

Bradley Gasawski

From: CDS User
Sent: Tuesday, April 28, 2026 11:12 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: Easton Truck Stop

Good Morning Bradley,

Here is a comment for the Easton Truck Stop 😊

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To schedule inspections: <https://www.co.kittitas.wa.us/cds/building/inspection-request.aspx>

To view permit or inspection status: <https://co-kittitas-wa.smartgovcommunity.com/ApplicationPublic/ApplicationHome>

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<http://www.co.kittitas.wa.us/request/default.aspx> and fill out a request for public records through the GovQA portal.



From: Jason Moulton <moultonjason70@hotmail.com>
Sent: Tuesday, April 28, 2026 11:10 AM
To: CDS User <cds@co.kittitas.wa.us>
Cc: Jason Moulton <moultonjason70@hotmail.com>
Subject: Easton Truck Stop

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This is Jason Moulton. My wife and I own the Moulton Lodge located at 3251 east Sparks Road. This is a private family lodge not rentable. I am retired from Federal Law Enforcement (FBI 2000) and also retired as the Loss Prevention Director for Safeway Seattle Division (2010). I have investigated conducted criminal cases including Theft from interstate shipments, Extortions, Kidnap, and prostitution cases , in San Francisco and Oakland, California as well as supervised criminal cases throughout the State of Washington as the Assistant Special Agent for the FBI.

I am not opposed to a truck stop in Easton as more retail and services are desperately needed in Easton. As a property owner with 40 plus years in Law Enforcement and Loss Prevention there are some cautions. As the Loss Prevention Director for Safeway, (retired) we constructed one of the world largest Distribution Centers in Auburn, Washington. At the time I retired, we were receiving well over 120 Semi trucks per day at that center. I am sure that number has likely increased to more than double that with the merger of Safeway/Albertson's. This truck count is only incoming. Out going Safeway truck trips would likely double that amount with many of those trips going east bound over I-90 to the Spokane DC. The Auburn distribution center distributed to over 230 stores in the states of Alaska, Washington, Oregon, Idaho, and Montana. Due to the number of shipments received daily, truckers were given a 2 hour window for delivery at the Auburn center. The trucks arrived principally via two corridors, north bound I-5 and West bound I-90 and then Highway 18. Truck stops were located south of Tacoma and at North Bend.

Local communities have passed ordinances precluding truck parking on streets. This has created the issues we are now seeing in which all the available off road parking at truck stops is over capacity. Trucks now park on the off and on ramps to I-90 while awaiting to arrive for their delivery window.

Clearly more truck stops are needed to address this issue. That being said, based on my experience in Law Enforcement 30 years plus 10 as a Loss Prevention Director for a major food supplier, there is a downside to truck stops.

That down side is congestion of adjacent roads, crimes associated with trucks and long haul drivers i.e. prostitution, theft, drugs, and crimes against minors. East Sparks already is being congested during holidays and anytime the pass is closed. Essentially there are no services available at the existing service station to meet the needs of stranded passenger vehicles, let alone 53 foot semi trailer and tractors.

We have owned our property since 2012. We have seen what happens when East and West Sparks are blocked and when the overpass over I-90 is blocked with traffic and or snow. This is not an infrequent event. We have seen trucks snowed in on East Sparks for over a week. We have seen trucks using East Sparks, Country Drive and Pit Way, two of which are private roads, to turn around to attempt to get back on the I-90. When this happens and East or West Sparks are blocked, all of the residences East of I-90 are without fire protection or aid cars as both are located on the opposite side of I-90. We have seen human waste being left on the roadside as well as trash just based on the pass closures.

Realistically, a truck stop with adequate facilities would be a welcome change as long as Kittitas County would commit to insuring, 1. That when the truck stop was at capacity, that no additional trucks would be allowed to pull off I-90 on to East and West Sparks. 2. That emergency services would be located on both sides of I-90 to provide emergency services when the overpass is blocked and or closed. 3. Adequate law enforcement would be detailed to insure that on road parking is enforced and applicable

felony crimes associated with truck stops reported are being investigated and or referred to appropriate authorities.

Additionally with all the above, I am very concerned that the size of the truck stop would not adequately address the real need and would quickly become at capacity. When we have large snows as we have in the past, you can count on about a 25 % reduction in actual parking as the snow needs to be stored on site.

Thanks for reading this.

Jason B. Moulton 425-777-0345