

Chelsea Benner

From: CDS User
Sent: Monday, December 02, 2019 9:28 AM
To: Lindsey Ozbolt; Jeremy Johnston; Kelly Bacon (CD); Chelsea Benner
Subject: FW: Love's Truckstop Easton Exit 70

Follow Up Flag: Follow up
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From: jason moulton [<mailto:moultonjason70@hotmail.com>]
Sent: Saturday, November 30, 2019 4:52 PM
To: CDS User
Cc: jason moulton
Subject: Love's Truckstop Easton Exit 70

I own property on East Sparks. I am not opposed to the Truck stop at this location. Frankly I am surprised that it has taken so long for someone to come up with this idea. I was hoping that it would include turtle town and the property behind it that used to be a campground. That area has really gone down hill over the years and is large enough to provide temp parking for long haul trucks servicing the greater Seattle area. I worked for Safeway for years. Safeway brings in hundreds of truck loads of groceries every day. Because of the number of loads coming in, the truckers were given a two hour window for arrival in Auburn at the Distribution Center. The only truck stops that are close enough to use are in Ellensburg, or North Bend on Interstate 90. Every city in the greater Seattle area will not allow trucks to park on the municipal streets. As a result you see the trucks backed up on the on and off ramps near the North Bend Truck stop. North Bend cannot handle the number of trucks that need to lay over going or coming into the Seattle area. This truck stop in Easton, will give the truck drivers another option that still will allow them to be in closer to Seattle to make the time window required. I am a bit concerned about the holding capacity of the proposed site. I was hopeful that it would be larger. There is a concern that we may find ourselves in the same condition as North Bend with trucks parked on East and west Sparks as well as the off ramps. If this truck stop is approved there needs to be ordinances in place with appropriate sanctions to insure that the trucks don't end up blocking the freeway on and off ramps as well as the county roads.

I know that there are a lot of issues associated with the trucking business and truck stop operations. Even considering those issues, having legitimate truck stops with good rules, and discipline, coupled with proper law enforcement can mitigate many of the issues. The revenue generated from the fuel operation, associated food services and other pay for service features should be a real boon to the the Upper Kittitas County. Loves will also be a good employer to add to the area with service and food related jobs.

What the county does need to consider is the impact of this truck stop on law-enforcement related services as well as other emergency services. There are inherent costs associated with truck stops that need to be reviewed and understood. Even with those added costs I think the value of the truck stop at this location outweighs the downsides.

I hope that a heavy wrecker service may be included with the truck stop. Right now I think the heavy wreckers are coming from a significant distance which creates issues when the trucks collide, break down and or are in

accidents due to traffic and weather. There should be some discussion on this as I think including that as part of the deal would be very advantageous to everyone concerned.

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