

Mission ridge proposal comments from Sue and Mike Byers, 2960 Mission Ridge Rd, Wenatchee, WA.

- Traffic –

Under full buildout of the project, the traffic study estimates there will be 799 weekday PM peak-hour trips and 940 Saturday PM peak-hour trips. Mission Ridge Road (MRR) is 25 mph in the winter time uphill from Squilchuck State Park – and 25 mph is a good realistic speed given the snow/curves; however, we do not see a speed study in the DEIS. Using the posted speed, and the projected potential traffic expected, it is possible that MRR will be at capacity for hours at a time during pm peak-hours. This situation will likely result in significant challenges not only for Forest Ridge Road as it enters MRR, but also for all of the residents that have direct driveways to MRR.

The traffic study suggests that there are a number of potential land/property use and trip generation assumptions that may result in a lower than projected number of trips, and that the studies will be revisited after the initial phases of the project. The traffic study seems to suggest that the numbers provided are a worst-case scenario. While that reasoning all sounds fine, this potentially leaves us in a bad position if the traffic study is actually correct or if it underestimates the trips.

The current traffic study studies Squilchuck Road for overall capacity using 50 mph in the analyses. That speed limit is not reasonable (or suitable) for MRR. We suggest that the traffic study include the intersection of MRR and Forest Ridge Rd and include the winter time roadway speed of 25 mph with bad weather. It should also consider the multiple direct access driveways in the area. If the study then projects potential challenges, the study should evaluate what can be done to MRR to improve the situation. Our concern is that there will be significant time periods when it is very difficult to enter/exit our driveway and Forest Ridge Rd. The wait and see approach as suggested in the traffic study and DEIS does not indicate how the situation could be improved (should improvements be necessary) nor the feasibility/potential costs of modifications to MRR that may be required to improve the situation.

We really just reviewed the final traffic study completed in 2025. Please let us know if this information is covered in any of the other five traffic studies (there are 1,500 pages of traffic studies).

The DEIS does not address the structural condition of Squilchuck Road or Mission Ridge Road, we would like to see that addressed either in the EIS or the project permitting. The very large increase in ADT and the likely heavy loads from construction equipment and construction materials could cause deterioration of the existing road. Waiting to make structural improvements and/or extensive maintenance when trips have been added will cause longer delays and more impacts to residents than if the improvements are completed with the project.

General fire comment

- The DEIS indicates that shelter in place will be used when evacuation is not possible. How much room is available for shelter in place? Our thought is that people may/will bring their cars/trucks/rvs/boats to the SIP area – is there enough room for this? How will you inform visitors of the SIP and other fire protection requirements? What about holiday weekends when lots of people are present? The fact that the existing facility uses SIP is not a sufficient reason that this new and much different scenario should use SIP.