay, I'm done. I hope this makes sense and is helpful! The main thing that needs to be stressed here is that we are not talking about improving a throughway. We are discussing improving a downtown "Main Street," a goal of the town that is in line with its Comprehensive plan of 2001, something that was backed by all citizens.

Thanks for the opportunity to give my feedback.

Pamela Kester, Millwood Planning Commission.

Brower, Mark

From: mailbox@cornerdoor.com
Sent: Tuesday, September 18, 2007 2:25 AM
To: Brower, Mark
Subject: Re: REPLY REQESTED: Argonne Road SAC Input on Proposed CorridorImprovement Options
Attachments: Comments Argonne Corridor.doc

Consider this my confirmation of the 4 traffic operations/management concepts. I have attached, for your consideration, a few comments on the potential enhancements.

Thank you for your hard work,
Bobbie Beese
bbeese@cornerdoor.com

-----Original Message-----
From: Brower, Mark [mailto:MBrower@whpacific.com]
Sent: Friday, September 14, 2007 07:18 PM
To: MillwoodMayor@comcast.net, kevin.freeman@lfr.com, millwoodhistoricalsociety@comcast.net, hap-cheryl@hotmail.com, drjensen@windwireless.net, kester.pamela@comcast.net, whitehl@wsdot.wa.gov, bgreene@spokanecounty.org, sszoke@spokanesheriff.org, gmott@cornerdoor.com, rocbake8@msn.com, riderl@spokanevalleyfire.com, wfrost.frostconsulting@comcast.net, inote@spokanevalley.org, brian.liberg@wvsd.com, bbeese@cornerdoor.com
Cc: 'Katherine Casseday'
Subject: REPLY REQESTED: Argonne Road SAC Input on Proposed Corridor Improvement Options

Good afternoon Argonne Road SAC members,

Thanks so much for your efforts on Tuesday evening! It?s never an easy task to pare down a large list of ideas to a few to move forward with. Congratulations on accomplishing the task! The following is a summary of the process and results of our meeting, for your review:

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- Investigate a media campaign to encourage a ?safe driving? mentality for drivers in the corridor
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- Consider a multi-use path along IEP right-of-way
- Consider ITS options for the corridor (message signs to alert for railroad blockages, radar speed signs, etc.)

The group discussed the evaluation criteria and suggested that we include: Environmental Quality and Placemaking/Destination. *See revised matrix, attached.*

The following options were dropped from further consideration:

5. Prohibit left turns from Argonne Road during peak hours. *Eliminated due to concerns of increased traffic within neighborhoods associated with right-hand turns and folks avoiding Argonne entirely.*
8. Realignment of Fredrick intersection. *Eliminated due to perceived high cost/benefit ratio.*
10. Off-peak parking in street, perhaps in one direction. *Eliminated due to current lack of need for on-street parking along corridor, except for where it already exists.*
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As discussed on Tuesday, we NEED for you to provide your comments on the proposed packages no later than close-of-business on Tuesday, Sept 18 in order to keep the project moving along on schedule. By return e-mail, please indicate your confirmation of the 4 traffic operations/management concepts and provide any comments on the potential enhancements identified for each alternative.

Please let me know if you have any difficulties with the attachments. Thanks again for your support and commitment to this study, and have a super weekend!

Mark

Mark Brower, PE
Senior Project Team Leader
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mbrower@whpacific.com

A few points to consider when evaluating various "improvement/enhancement options".

Bobbie Beese (bbeese@cornerdoor.com)

Traffic Operations/Management

14 *Remove traffic light at Liberty:*

Millwood residents living North of Liberty and West of Argonne (such as myself) rely heavilyon the traffic light at liberty to turn left onto Argonne and head north.

Patrons of the businesses along Argonne in the historic district also rely on the traffic light at Liberty to get headed north on Argonne. This light makes it feasible for residents north of the river to come into the historic district, do business, and then head back home. The alley behind the businesses makes a convenient path to Liberty that doesn't involve travelling on residential streets. If these vehicles went south to use the Euclid light for a left onto Argonne, they would either need to use a one lane alley with extremely bad sight lines(a driver can't know if another vehicle is turning in from Euclid) or add to traffic on the residential Hutchinson Rd..

When there is a train, drivers directed to Euclid for left turns onto North bound Argonne would get caught up in and compound the problem rather than drive out and away from it.

17 *Eliminate east lane (right lane going north) between Trent and Buckeye:*

Eliminating the east lane could free up space for a "gateway feature" possibly on a landscaped center median.

Arterial Traffic Calming

1 *Curb bulb-outs to protect parking, peds*

Curb bulb-outs would greatly increase Millwood's sense of place and help pedestrians to feel more secure. Bulb-outs would be a huge positive for every Argonne historic district business.

Non-motorized - pedestrian

6a, 6b, 6c Skybridge across Argonne at Euclid/Empire, Grace, or Buckeye:

A skybridge at Euclid/Empire would detract from the historic district's 1920's storefronts. Similarly a skybridge at Grace or Buckeye would spoil the low, horizontal feel of the 1940's/1950's "Millwood Homes" subdivision east of Argonne.

9 *Limit pedestrian crossings to Euclid and Grace only:*

It seems like limiting cross-town foot traffic to only two crossings would be detrimental rather than neutral to the "placemaking" of an otherwise walkable town like Millwood. If crossings are too inconvenient pedestrians will jaywalk. The pedestrian crossing at Liberty is handy. If the light is there

for vehicles anyway, it costs little in either money or disruption to traffic to acomidate pedestrians and cyclists. Was the North side of the Argonne/Trent intersection left out unintentionally or does this option eliminate it?

Emergency Vehicle Access:

1 *Improve geometry @ Stout and Grace for Fire Truck Turns &* **2** *Emergency Signal at Fredrick:*

The layout of the streets in the "Millwood Homes" subdivision is historically significant. It contributes to the special feel of the neighborhood. Putting an emergency signal at Fredrick is a good idea on several levels. It removes potentially dangerous traffic from the neighborhood's streets and preserves the curves and angles of the original layout.

Brower, Mark

From: Freeman, Kevin [Kevin.Freeman@lfr.com]
Sent: Tuesday, September 18, 2007 10:56 AM
To: Brower, Mark
Subject: Comments to Argonne Options

I have the following comments:

ALL OPTIONS – Drop Bicycle Option 1 (outside our prevue)

OPTION 1 – No comments

OPTION 2 – No comments

OPTION 3 – Traffic Operations – Drop 10 and 11; Pedestrian – Drop 4, 6a, 9, 10, and 15. These Options would be unnecessary give the radical nature of the option.

OPTION 4 – No comments

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Brower, Mark

From: Rider, Larry [RiderL@SpokaneValleyFire.com]
Sent: Tuesday, September 18, 2007 12:08 PM
To: Brower, Mark
Subject: RE: REPLY REQESTED: Argonne Road SAC Input on Proposed Corridor Improvement Options

Hi Mark, I feel that option #2 may work out the best. It seemed that the potions were very similar and had many good ideas. With option #2, I don't see why you need a left turn pocket at Liberty if there is no light, and you have also eliminated Liberty it as the through-way to Vista. If you slow down traffic, only have lights at Grace and Euclid where a pedestrian can cross, then I don't see the need for the pedestrian bridge, especially if there was a center island of some kind. If there are good sidewalks on the west side, two crossings at lights with slower traffic, it should make it more pedestrian friendly.
As for the emergency signal at Fredrick, we still need it tied into the lights at Grace and Euclid so we can stop the traffic. If it is just a warning signal, it won't stop traffic and we will still need to go up to Grace.

Thanks for letting us have input, Larry Rider

Spokane Valley Fire Department
Larry T. Rider
892-4102
RiderL@Spokanevalleyfire.com

From: Brower, Mark [mailto:MBrower@whpacific.com]
Sent: Friday, September 14, 2007 16:18
To: MillwoodMayor@comcast.net; kevin.freeman@lfr.com; millwoodhistoricalsociety@comcast.net; hap-cheryl@hotmail.com; drjensen@windwireless.net; kester.pamela@comcast.net; whitehl@wsdot.wa.gov; bgreene@spokanecounty.org; sszoke@spokanesheriff.org; gmott@cornerdoor.com; rocbake8@msn.com; Rider, Larry; wfrost.frostconsulting@comcast.net; inote@spokanevalley.org; brian.liberg@wvsd.com; bbeese@cornerdoor.com
Cc: Katherine Casseday
Subject: REPLY REQESTED: Argonne Road SAC Input on Proposed Corridor Improvement Options

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Mark

Mark Brower, PE
Senior Project Team Leader
W&H Pacific
12409 E. Mirabeau Parkway, Suite 300
Spokane Valley, WA 99216
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509.842.8301 - cell

Brower, Mark

From: Cheryl Gotzian [hap-cheryl@hotmail.com]
Sent: Tuesday, September 18, 2007 2:42 PM
To: Brower, Mark
Subject: Argonne Rd Corridor Study [text][senderbase]

Mark,
Here is my feedback on the suggestions listed that are not in the traffic operations/management section. I hope this is what you are looking for.

Arterial Traffic Calming
1 - I like the idea of the cutouts - I think it will make pedestrians feel safer at intersections.
1a - The Historic District seems to be outside the scope of this project.
2 - Patterned concrete at intersections where there are crosswalks could help slow traffic. I also think it helps aesthetically.
3 - I like the idea of a Gateway feature; we've talked about this for a long time but I've never seen anything proposed.

Non-Motorized, Pedestrian
1 - I would love to see sidewalks completed throughout the corridor but I don't see it as a priority for the community until we suceed in making this section a more pleasant place to walk by slowing traffic and adding some aesthetics.
6a - I don't like the idea of a skybridge. It seems like it gives the message that the street level is not a safe place for pedestrians. It adds to the image of Argonne as a thoroughfare.
8 - This is a good suggestion and seems worth looking into since the power poles are pretty unsightly.
10 - I would not remove the sidewalks from IEP, I think it makes sense to take advantage of the opportunity to create a multi-use path.
12 - I would love to see sidewalks connected throughout the community since I walk regularly; but I think this also may be outside the scope of the project.
13 - Again, outside the scope from what it sounds like.
16 - This is important that we have curb ramps at all the corners.

Bicycle
1 - I would prefer to use a path through IEP as Mr. Andresen offered.

Placemaking/Roadside Amenities
1,2,3 - Each of these suggestions are important in developing the kind of image this town could have. It would be great if we could use some vegetation or create a small berm to improve the appearance around the RR crossing.
6 - Again, the Historic District signs seem outside the scope.

Let me know if you have any questions.
Thanks,
Cheryl Gotzian
926-8549

Gear up for Halo® 3 and get a $25 Best Buy gift card. It's our way of saying thanks for using Windows Live™. Get it now!

Brower, Mark

From: Brian S. Liberg [Brian.Liberg@wvsd.com]
Sent: Wednesday, September 19, 2007 5:04 AM
To: Brower, Mark
Subject: RE: REPLY REQESTED: Argonne Road SAC Input on Proposed Corridor Improvement Options

Mark,

I apologize for not sending last night. I will give my remarks and you can do with them as you see fit.

Speaking for the district –

1. Being able to move through the corridor smoothly is the main thing. With district vehicles, speed is not a priority, safety is. Being that our buses are big, on street parking can cause us to be "squeezed" a bit and the only thing that would help would be wider lanes.
2. I think the better timing of lights and the possible elimination of the Liberty light could help with the flow of traffic.
3. If the McVay building/warehouse was gone, it would provide better "line of sight" for all vehicles.

Speaking for myself and one that grew up just across the bridge (and worked for the Rocket for 5 years) –

1. I really think that we should take IEP up on the offer to use some of their property as a bike/pedestrian lane. By providing a safe passage for bikes/pedestrians across the bridge will only help the core of Millwood (both with business and residents) and could have the potential to take some vehicles off the road. I understand that there is a business that doesn't want to lose the trees, however they offer no historic value and could be re-planted or new ones could be added once the lane was established.
2. I think by eliminating the light at Liberty, you have the potential to push people onto Frederick.

Brian

Brian Liberg
Transportation/Nutrition Services Director
West Valley School District #363
509.922.5467 (Trans. Dept.)
509.232.6092 (N/S Dept.)
509.922.5484 Fax
brian.liberg@wvsd.com

From: Brower, Mark [mailto:MBrower@whpacific.com]
Sent: Friday, September 14, 2007 4:18 PM
To: MillwoodMayor@comcast.net; kevin.freeman@lfr.com; millwoodhistoricalsociety@comcast.net; hap-cheryl@hotmail.com; drjensen@windwireless.net; kester.pamela@comcast.net; whitehl@wsdot.wa.gov; bgreene@spokanecounty.org; sszoke@spokanesheriff.org; gmott@cornerdoor.com; rocbake8@msn.com; riderl@spokanevalleyfire.com; wfrost.frostconsulting@comcast.net; inote@spokanevalley.org; Brian S. Liberg; bbeese@cornerdoor.com
Cc: Katherine Casseday
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Please let me know if you have any difficulties with the attachments. Thanks again for your support and

commitment to this study, and have a super weekend!

Mark

Mark Brower, PE
Senior Project Team Leader
W&H Pacific
12409 E. Mirabeau Parkway, Suite 300
Spokane Valley, WA 99216
509.321.5672 - direct
509.842.8301 - cell
509.252.5056 - fax
mbrower@whpacific.com

Brower, Mark

From: mailbox@cornerdoor.com
Sent: Tuesday, September 18, 2007 4:45 PM
To: Brower, Mark
Subject: Re: REPLY REQESTED: Argonne Road SAC Input on Proposed CorridorImprovement Options

Mark,

Although I sent a list of comments last night, I wanted to add one more. It seemed almost too obvious to me to mention but on reflection, outside stakeholders have different priorities from us residents.

Any five lane roadway option would be disastrous to the businesses and residents of Millwood. A left-hand turn lane might facilitate traffic flow a little, however I believe the cost is unbearable for our little town. Right-of-way restriction problems would most likely place fast moving vehicles within inches of pedestrians all down the corridor. Elimination of the parking buffer would devastate historic district businesses. Many would be forced to close, leaving nationally significant historic buildings vacant and decaying . Crossing five lanes would be even more precarious for pedestrians than the current situation. Even more traffic would be encouraged to use the corridor. (The "Build it and they will come" phenominum). A wonderfully walkable small town would be split in half and loose its picturesque core. Everyone's property values would decrease.

Millwood may have some responsibility to facilitate outside traffic through our piece of Argonne. I don't believe, however that this extends to planning the destruction of our very special little town. A major point of this study is to enhance Millwood's viability and sense of place, not to destroy it.

Respectfully,
Bobbie Beese

-----Original Message-----
From: Brower, Mark [mailto:MBrower@whpacific.com]
Sent: Friday, September 14, 2007 07:18 PM
To: MillwoodMayor@comcast.net, kevin.freeman@lfr.com, millwoodhistoricalsociety@comcast.net, hap-cheryl@hotmail.com, drjensen@windwireless.net, kester.pamela@comcast.net, whitehl@wsdot.wa.gov, bgreene@spokanecounty.org, sszoke@spokanesheriff.org, gmott@cornerdoor.com, rocbake8@msn.com, riderl@spokanevalleyfire.com, wfrost.frostconsulting@comcast.net, inote@spokanevalley.org, brian.liberg@wvsd.com, bbeese@cornerdoor.com
Cc: 'Katherine Casseday'
Subject: REPLY REQESTED: Argonne Road SAC Input on Proposed Corridor Improvement Options

Good afternoon Argonne Road SAC members,

Thanks so much for your efforts on Tuesday evening! It?s never an easy task to pare down a large list of ideas to a few to move forward with. Congratulations on accomplishing the task! The following is a summary of the process and results of our meeting, for your review:

The group reviewed the DRAFT Initial Screening Summary (matrix). Katherine Casseday reviewed the variety of traffic operations/management options that had been identified to date. The group discussed these items and offered the following comments and additional items for consideration:

- Evaluate the need for all of the existing signals on the corridor (seems like too many)

- Investigate the impacts of a speed limit reduction (signed, controlled by signal timing). *Consistent with current traffic calming option #7.*
- Investigate a media campaign to encourage a ?safe driving? mentality for drivers in the corridor
- Instead of prohibiting all left turns off Argonne during peak periods (option #5), consider block-by-block and/or consolidation of left-turns
- Modify channelization on Argonne from Montgomery to Trent to facilitate elimination of the north-bound drop lane on Argonne, north of Trent (works with current option #17).
- Consider a multi-use path along IEP right-of-way
- Consider ITS options for the corridor (message signs to alert for railroad blockages, radar speed signs, etc.)

The group discussed the evaluation criteria and suggested that we include: **Environmental Quality** and **Placemaking/Destination.** *See revised matrix, attached.*

The following options were dropped from further consideration:

5. **Prohibit left turns from Argonne Road during peak hours.** *Eliminated due to concerns of increased traffic within neighborhoods associated with right-hand turns and folks avoiding Argonne entirely.*
8. **Realignment of Fredrick intersection.** *Eliminated due to perceived high cost/benefit ratio.*
10. **Off-peak parking in street, perhaps in one direction.** *Eliminated due to current lack of need for on-street parking along corridor, except for where it already exists.*
11. **Reversible lanes (3-lane section).** *Eliminated due to safety and expense concerns.*
12. **Toll bridge at Spokane River.** *Eliminated due to low probability of implementation, effectiveness.*
13. **Construct new parallel arterial over Spokane River.** *While desirable for the removal of traffic on Argonne, this option was eliminated due to low probability of implementation, high cost, likely out of Millwood?s jurisdiction.*
15. **Discourage Albertsons traffic to Argonne.** *This option is addressed by the upcoming mitigation for the Walgreens store on Trent & Argonne.*
16. **Add signal at Buckeye, subservient to Trent.** Eliminated due to upcoming mitigation for Walgreens, lack of desire for east/west traffic and pedestrian movements at this location.

The group settled on primary corridor improvement options for further conceptual analysis and evaluation that are based on the following traffic operations/management concepts:

- Maximize traffic operations with existing 4-lane roadway
- Add turn pockets to the 4-lane to protect left-hand turns at Grace, Euclid/Empire, and Liberty
- 3-lane roadway, with bicycle facilities or on-street parking (Road Diet)
- 5-lane roadway, with/without bicycle facilities

Each of these primary corridor options will be evaluated with applicable traffic calming/non-motorized/transit/placemaking/emergency vehicle/business access enhancements that have been previously identified. Please see the attached .pdf file which contains a summary of the packages with possible enhancements we will include in the concept development/evaluation phase of the study.

As discussed on Tuesday, we NEED for you to provide your comments on the proposed packages no later than close-of-business on Tuesday, Sept 18 in order to keep the project moving along on schedule. By return e-mail, please indicate your confirmation of the 4 traffic operations/management concepts and provide any comments on the potential enhancements identified for each alternative.

Please let me know if you have any difficulties with the attachments. Thanks again for your support and

commitment to this study, and have a super weekend!

Mark

Mark Brower, PE
Senior Project Team Leader
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509.321.5672 - direct
509.842.8301 - cell
509.252.5056 - fax
mbrower@whpacific.com

10/15, ?

TOWN OF MILLWOOD

Argonne Road Corridor Study - Stakeholders Advisory Committee Meeting #3

Name	Representing	Preferred Contact Information
Bobbie Beese	Millwood Historical Society	bbeese@cornerdoor.com
Gary Mott	Cornerdoor	GMott@cornerdoor.com
Barry Greene	Spokane County	bGreene@SpokaneCounty-ORG
Pam Kester	Mwd Planning	Kester.pamela@comcast.net
Cheryl Gotzian	Resident	hap-cheryle hotmail.com
Inga Note	Spk Valley	
Kevin Freeman	Millwood/Council	
Wayne Andresen	IEP	
Katherine Cassidy	Mirai TPEE	
Mark Brauer	W&H Pacific	
Jeff Pettiway	Rocked Bakery	

Argonne Road Corridor Study
Stakeholders' Advisory Committee
Meeting #3
October 15, 2007

Notes from the meeting
Katherine Casseday, scribe

Project team reviewed the four alternatives and summarized the traffic operations for the four alternatives. SAC members had some comments and questions to consider for the project.

Consider closing both Bridgeport Avenue and Riverway Avenue since it's so tough to make turns out from these streets. When Argonne is congested, traffic turns onto Riverway to bypass the train blockage, resulting in more traffic on the local street where there are many children. Neighbors have stated their concerns about the traffic. It was also noted that there are businesses at the corners that still require access to Argonne Road – the auto repair shop between the two streets and the 7-11 Store on Bridgeport Avenue. It may be a good topic for neighborhood planning and access, and is beyond the Argonne Road scope.

Kevin Freeman asked about the potential benefit with a dual southbound left-turn lane configuration at Trent Avenue. Is this possibly a way to use the extra width when the northbound lanes are reconfigured? Mirai did not explore the option to have dual left turn lanes for southbound – and it may be useful to Trent intersection operation, however it may also consume any extra space that could be assigned to place-making and entry signs.

Wayne Andresen noted that IEP can possibly accommodate a 3' encroachment into their property for the roadway improvements – beyond that, it would adversely affect the truck circulation and loading dock operations which are critical for the plant. It was noted that the existing sidewalk along IEP is 4' in width – and it's barely sufficient for pedestrians.

As we discussed the potential for signalizing the left turns at Buckeye from Argonne Road, it might need some additional analysis or consideration for possible queuing that could spill back. Maybe it's only needed for northbound left turns, since the southbound queuing is the issues to address. For southbound left-turns, northbound queues seldom develop (outside of train blockages). Maybe it isn't required for southbound left turns.

It was suggested to reconfigure the stop bar and stop location of the Euclid/Empire Avenue signal for the northbound movement – to ensure that traffic won't stop on the tracks. This will be easier with the lead/lag left turn phasing at the signal. This can also relocate the south leg crosswalk to the south side of the tracks, providing a good continuity for the potential trail along the County sewer easement.

When the group was discussing the potential for additional grant funding, Inga Note mentioned that we should check the timeline for the 5307 funds – with Steve Whorley who leads the evaluation team for the grants. There might be some opportunity in the near term. Mark will follow-up with them.

The SAC worked through the evaluation of the alternatives using the several criteria identified by the group. With a common weighting of the criteria, Alternatives 1 and 2 appear to rank the highest, with a substantial distance from the ranking for Alternatives 3 and 4. As a test of the sensitivity of the evaluation process to varied weighting of the evaluation values, some criteria were elevated in value – Safety, East-West access, Business access and Residential access. The results remain the same, with Alternatives 1 and 2 still significantly higher in rank than Alternatives 3 and 4. This initial test of the sensitivity indicates a confidence in the process.

Draft recommendation from the SAC is to pursue implementation of Alternative 1, to maximize the operation of the existing corridor, with enhancements for place-making, to balance east-west access with the north-south demand and flow. The SAC also supports the longer range work toward implementation of left-turn pockets at the signalized intersections in Millwood – with redevelopment as it may occur along Argonne Road.

Both of these alternatives would be complementary with the planned roadway reconstruction project for which Millwood has received grant funding. Should there be a project that calls for widening, it can be added to the reconstructed concrete roadway of Argonne Road.

Next Steps:

Town Hall Meeting #2 October 16, 2007 to review the traffic results, the alternative layouts and the SAC Draft recommendations.

Early November: WHP Team prepares the Draft Report documenting the process, the analysis, the alternatives and the recommendations for the corridor. The Draft Report will be issued to the Town for review by SAC and the public.

December: WHP will finalize the Argonne Road Corridor Study Report and Recommended Plan for Argonne Road, for Town Council action to adopt.

TOWN OF MILLWOOD

Argonne Road Corridor Study - Town Meeting #2

October 16, 2007

Name	Representing	Preferred Contact Information
Mark Brower	WHPacific	mbrower@whpacific.com
Katherine Casseday	Mirai Transportation	katherine@miraiassociates.com
Don Scott	Self	
Karen Buck	Self	KJBuckRN@aol.com
Skivington	Self	
Ben Cooper	Self.	
Vikki & Al Naccarato	self	vnaccarato@comcast.net
Steve & Marcia Peters	Self	SWPMX140SP@NETSCAPE.NET
Grey Mott		GMott@cornerdoor.com
Todd R. BEESE	Self	tbeese@cornerdoor.com
Janis Langdon	Self	Janis@AWchrome.com
Paul Allen	Self	
Yvonne Brereton		
June King	Self	Junie RK@AOL.com
Dennis & Rod Berland	Self	Rodncon@comcast.net.

TOWN MEETING #2
POST IT NOTES

Option 1
11 dots

- Historic district signs, not only in Millwood but also on I-90 Argonne Road exit signs
- Bulb-outs for parking on Argonne within the Millwood Historic District
- Remove light at Liberty – also make eastbound traffic "right turn only" at Argonne (limits traffic on Liberty)
- Most feasible, but could you add turn lanes at crucial intersections??
- Colored concrete on pedestrian crossing
- With left turn-outs patterned/pigmented crosswalks
- East Grace and Euclid being more walker, bike friendly
- Why not try the easiest most logical solution first? Fix the lights to more traffic.

Option 2
7 dots

- This option honors certain enhancements which "may" possibly be included in Option #1: Dialogue please!

General Public Comments

TOWN OF MILLWOOD

Argonne Road Corridor Study

PUBLIC COMMENT FORM

Name: Brian Werst - Town Attorney

Address: Millwood

Contact Information: Phone: 343-4474 / brian@kaegenedwards.com

To the extent any improvements or any portion of the project involves application or coordination w/ the Town Code, please keep the Town/me posted. We are in the process of reviewing & amending various ordinances, including development-related provisions of the Code. We want to make sure any portion of the project works w/ current or amended Town Code provisions.

P.S.- The Town has contact information for Avista to the extent the Town desires to coordinate movement of Avista facilities w/ the project.

Please return to City Hall or mail to
W&H Pacific, 12409 E Mirabeau Pkwy, Ste 300, Spokane Valley, WA 99216

Proj.# 35324
Ntbk. (1)
Tab MTGS
Data 7/14/07

RECEIVED
SEP 13 2007
BY: K

TOWN OF MILLWOOD
Argonne Road Corridor Study

PUBLIC COMMENT FORM

Name: Dale & Vicki Moffat

Address: 9120 N. Bruce Rd.

Contact Information: 922-0097

Has any thought been towards alleviating some of the traffic by building a bridge across the River at ~~Park~~ Rd.
Many of the cars are going up Argonne and turning on Upriver Dr.
By having a freeway access onto Park Rd and then widening it all the way to the River, bridge across, it would take a big load off of Argonne.

Please return to City Hall or mail to
W&H Pacific, 12409 E Mirabeau Pkwy, Ste 300, Spokane Valley, WA 99216

Fax (509)252-5056

Proj.# 36324
Ntbk. 0
Tab MTGS
Date 9/14/07

RECEIVED
SEP 12 2007
BY: Kj

TOWN OF MILLWOOD
Argonne Road Corridor Study

PUBLIC COMMENT FORM

Name: Sadie Mitchell

Address: 8504 E. Liberty

Contact Information: 290-6132

I would like to see nice side walks along Argonne to make it safer and easier to walk or ride our bikes to the city park.

Thank you
Sadie Mitchell

Please return to City Hall or mail to
W&H Pacific, 12409 E Mirabeau Pkwy, Ste 300, Spokane Valley, WA 99216

Fax (509)252-5056

Proj.# 35324
Ntbk. (1)
Tab Correspondence
Data 10/

RECEIVED
SEP 13 2007
TOWN OF MILLWOOD

TOWN OF MILLWOOD
Argonne Road Corridor Study

PUBLIC COMMENT FORM

Name: Kevin Koelling & Lori Stewart

Address: 3503 N. Vale

Contact Information: 928-7304

The greatest help for congestion would be installation of a left turn lane through the town. It might be difficult to do this without disturbing historic district but should be possible by acquiring land on the east side of Argonne through this area. In other portions a small amount from both east & west sides could be acquired. Left turn lights would also be useful.

Please return to City Hall or mail to
W&H Pacific, 12409 E Mirabeau Pkwy, Ste 300, Spokane Valley, WA 99216

Fax (509)252-5056

RECEIVED
AUG 13 2007
TOWN OF MILLWOOD

Announcement !

There will be an open public workshop on Tuesday
August 14,
at 6:00 pm at the Millwood Town Hall concerning

the ARGONNE ROAD CORRIDOR PROJECT

The goals of this project are to develop and document the Town's vision for the Argonne Road corridor in terms of viable, primary transportation/traffic improvement concepts.

These improvement concepts shall endeavor to meet the Town's primary objectives:

- Reduce traffic congestion
- Improve safety
- Improve livability for neighborhoods within the corridor
- Foster the local economy
- Enhance environmental quality

Please attend this important event and share your ideas and concerns!

Millwood Mayor Mork

D Mork

Thanks for the notice. Will be out of town.

8/9/07

Would an additional road alongside the tracks from Argonne to Trent be an option to help relieve traffic congestion? Bob Knicks

TOWN OF MILLWOOD
Argonne Road Corridor Study

PUBLIC COMMENT FORM

Name: Samantha Guthrie

Address: 8409 E So Rutter Way, Millwood

Contact Information: 509-270-6702

THE NOISE FROM TRAIN WHISTLES IS OUT OF CONTROL! THIS CONSTANT NOISE LOWERS PROPERTY VALUES & REDUCES THE ENJOYABILITY OF LIVING IN MILLWOOD. WHAT WOULD IT TAKE FOR THOSE TRAINS TO GO OVER TO TRENT INSTEAD? THAT WOULD ELIMINATE THE ISSUES WITH TRAFFIC AND NOISE. ALSO WHY DOES THE MILL SOUND A HORN 4 TIMES A DAY? WE DON'T ALL HAVE TO BE UP AT 7AM EVERY DAY!

See attached report from the Seattle Times

Please return to City Hall or mail to
W&H Pacific, 12409 E Mirabeau Pkwy, Ste 300, Spokane Valley, WA 99216

Fax (509)252-5056

The Seattle Times
seattletimes.com

Thursday, September 20, 2007 - 12:00 AM

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Horn replacing train whistles for the sleepless in Steilacoom

By The Associated Press

STEILACOOM — An automated horn will replace train whistles at a busy rail crossing in Steilacoom.

The town council voted for a $130,000 train warning system that will direct the horn at traffic.

Whistles from the 50-to-60 trains that roll through Steilacoom each day have been disturbing residents, especially at night.

Officials say the noise from the train whistles can be heard over 31 acres. That's about 70 percent of the town's 6,200 residents. The automated horn will be about as loud, but it will be aimed at the roadway.

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TOWN OF MILLWOOD
Argonne Road Corridor Study

PUBLIC COMMENT FORM

Name: _____

Address: _____

Contact Information: _____

_____

Karen Buck
8804 East Dalton
Millwood, Washington 99212
924 0320

Re: Ideas for Argonne Road.

1. Doing nothing is always an option, certainly the cheapest.
2. Either changing the signal lights so that oncoming traffic is stopped to allow for lefts turns (like at other intersections) or putting in left turn cut outs with turn light arrows seems like the most economical and best solution. This might also allow for some consideration for pedestrians; maybe a road underpass walkway?
3. Widening to four lanes with a center turn lane. Is there enough room to do this? How many structures and trees might be lost?
4. One lane in each direction with a center turn lane would be a disaster. All it would take was ONE broken down car, ONE person doing 20 m.p.h., ONE person who does not understand the concept of turn lanes and traffic would back up for miles, THEN people would start doing stupid stuff trying to get around. I have seen all of these things happen on Broadway east of Pines where it was changed to one lane each way with a center turn lane and Broadway does not carry nearly the traffic that Argonne does.

Please NO 3-WAY — IT has Ruined CHENEY! No shoulders — no room for mishaps! TRUCK traffic would CLOG! M K Parrish

Argonne Road Corridor Study Update – October 2007

Argonne Rd.

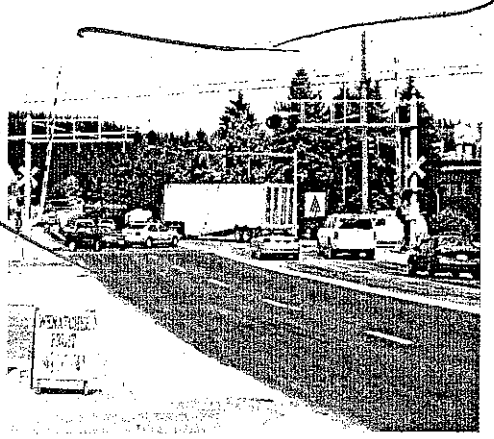
At the September 11th Stakeholder Advisory Committee (SAC) Meeting, a number of potential options for improvements to the Argonne Road Corridor were narrowed down to four Corridor Improvement Options. The four Corridor Improvement Options to be studied further in the process are:

I prefer #1

Option 1: Maximize traffic operations with existing four-lane roadway –This option continues to utilize the existing four-lane roadway and includes signal upgrades to maximize operations and safety. If left turn arrows at each light

#2

Option 2: Four-lane roadway with widening for left turn pockets at Grace, Euclid, Liberty - This option provides for protected left turns at the three major intersections in the corridor.



Option 3: Four to three lane conversion – This option reconfigures the existing four-lane roadway to a three-lane roadway; one north-bound lane, one south-bound lane, a two-way left turn lane or a center median, and additional room for bicycles or vehicle parking along Argonne Road.

Option 4: Widen Argonne Road for five-lane alternative – This option includes widening Argonne Road to provide two north-bound and two south-bound lanes, a center two-way left turn lane, and bike lanes.

The SAC consensus was that these four options capture the feasible range of possibilities for the corridor and that each should be considered for further analysis such that future potential funding opportunities for implementing the selected option are not compromised.

All Corridor Improvement Options include enhancements such as coordinating traffic signals, providing curb bulb-outs to protect parking and pedestrians, installing a gateway feature, completing sidewalks throughout the corridor, providing benches along sidewalks at bus stops, and other aesthetics/beautification improvements.

The consultant team is currently performing traffic analyses and developing conceptual plans and costs for each of the four Corridor Improvement Options. At the next SAC Meeting, scheduled for Monday, October 15th, the consultant team will present the analysis performed for each option and will lead the SAC through an evaluation exercise to select a preferred option.

MARK YOUR CALENDARS!!

Come learn about all of the options analyzed for the Argonne Road Corridor and give us your input!!
Please join us...

I'm Out of town.

Town Hall Meeting
Tuesday, October 16th
6pm
Millwood Town Hall

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