

## Bradley Gasawski

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**From:** Jason Moulton <moultonjason70@hotmail.com>  
**Sent:** Wednesday, July 10, 2024 6:14 PM  
**To:** Bradley Gasawski; Jason Moulton  
**Cc:** Barbara Moulton; jackson0121@gmail.com  
**Subject:** Easton Exit 70 Truck Stop Proposal

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This is Jason Moulton, my wife and I own property at 3251 East Sparks Rd. Easton, Washington. I am not opposed to a truck stop at the proposed location. That being said I want again to call your attention to the need for additional Law Enforcement in the upper county especially with any approval of a truck stop at that location. I have been a law enforcement professional for 30 years with the FBI and have worked cases involving trucking and truckers in Oakland, California, and the greater Seattle Area. Following that career, I worked for Safeway Inc. as the Loss Prevention Director for the four-state area of Montana, Idaho, Washington and Alaska. Truck drivers, and Truck stops seem to be a magnet for many types of crimes including prostitution, rape, sexual assault, theft, and many others.

We certainly need more truck stops to support trucking in the greater Seattle area. The need for additional truck stops within a 1.5 hr. Driving time of Seattle is very needed. Safeway alone, before being bought by Albertson's, was bringing in over 125 trucks loads per day to its Auburn Warehouse. Each load is given a 2-hour window of time to arrive at the warehouse. With only the North Bend truck stop being within that window of delivery time on I-90, that truck stop is grossly over loaded. This over loading causes the trucks to wait on the on and off ramp in North Bend when the Truck stop is over capacity. The proposed truck stop at exit 70 may be helpful to increase the capacity, but with the limited size, it will likely see the exact same issues as at North Bend.

As you are aware when the pass is closed it generally is closed at exit 70. We have owned our property in Easton for 12 plus years and each year we see exactly the same issues. Trucks pull off at 70 and block the on and off ramps and or get stuck in the snow blocking all access to either West Sparks and or East Sparks. Trucks often continue down East Sparks and inevitably end up stuck in the snow at the Silver Creek Bridge. When this happens the 200 plus homes east of the Silver Creek Bridge are totally cut off from emergency services. If they make it further than the bridge at Silver Creek, the trucks then circle through Easton Village on private roads that are not designed for heavy haul trucks. This is not a one off, but something that happens multiple times each winter. Some improvement has been made by moving the signage "no Truck Turn Around beyond this point" closer to the exit 70, however that has simply made the shell station the parking lot for the stalled and or stuck trucks. Two years ago, a truck was stuck in the shell lot for almost two weeks.

If the truck stop is going to be approved appropriate signage needs to be installed at the off ramps to alert truckers and others that the truck stop is full to prevent the blockages referred to above and law

enforcement must be present to deal with offending parties. The overpass at exit 70 must be kept clear at all times to allow access for residents and emergency vehicles.

As you are likely aware this area is a high snow area. Two years ago, we received 6 feet of snow over a three-day period. The capacity of the truck stop needs to reflect that all that snow must be stored within the property significantly decreasing the normal rated capacity of the truck stop during the winter season.

As mentioned above, the Kittitas County needs to review critically this proposal and ensure that sufficient law enforcement personnel are available to address the inevitable increase in calls for service associated with this proposal. Likely sales and property taxes will increase to support the increased need for additional personnel.

One additional thought, the state of Washington needs to seriously consider a rest stop prior to Exit 70. When trucks and passenger vehicles are stopped in the winter there is nowhere presently for passengers and drivers to relieve themselves. This results in trash, and human waste being left on the freeway right of way which inevitably ends up being cleaned up by our good neighbors. The truck stop may help with this but likely will just serve as a magnet for people to attempt to pull off the road, further exasperating the situation already discussed above. This is not a new issue and does need to be addressed to close the road at a location where services are available.

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