



Additional Written Comments

Received after the Staff Report publish date

Regarding File Z22-098COMP (Arterial Network Map) Comprehensive Plan Amendment Proposal

Freibott, Kevin

From: Trevor Cartee <carteetrev@icloud.com>
Sent: Wednesday, September 14, 2022 1:13 PM
To: Freibott, Kevin
Subject: Leave G street alone

[CAUTION - EXTERNAL EMAIL - Verify Sender]

LEAVE G STREET ALONE YOU FUCKS

Sent from my iPhone

Freibott, Kevin

From: Trevor Cartee <carteetrev@icloud.com>
Sent: Friday, September 9, 2022 9:04 AM
To: Freibott, Kevin
Subject: 2022 Compressive Plan Amendment

Follow Up Flag: Follow up
Flag Status: Completed

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I am writing in with my concerns about G St (between Rowan and Francis) being turned into an Arterial for the bus. I have lived in my home on G for 22 years and would hate to see this street of residential road turned into a arterial for one bus route. Please leave our neighborhood alone

Freibott, Kevin

From: Trev Cartee <carteetrev@gmail.com>
Sent: Friday, September 9, 2022 9:09 AM
To: Freibott, Kevin
Subject: 2022 Comprehensive Plan Amendment

Follow Up Flag: Follow up
Flag Status: Flagged

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Please leave G street alone do not bring in an increase in speed to our neighborhood please do not bring more traffic to our neighborhood please fuck off

Freibott, Kevin

From: Cathy Comfort <CatherineC@spokaneschools.org>
Sent: Thursday, September 1, 2022 4:10 PM
To: Planning & Development Services Comp Plan
Subject: Westview Elementary

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello Kevin . . . Thank you for returning my call and taking the time to consider the circumstances regarding the proposed Comprehensive Plan Amendment Z22-098COMP as it relates to a change in the classification of G Street between Francis and Rowan from a local street to an urban minor collector. Per your request, I am sending this email to establish and describe the situation around our students walking to and from school, along Bismark – which includes crossing “G” street to get to school or to get home. This occurs twice a day. I thought it would be important for the Plan Commission to be aware of this walking route for our students as Westview is primarily a “walking” school. Thanks for passing this along!

Sincerely,
Cathy Comfort
Principal, Westview Elementary

Freibott, Kevin

From: Jyllea Johnson <jylleajohnson@gmail.com>
Sent: Thursday, September 1, 2022 4:06 PM
To: Planning & Development Services Comp Plan
Subject: Fiile Z22-098COMP G Street

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi there,

My family and I live on E Street, and we support the decision to add stop signs to G Street. In our experience, drivers in the neighborhood don't know how to handle uncontrolled intersections, so this change would bring clarity to our streets and added safety with it.

Thank you for bringing this up. We hope it happens!

Jyllea Johnson
E Street Resident
(509) 844-5108

Freibott, Kevin

From: jacob.lambo@aol.com
Sent: Friday, September 9, 2022 12:35 PM
To: Freibott, Kevin
Subject: 2022 Comprehensive Plan Amendment

Follow Up Flag: Follow up
Flag Status: Flagged

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Leave G street alone

Freibott, Kevin

From: Lavorey onreddit <lavoreyonreddit@gmail.com>
Sent: Friday, September 9, 2022 12:34 PM
To: Freibott, Kevin
Subject: 2022 Comprehensive Plan Amendment

Follow Up Flag: Follow up
Flag Status: Flagged

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Leave G street alone

Freibott, Kevin

From: Cassandra <cmoxley41@comcast.net>
Sent: Thursday, September 8, 2022 2:23 PM
To: Freibott, Kevin
Subject: G St (Rowan to Francis)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

To Whom It Concerns:

I am writing to you about the proposed new stop signs on G st for the bus route purposes and making it an arterial for such use. I am against this happening. If they need an arterial street then please just designate one of the arterials East or West that already in place.

I have lived on N G st for the past 10 years and have been witness to the increased traffic and speed of those who utilize it. They should be ashamed of themselves. The implications for the residents are much more than the step stops the bus would have to make on this short route.

Please do not let them turn this Residential st into an arterial just for this bus route!

If you have an questions or concerns please feel free to reach me by email or at 509-795-9475.

Thank you,
Cassandra Moxley

Sent from my iPhone

Freibott, Kevin

From: Note, Inga
Sent: Wednesday, August 24, 2022 12:35 PM
To: Freibott, Kevin
Subject: FW: Comment / Written testimony with regards to Z21-098COMP

This is the one I was looking for.

From: Stephen Ogden <stephenogden01@gmail.com>
Sent: Wednesday, May 25, 2022 6:38 PM
To: Note, Inga <inote@spokanecity.org>; Plan Commission <eraplanc@spokanecity.org>
Subject: Comment / Written testimony with regards to Z21-098COMP

[CAUTION - EXTERNAL EMAIL - Verify Sender]

My name is Stephen Ogden, and I live in District 2. I'm reaching out to you in regards to Z21-098COMP. More specifically, the proposal put forth by STA for G street, Pacific Ave, and Cincinnati Street: STA's recommendation to install stop signs along the arterial so that traffic along the local streets would yield/stop for traffic on the main arterial - enforcing right-of-way to traffic on the arterial.

My concern is that adding stop signs will **not** yield the desired results. I am arriving at this conclusion due to the way drivers address stop signs - with the same treatment they apply to speed limit signs - they blow right past them. Drivers do not pay attention to signage as much as they do to the environment that they are driving in.

However, a solution that induces the desired results the STA is looking for, ensuring that local streets would yield to traffic on the main arterial and other benefits is: **continuous sidewalks**.

A continuous sidewalk is a raised crossing that runs parallel to roads - such as arterials - and is perpendicular to local streets. The continuous sidewalk remains at the same height as the rest of the sidewalk - it's the road that suddenly rises to meet the level of the sidewalk (as opposed to the sidewalk dropping down to road level). This sudden change in elevation causes drivers to slow down, as well as signal that they are converging onto a different roadway, and that their attention is required.

Staff Note: This email was received during the public comment period but was left off the staff report through a clerical error. It will subsequently be provided directly to Plan Commission and City Council prior to their hearings on the proposal.



An example of a continuous sidewalk with a bike lane in Nanaimo, British Columbia, Canada taken by [Roy Symons](#)

There are other advantages to using a continuous sidewalk. It's not only safer for pedestrians (and bicycles) to cross, but also encourages walking. Another advantage is that accidents are far less likely to occur, but when they do happen they are less serious due to the low speeds.

Taking into consideration the request made by the STA for traffic yielding to the main arterial, in addition to the listed benefits, I strongly believe that continuous sidewalks are preferred over installing stop signs.

I'm also linking a video that further explains the benefits of continuous sidewalks - and how they're preferable to stop signs: <https://youtu.be/9OfBpQgLXUc?t=21>

Thank you for your consideration.

~ Stephen Ogden

August 20, 2022

To: Kevin Freibott

Department of Planning & Economic Development

City of Spokane

RE: Proposed Amendments to G Street Classification in Comprehensive Plan –
Stop Signs

Dear Sir,

Thank you for the opportunity to express my opposition to the reclassification of G Street and the placing of stop signs on the cross streets intersecting G Street.

While this action is part of a comprehensive plan, each proposed action should be able to demonstrate its added value for the public on its own merit which is based upon fact or data. This proposal does not.

The claim that safety would be greatly improved by the installation of stop signs on cross streets because of the frequency of bus traffic has no foundation and is false.

The City's Street Department in their 2018 Speed Zone Handout states that stop signs in residential areas can result in greater risk.

<https://static.spokanecity.org/documents/streets/handouts/speed-zones-handout-2018-01-17.pdf>

"...When new stop signs are installed, overall speeds often increase because drivers tend to accelerate more rapidly after a stop and drive faster to make up for the lost time caused by the unwarranted stop sign. Stop signs create an expectation in drivers and pedestrians that all drivers will stop at them. In fact, many drivers, either purposely or inadvertently, roll through improperly established stop signs. The result can be an increase in serious collisions."

At present, there are no speed limit signs on G Street between Francis & Rowan. Regardless, the proposed installation of stop signs on intersecting side streets will incentivize drivers to increase their speed since G Street will have the right-of-way. Drivers will not feel the need to be cautious at intersections resulting in greater risk or probability of a vehicular incident or harm to a pedestrian.

RECEIVED

AUG 24 2022

According to SPD's linked website, there has been one reported traffic incident on G street between Francis and Rowan in the past year. On 10/6/21, a hit & run with property damage at 8:45 PM at the corner of W Bismark was reported. I could find no other reported incidents. Therefore, the claim that safety would be greatly improved with the proposed actions lacks supporting traffic incident data to conclude an unsafe traffic condition exists. In other words, even with the presence of buses on this residential street, impairing drivers' line of sight and inherent stop & go cadence, traffic incidents are not occurring.

One of the justifications for the proposed change in the comprehensive plan states this portion of G Street as being a "longtime transit route". This is not an adequate reason to request stop signs at cross streets. Our local and residential streets' culture has been in existence far longer than bus routes. In fact, buses have been the most disruptive annoyance to the peace and tranquility of our neighborhood since I bought my home 48 years ago.

In conclusion, there are no substantiated reasons indicating the requested changes in the Comprehensive Plan would be beneficial to the residents of the area or improve their safety. If STA feels transit routes need the right-of-way, confine routes to existing arterials and let residential people continue to live in relative peace.

Sincerely,

A handwritten signature in blue ink that reads "John T. Rowe". The signature is fluid and cursive, with the first letters of each name being capitalized and prominent.

John T. Rowe

3209 W. Eloika Ave.

Spokane, WA. 99205

JR:jr

Freibott, Kevin

From: Gatsby Santadaelarose <gatsbysantadaelarose@gmail.com>
Sent: Friday, September 9, 2022 12:33 PM
To: Freibott, Kevin
Subject: 2022 Comprehensive Plan amendment

Follow Up Flag: Follow up
Flag Status: Flagged

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Leave G street alone

From: [Note, Inga](#)
To: [Freibott, Kevin](#); [Downey, KayCee](#)
Subject: Fwd: G Street turning into an arterial
Date: Thursday, September 8, 2022 5:33:18 PM

From: S Shaw <whitelyghtning@hotmail.com>
Date: September 8, 2022 at 12:06:02 PM PDT
To: "Miller, Katherine E" <kemiller@spokanecity.org>, My 311
<my311@spokanecity.org>
Subject: G Street turning into an arterial

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I am writing in with my concerns about G St (between Rowan and Francis) being turned into an Arterial for the bus. I have lived in my home on G for 18 years and would hate to see this street of residential road turned into a arterial for one bus route. There are only two intersections the bus would have to stop at - but the implications for the residents are much more than the ability to not stop twice. I am against the city making G street an arterial strictly for bus use. If the bus needs a street to go down with no stops - move it to A St.

Should you have any questions or wish to speak to me directly - OR I need a more specific formal form to file an objection, please respond to this email or call at 509-230-5095

Thank you,
Steffanie Shaw
5520 N G St

Freibott, Kevin

From: S Shaw <whitelyghtning@hotmail.com>
Sent: Thursday, September 8, 2022 2:02 PM
To: Freibott, Kevin
Subject: G Street turning into an arterial

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I am writing in with my concerns about G St (between Rowan and Francis) being turned into an Arterial for the bus. I have lived in my home on G for 18 years and would hate to see this street of residential road turned into a arterial for one bus route. There are only two intersections the bus would have to stop at - but the implications for the residents are much more than the ability to not stop twice. I am against the city making G street an arterial strictly for bus use. If the bus needs a street to go down with no stops - move it to A St.

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Thank you,
Steffanie Shaw
5520 N G St