



April 27, 2026

To: Kittitas County Community Development Services

Kittitas County CDS

Re: SEPA Comments – Proposed #SE-26-00001 Easton Travel Center

I am writing to submit comments under the State Environmental Policy Act (SEPA) regarding the proposed truck stop/ travel center development in Easton, Washington. I request that these comments be fully considered in the County's threshold determination and that the record remains open until all relevant environmental information has been adequately disclosed and analyzed.

Based on the information currently available, there are significant concerns that the proposal may result in probable adverse environmental impacts that have not been sufficiently evaluated. For the reasons outlined below, I respectfully request that the County issue a Determination of Significance (DS) and require preparation of a full Environmental Impact Statement (EIS).

In reviewing the SEPA Checklist filed with CDS on 4-1-2026, there are numerous responses which are either not descriptive enough in the project proposal to assess the actual impact, and/or the responses submitted lack sufficient detail to address the following concerns:

1. Transportation and Public Safety Impacts: The proposal is likely to generate substantial heavy commercial vehicle traffic on local roads and at nearby Interstate 90 interchanges. This raises concerns regarding:

- Increased collision risk at rural intersections;
- Degradation of level of service (LOS);
- Impacts on emergency response times and evacuation routes:
 - Specifically, the impact to the Easton Volunteer Fire Department (Kittitas County Fire District #3) and the Kittitas County Sheriff's Office based in Ellensburg, 38 miles away (there is currently no precinct office serving Upper County);
- Pedestrian and local traffic safety;
- Increased opportunities for criminal activity to include theft, robbery, sex and human trafficking created by the nature of transitory stops, services, and overnighting at a travel center.

A detailed traffic impact analysis should be required, including peak-hour truck volumes, turning movements, and safety mitigation measures given the actual volume of vehicle and commercial traffic anticipated for this particular project (and the County should not rely on a traffic report created for a prior similar project- which was rejected at this same site).

Public safety concerns, including Fire/ EMS/ HAZMAT response capabilities as well as crime prevention/response should be analyzed in detail by working with

recreational opportunities). The current documentation appears insufficient in this regard.

The environmental checklist appears to rely on generalized assumptions and lacks site-specific analysis in several critical areas. A more robust and data-driven evaluation is necessary to meet SEPA requirements as required by law.

Given the scope and potential impacts of this project, a Determination of Non-Significance (DNS) or mitigated DNS would be premature and unsupported by the current record. The potential for significant adverse environmental impacts clearly warrants preparation of a full Environmental Impact Statement (EIS).

Thank you for your consideration of these comments. Please include me in all future notices and decisions related to this proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "John R. Jensen". The signature is fluid and cursive, with a long horizontal stroke at the end.

John R Jensen
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