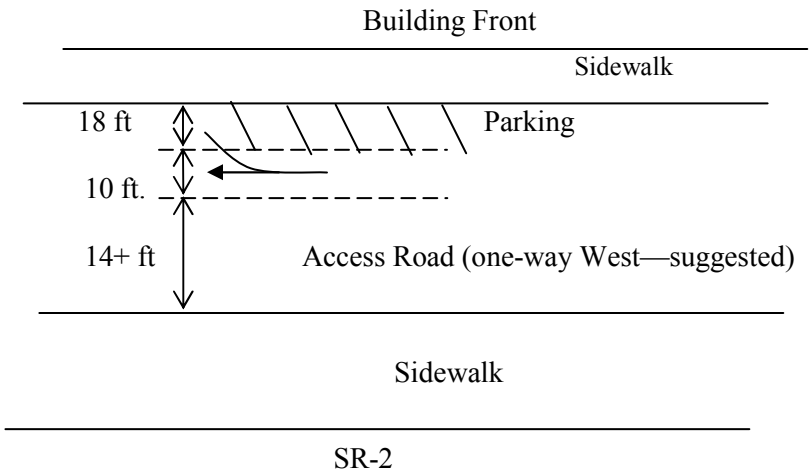


<b>Highway SR-2 Revitalization Committee May 22, 2007 1500-1700</b>	Airway Heights City Council Chambers City of Airway Heights	<b>Next Meeting: June 19, 2007 3p-5p (1500-1700)</b>
Agenda	Action Item	
<p>I. Introduction</p> <p>II. Summarize way ahead for the development of Market St., Lawson St entry onto 14<sup>th</sup> Ave. and Mullen St. --awaiting circulation study to determine feasibility of closing 14<sup>th</sup> Ave. --develop agreement by parties on status of 14<sup>th</sup> i.e. ROW issues and vacation</p> <p>III. Begin discussion of the Northside of SR-2 business access --seek input from area businesses --develop alternatives to access and parking problems</p> <p>IV. Set next meeting date and adjourn</p>		
<p>I. No formal introductions</p>		
<p>II. Mr. Piliialoha presented two areas of discussion that should be considered by committee. 1) The parking, access and beautification of the northside corridor from Lundstrom to Campbell; and 2) the 14<sup>th</sup> Ave/Lawson and Mullen traffic redesign and reroute. It was discussed that the Lawson St/14<sup>th</sup> Ave area traffic redesign and re-route will need technical input from engineers in order to facilitate the discussion. Mr. Tripp stated that the ongoing traffic circulation study does not encompass this area. Committee members present agreed that to further discuss the 14<sup>th</sup> Ave issues we will need to consult engineers and that design work by committee will continue once we obtain engineer services.</p>	<p>Note: the city is scheduled to meet with the Pring Corp. and Yokes supermarket to discuss their concerns</p> <p>The City will seek to obtain the services of a traffic engineer to facilitate traffic options available</p>	
<p>III. Mr. Noel requested that we proceed with the northside corridor enhancements. It was recommended by committee that the following be considered:</p> <ul style="list-style-type: none"> <li>--one way access West from Campbell to Lundstrom Sts.</li> <li>--relocate sidewalks nearer to buildings</li> <li>--delivery vehicles must access business from the rear</li> <li>--place weight restrictions on the access road</li> <li>--maintain diagonal parking</li> <li>--install landscaping in sidewalk area fronting H-2 with swales</li> <li>--utilize vacant lots for additional parking for businesses</li> <li>--any trees for landscaping be spaced 60 feet</li> </ul> <p>To accommodate some of these enhancements Mr. Noel stated the sidewalks in front of businesses be widened to 5 feet. Mr. Noel suggested that he likes the planters in front of the Japanese restaurant and that if the sidewalks were widened he would love to do that too. Mr. Piliialoha asked if there are any drainfields in the vacant lots along the northside of the corridor. Mr. Tripp believed that most of the businesses are on sewer, with a few on septic. Mr. Martin advised that WSDOT prefers that multiple vehicle accesses currently</p>	<p>Mr. Piliialoha will check to see which business owner on H-2 is still on septic</p>	

coming off of H-2 be reduced or eliminated, and that access to the businesses be routed to intersections. Mr. Noel stated he could do without the access in front of his building but would prefer it stay. Mr. Noel noted that it would be difficult for traffic coming off of H-2 to turn into the access road at the intersections because of the potential of vehicles queuing waiting to make the turn. Ms. Roth asked if the city had the issues, the northside problems and seeking a solution, in the Comprehensive Plan. Mr. Piliialoha stated that specifically it did not, only the vision of creating a pedestrian-friendly environment, safety crossing H-2, beautification of the corridor and establish storefront improvements to spur economic growth. Mr. Piliialoha asked Mr. Martin how do the conflicting goals of the city to slow traffic for pedestrian safety and WSDOT to move traffic efficiently from point A to B affect design considerations. Mr. Martin stated that there is a conflict and that most of the Highway 2 twenty-year preliminary plans he's seen show a bypass road skirting the business corridor. Mr. Noel adamantly opposed this concept. Mr. Martin illustrated the general dimensions of clear space for diagonal parking and backing in the access road. Mr. Tripp stated he would see if it was possible to have Century West engineering look at options for the northside access issues.

Note: after further research in the Comp Plan it was discovered that in the transportation element Chap. 7 it states that a goal is to accommodate traffic volumes and make it safe and attractive to pedestrians. Further, an implementing program was to control driveway access directly onto H-2.



Mr. Piliialoha mentioned that he had visited a majority of the businesses along the northside corridor and noted that some business owners had input regarding the development of their business frontage but Mr. Piliialoha had the impression that these business owners were not comfortable relaying their concerns at the committee meetings. One obstacle he “perceived” was the language barrier. Ms. Toth suggested we contact AHANA for assistance if they have it available.

Mr. Piliialoha will contact AHANA

**IV. Adjournment**

Meeting Adjourned at 4:30pm Next Meeting June 19, 2007

<b>Attendees</b>	
Shannon Kelly	Office of Congresswoman McMorris-Rodgers'
Robin Toth	Greater Spokane Inc
James Noel	Affordable Satellites
Keith Martin	WSDOT
Alfred Pilialoha	Airway Heights
Chuck Freeman	Airway Heights
Albert Tripp	Airway Heights
Kelly Wilquette	Airway Heights
Chris Green	Airway Heights