

# Woodland Transportation Infrastructure Strategic Plan Citizen Advisory Committee Kick-off Meeting Minutes

Date and Time: June 12, 2007, 4:00 – 6:00 pm
Location: Council Chambers, Woodland City Hall, 230 Davidson Avenue, Woodland, WA

## **Attendance**

Jerry Sorrell, Cowlitz-Wahkiakum Council of Governments (CWCOG)  
Rosemary Siipola, CWCOG  
Anne Sylvester, Parametrix  
David Siegel, Parametrix  
Bill Raybill, PDM Steel  
Bill Behrens, Woodland Chamber of Commerce  
Sharon Knight, Woodland Chamber of Commerce  
Larry Schlecht, Schlecht Construction  
Jim Donald, Farmer/Diking District  
Dennis Johnson, Eastside Resident  
Darlene Johnson, Woodland Truck Lines

## **I. Welcome, Introductions and Agenda overview:**

Each person present introduced themselves and their affiliation with the project. Dave Siegel gave an overview of the meeting's agenda.

## **II. CAC Roles and Responsibilities:**

Dave reviewed the Citizen Advisory Committee Roles and Responsibilities with Committee members.

## **III. TISP and SR-503 Limited Route Development Plan (LRDP):**

Using two graphics prepared by the COG for the project, Anne Sylvester reviewed with the group the key issues that would be addressed by the planning effort both in the larger study area and along SR 503 between I-5 and McCracken Road. Anne also provided an overview of the study, its objectives and schedule, as well as describing the federal processes involved.

## **IV. Initial Project Visions and Desired Outcomes:**

Dave led the group through brainstorming initial project visions and desired outcomes for the study. These desired outcomes were intended to define project success in the eyes of CAC members. Comments included:

- Alleviate congestion at freeway ramps
- Efficiently move traffic on and off the freeway, and between the east and west sides of town
- Move fast with implementation
- Improve access to Industrial areas
- Improve freeway and/or railroad crossings to address concerns about emergency access during train delays, potential train accidents, and flooding. Need evacuation routes.

## **V. Transportation Problems and Opportunities Identification**

Dave assisted the group as they identified problem locations and opportunities for improvements to facilitate future developments. These problem locations and future improvements included:

- Need for new paving on Shurman Way

- Improve movement of traffic onto and along Goerig Street. School bus traffic peak was cited as a key issue with traffic circulation through the downtown.
- Improve access onto Lewis River Road
- Ease traffic downtown and add additional capacity
- Widen SR 503 to add turn lanes
- Traffic signal needed at the Tourist Center intersection to ease delays
- Reduce backup on Pacific Avenue near Safeway
- Consider Scott Avenue overcrossing to improve connectivity
- Consider split interchange using both Scott and Goerig/SR 503 to better distribute traffic
- Improve intersection of SR 503 and Scott Avenue
- Improve movements at Shurman Corner
- Through route along base of the hills between Scott Avenue and Lewis River Road to provide added east/west traffic circulation
- Improve Railroad crossing blockage problem (study both going over and under the tracks). Railroad switch south of town sometimes backs up trains into town, although the recent change in switching activity to around 10 PM has improved this situation.
- Reduce Railroad Crossing delay near Fleetwood Homes
- Grocery Store is needed on the east side of town
- Reduce congestion problems on summer weekends to/from I-5, park, river and forest
- Town is growing south with access via Pekin/5th or Pinkerton (which is very close to I-5)
- Industrial growth on west side of tracks near Dike Road (note that Port property is outside of the Dike along the River).
- Identify direction of assumed growth and plan to serve it
- Serve future police and fire building on Scott Avenue east of Tsugawa Nursery.
- Close railroad crossing to provide more money for a grade separation
  - Where would/should grade separation be? Need to test impacts associated with various options:
    - Whelan Crossing is least used
    - Keep Davidson Crossing
    - Remove at grade crossing on Scott Avenue and build overpass
- Consider a new north/south connection on west side of tracks to connect Davidson Avenue and Scott Avenue
- Additional high school at Dike Road to be built
- Consider a new north/south street between Railroad and I-5 from Dike Road to Pacific Avenue
- As a traffic management option – consider signaling the driveway at the school to break up bus and student traffic platoons that cause significant traffic delays elsewhere in town. There are emergency response issues related to school congestion along Davidson Avenue and Goerig Road.
- Consider moving the railroad mainline to the west
- Examine traffic management alternatives to ease flow in problem areas.
- Examine one-way traffic option over/under Railroad.
- Consider a split diamond interchange at Scott Avenue that could be connected with Dike Road interchange.
- Solve Dike Road congestion problems by widening underpass along with rail improvements.
- Improve eastbound left turn sight distance in the area of the SR 503, Goerig Street and Scott triangle, particularly at the big curve at Scott Avenue.
- Narrow and variable right-of-way on 503 is possible constraint to roadway widening (it ranges from 40 to 80 feet).

- Relocate State Highway from Lewis River Road to Scott Avenue to Old Pacific Highway and Dike rather than the existing segment between Scott Avenue and I-5.
- Install left turn lanes or signals on SR 503 at Insel Road and Gun Club Road to service the 600-800 homes on the hill
- Fix Dike Road interchange flooding. Jim McDonald has some history with flooding in this area.

## **V. Obtaining Public Feedback**

Dave Siegel indicated that public feedback plays an important role in the development and progress of this study. Various tools will be used to keep the public informed throughout the study, these include:

- Project Web site
- News Stories (e.g., Lewis River Review)
- Newsletter (included with Chamber newsletters, in a city water/sewer bill, or as a potential take-home flyer from school)

It was recommended that the project team (including COG staff) speak with representatives from both the Columbia River and Lower Columbia Economic Development Councils. It was also suggested that team members speak at Chamber of Commerce lunches and with the Rotary Club. Some also thought project team members should participate in local Fire and School Open Houses.

Finding a location for Public meetings was discussed and it was suggested that meetings be held at either the Grange or the High School Commons.

## **VII. Wrap up and next steps**

The next CAC meeting will be on August 7, 2006, from 4 to 6 PM at City of Woodland Council Chambers. Major topic for discussion will be existing conditions, project vision/desired outcomes, and results from the Stakeholder Interviews.

# Woodland Transportation Infrastructure Strategic Plan Citizen Advisory Committee Meeting #1 Minutes

Date and Time: August 7, 2007, 4:00 – 6:00 pm
Location: Woodland Grange, 404 Davidson Avenue, Woodland, WA

## **Attendance**

Bill Raybill, PDM Steel

Bill Behrens, Woodland Chamber of Commerce

Larry Schlecht, Schlecht Construction

Jim Donald, Farmer/Diking District

Dennis Johnson, Eastside Resident

Darlene Johnson, Woodland Truck Lines

Jerry Sorrell, Cowlitz-Wahkiakum Council of Governments (CWCOG)

Rosemary Siipola, CWCOG

Anne Sylvester, Parametrix

Christine Sylvester, Parametrix

Michael Harrison, Parametrix

## **I. Introductions**

The group introduced themselves and their affiliation.

## **II. Old Business**

Anne Sylvester and Jerry Sorrell provided minutes of the June 12, 2007 Kick-off CAC meeting which were approved by consensus.

## **II. Stakeholder Interviews**

Michael Harrison reviewed the purpose of conducting Stakeholder Interviews and provided the group with a handout of the interview questions and findings. The purpose of the Stakeholder Interviews was to:

- Identify the transportation issues that affect the local community
- Determine if the community supports local funding for transportation improvements
- Identify the best methods for gaining public feedback over the course of the project

Michael noted that most stakeholders were open to various options for fixing transportation system problems. Key findings (see Stakeholder Interview Report for details) related to:

- Congestion
- Connectivity
- Safety
- Roundabouts
- Alternative modes
- Truck/Freight
- Funding
- Public Outreach methods

Larry Schlecht asked whether there were areas of consensus among interviewees regarding issues of local funding. Michael mentioned that there did not appear to be community consensus on funding issues. Committee members voiced concerns about the prominence of roundabouts in the stakeholder report, but were in agreement over the need to plan for bicycle and pedestrian improvements.

### **III. Vision and Desired Outcomes**

Michael provided copies of the project's draft Vision and Desired Outcomes statement and discussed the significance of this document to the project's outcome. The purpose behind establishing a project Vision and then further defining that a vision through a statement of Desired Outcomes is to help the project's participants remain focused on what we hope to achieve through this study and to ensure the project is open and transparent to the public.

Anne mentioned a text change requested by the STAC related to protecting through traffic movement on I-5 over the long-term. The CAC had no recommended changes or additions to statement or the STAC's requested change. Anne also mentioned how the Vision and Desired Outcomes statement will be used as evaluation criteria to measure alternatives later in the project.

### **IV. Existing Conditions Report**

Anne led the group through the Existing Conditions Report and provided a summary of the key findings. She explained the level of service ranking system, what is measured and the purpose of these measurements. She also provided descriptions of the current intersections that received a failing rating. Additionally, the section of SR 503 from east of I-5 to the city limits is currently a High Accident Corridor based on WSDOT's definitions. Anne mentioned that most of the crashes occurring along this highway involved rear-end collisions caused, in part, by a lack of turning lanes for vehicles turning off the highway.

Anne also mentioned that the lack of connectivity between areas of Woodland and the mixing of regional and local traffic causes congestion and safety problems. She noted that WSDOT offered to provide data to Parametrix on train frequency and delays to the extent that this information is available from the State Rail Office. Anne and Rosemary Siipola discussed roadway design, sight distance and limited right-of-way issues along SR 503.

Anne also presented a discussion of the baseline conditions data and analysis related to the community and natural environment that is also documented in the Existing Conditions Report. She noted that this information is useful from the standpoint of understanding how the transportation system fits within the broader community context including both land use and natural resource issues. She highlighted information related to recent growth trend within the city and indicated how the City is likely to grow in future. Jim Donald mentioned that Woodland flooding issues exceed what is shown in Figure 3-6. Anne explained that Figure 3-6 only represents data that is available from FEMA which is responsible for delineating 100-year and 500-year floodplains. Flooding near the Dike Road interchange is caused predominately by run-off from the nearby hillside. The FEMA data shows us where we will need to be concerned about flooding issues as we examine potential transportation projects. Anne assured the group that an on-the-ground assessment of potential wetland conditions would take place in conjunction with any specific proposed transportation project.

Committee members also voiced concerns about the expected future land use and employment data from Figure 3-4. Anne and Rosemary acknowledged that the data used in Figure 3-4 was from earlier planning efforts, and that project staff have yet to reach consensus on how much to rely on this data or whether to attempt to develop alternative projections. Rosemary concluded discussions on Figure 3-4 by indicating that she will ask the planning team to do some additional research into the data to test its accuracy.

## **V. Financial Baseline Report**

Anne explained the function of the Financial Baseline Report, and led the group through a discussion of the various available financial resources detailed in the report. Anne mentioned that the amount of funding that the City of Woodland currently dedicates to transportation projects is very limited compared with the overall need. Dennis Johnson was interested in how state highway projects get funding and was curious if federal funding was available for interstate highway interchange improvements. Anne mentioned the importance of community consensus over whatever projects are incorporated into the TISP, because consensus greatly improves a community's chances of receiving state and federal funding.

## **VI. Upcoming Open House**

Michael discussed the current plans for the TISP Open House which will be held on August 16<sup>th</sup> from 6-8 PM. Michael and Jerry mentioned the methods used to publicize the open house. CAC members were invited to attend the Open House, given their knowledge of the project and their leadership roles vis-à-vis appointment as CAC members. CAC members were also asked to assist the community outreach effort by mentioning the Open House to their employees, friends and neighbors.

The meeting adjourned at 5:53PM.

# Woodland Transportation Infrastructure Strategic Plan Citizen Advisory Committee Meeting #2 Minutes

Date and Time: October 30, 2007 4:00 – 6:00 pm
Location: Council Chambers, Woodland City Hall, 230 Davidson Avenue, Woodland, WA

## Attendees

Jim Donald, CAC

Darlene Johnson, CAC

Sharon Knight, CAC

Bill Raybell, CAC

Larry Schlecht, CAC

Jerry Sorrell, Cowlitz Wahkiakum Council of Governments (CWCOG)

Anne Sylvester, Parametrix

Christine Sylvester, Parametrix

## I. Old Business

Jerry Sorrell started the meeting by providing a summary of project activities since the last CAC meeting. The committee also approved the minutes of the August 7, 2007 CAC meeting.

## II. Future Baseline Conditions Report

Anne introduced the Future Baseline Conditions Report by providing an explanation for how the land use assumptions were developed. Anne discussed the differences between the Comp Plan and Comp Plan Plus options and detailed how they would impact growth projections in the project area. Anne continued by describing how transportation modeling draws connections between land use assumptions and the transportation system.

Anne also reviewed the intersection performance results and improvements needs. During this discussion, committee members asked about the average capacity of travel and turn lanes, specifically with regard to SR 503. Committee members were curious about how the determination for turn pockets verses signals was reached. Anne explained the intersection delay data and how the level of service rating system (e.g., A through F) is used to evaluate and measure intersection performance. Anne specifically mentioned the SR 503 interchange where delay is causing traffic to back-up into adjacent intersections.

Anne mentioned that several STAC committee members requested existing conditions data be added to the future baseline conditions report for the purpose of comparison. This additional information would include adding existing available storage and existing queue lengths to report tables. Finally, Anne listed the intersections that currently meet either signal or turn lane warrants.

There were questions about the assumed travel path of the added residential trips with the Comp Plan Plus scenario west of I-5. Currently the model shows them using 5th and S Pekin Road. However, since most of this development will likely occur south of Whalen Road, some of that traffic may choose to use Pinkerton Road. We need to check modeling assumptions. Questions were also raised about the differences in traffic moving from one intersection on SR 503 to the next. Numbers don't appear to be consistent. It was noted that some of the difference may be attributable to smaller intersecting streets and driveways. A request was made to add information about which intersection currently meet left turn and signal warrants to be used as a basis of comparison with the future conditions analysis.

### **III. Improvement Alternatives**

Anne provided two maps that documented project ideas received at the Open House and projects currently listed in the city's Transportation System Plan. These maps were used to help refine potential improvement alternatives and design options that will be evaluated and discussed at the next committee meeting.

Several committee members had suggestions for revisions to these maps. These suggestions included:

- Continue Robinson Road south to either Caples Road or Goerig Road
- Add Cara Street to map and provide a connection between Heritage Street and Shurman Way
- Connect Heritage Street/Howard Way to Robinson Road
- Add new Interstate 5 (I-5) interchange just north of existing bridge over the Lewis River and connect it with to the city along a frontage road near the airport to CC Street
- Change functional classification of Lakeshore Avenue to an arterial
- Consider a variety of intersection modifications at I-5 and SR 503
- Consider using a Scott Avenue overcrossing as the south end of a split diamond interchange with Dike Road as the north end and frontage roads running between these two. Evaluate this interchange with and without an interchange at I-5/SR 503.
- Raise the elevation of Dike Road by at least 3 feet and add/enlarge culverts under the road to address currently flooding problems (road typically floods to a depth of 18 to 24 inches). Also consider installation of a narrower and wider support structure for the existing railroad tracks to increase clearance along Dike Road.

### **IV. Evaluation Criteria**

Anne led the group through the evaluation criteria and provided an explanation of how the criteria will be used to assess how well each improvement alternative meets the overall goals and vision for the Woodland Strategic Transportation Infrastructure Plan. Anne also mentioned the addition text requested by the STAC to state "Improve access to major community destinations such as schools, downtown, recreation and commercial/employment centers". Committee members were requested to send any comments to Jerry.

### **V. Report on Open House**

Anne discussed the Open House held August 16, 2007 and provided summary notes from the table discussions that were held. Jerry Sorrell will post the Open House summary to the website, along with all other finalized reports prepared to date.

### **VI. Other Issues**

Anne asked if committee members had any addition issues to discuss and with no comments received the meeting adjourned at 5:45 PM.

# Woodland Transportation Infrastructure Strategic Plan Citizen Advisory Committee Meeting #3 Minutes

Date and Time: January 8, 2008 4:00 – 6:00 pm
Location: Council Chambers, Woodland City Hall, 230 Davidson Avenue, Woodland, WA

## Attendees

Jim Donald, CAC  
Darlene Johnson, CAC  
Sharon Knight, CAC  
Bill Behrens, CAC  
Joel Lengyel, Woodland Chamber of Commerce  
Chuck Blum, Mayor City of Woodland  
Jeff Barsness, Washington Department of Transportation (WSDOT)  
Jerry Sorrell, Cowlitz Wahkiakum Council of Governments (CWCOG)  
Steve Harvey, CWCOG  
Rosemary Siipolla, CWCOG  
Anne Sylvester, Parametrix  
Christine Sylvester, Parametrix  
Jim Phillips, Parametrix  
Michael Harrison, Parametrix  
Tia Williams, Parametrix

## I. Introduction

Jerry Sorrell provided an overview of the concepts to be discussed at this meeting and reminded attendees of the need to refine and filter these concepts in advance of the January 24<sup>th</sup> Open House.

## II. Old Business

Minutes from the October 30, 2007 STAC meeting were approved.

## III. Improvement Alternatives

Anne Sylvester and Michael Harrison introduced the improvement concepts that were developed to address existing and future transportation needs in Woodland. Both the Existing Conditions and Future Baseline Conditions Reports have defined the existing and future transportation problems. Anne explained how these preliminary concepts will be further refined into alternatives, with the chosen alternatives being those that best meet existing and future transportation needs. Anne reminded committee member of the evaluation criteria approved at the October meeting and explained the evaluation matrix. Anne further explained that in this matrix the cost column considers the magnitude of what would need to be built, rather than the dollar cost. The further refined concepts that will be discussed at the next CAC meeting will include cost estimates.

During the remainder of this meeting Jim Phillips and Anne reviewed each concept and explained why concepts were dropped or will be carried forward for further refining.

### I-5 at Dike Road

At the interchange of Interstate 5 (I-5) and Dike Access Road several concepts were presented, each with varying design features that relied on signals or roundabouts for intersection traffic control. Committee members expressed the following concerns and requested the following revisions to these concepts:

- Darlene Johnson expressed concerns with regard to a roundabout being constructed at the I-5 northbound off-ramp to Dike Access. She specified that in other roundabouts of similar characteristic, cars regularly sneak beside trucks while turning causing safety problems.
- Jim Donald suggested dike improvements be considered if reconstruction of the interchange if not feasible.
- Darlene expressed concern on the elimination of westbound left turns from Dike Access Road to Shurman Way. She felt eliminating this movement would cause trucks and vehicles attempting to access the industrial park to travel through downtown rather than continuing west on Dike Access and turning on Robinson or Burke Roads.

Concepts 3B, 4B, and a modified 5 were selected to be carried forward for further refining and will be presented at the Open House.

#### I-5 and Railroad Crossings

Railroad crossings and the lack of connectivity across I-5 are particular problems in Woodland so several concepts were developed that would provide alternate east/west access, crossing both the rail tracks and I-5. These crossing concepts were presented to the committee and the following concerns or revisions were mentioned:

- It was suggested the temporary rail line that would be needed during construction could be built similar to the proposed alignment and used as a future third rail.
- Jeff Barsness mentioned his suggestion at the STAC meeting of creating a new concept or hybrid of concepts 2C and 2D. With this hybrid concept I-5 would be raised slightly in an attempt to maintain existing access to adjacent parcels.
- Jerry also mentioned his desire to develop an alternative that would cross under I-5, over the railroad track and connect with Down River Drive.

Concepts 1, 2A, 2C and a hybrid of 2C & 2D were selected to be carried forward for further refining and will be presented at the Open House.

#### I-5 Frontage Options

Concepts to provide additional frontage road facilities were presented to the committee. The following are concerns or suggested mentioned during that discussion.

- Jim expressed a desire to maintain or improve access to Down River Drive.

Concepts 3 and 5 will be carried forward for further refining but will not be presented at the Open House given their complexity.

#### I-5 at SR 503

Concepts 2B, 3B, 5A and 5B will be carried forward for further refining and will be presented at the Open House. Sharon Knight requested the concept with a signal at Lakeshore Drive be studied further because of its impact to school congestion.

#### North/South Arterial

Anne presented four alternatives that combine several proposed concepts. The intent of these alternatives was to demonstrate how interrelated all the concepts are and to provide suggested alignments for a major arterial route on the west side of Woodland. The committee was concerned about defining an alignment for an arterial route in west Woodland. Several committee members had questions about the location of projected growth in Woodland and felt without a completed Comprehensive Plan it was too early to speculate where additional roads were needed.

SR 503 (Goerig to Fir)

Concepts 1 and 3B will be carried forward for further refining and will be presented at the Open House. Jerry repeated his earlier statement from the STAC meeting, stating that signals will be considered at the two recommended intersections, but initially stop control will be used. He also suggested that left turns onto Goerig Road be restricted to focus turning traffic to Scott Avenue.

Several committee members expressed concern about linking turns to Scott Avenue, feeling that this would cause congestion and delay. It was suggested that a new concept be considered to eliminate the turn on SR 503 at Scott Avenue. This concept would construct a new road straightening Scott Avenue and connecting SR 503 and Old Pacific Highway in a T-intersection.

**IV. Other Issues**

Anne asked if committee members had any addition issues to discuss and with no comments received the meeting adjourned at 6:05 PM.

# Woodland Transportation Infrastructure Strategic Plan Citizen Advisory Committee Meeting #4 Minutes

Date and Time: June 10, 2008 4:00 – 6:00 pm
Location: Council Chambers, Woodland City Hall, 230 Davidson Avenue, Woodland, WA

## Attendees

Jim Donald, CAC  
Sharon Knight, CAC  
Bill Behrens, CAC  
Larry Schlecht, CAC  
Dennis Johnson, CAC  
Chuck Blum, Mayor City of Woodland  
Jerry Sorrell, Cowlitz Wahkiakum Council of Governments (CWCOG)  
Rosemary Siipola, CWCOG  
Anne Sylvester, Parametrix  
Christine Sylvester, Parametrix  
Jim Phillips, Parametrix

## I. Introduction

Jerry Sorrell provided an overview of the alternatives to be discussed at this meeting and reminded attendees that the preferred choice of these alternatives will be presented at the July 1st Open House.

## II. Old Business

Minutes from the January 8th, 2008 CAC meeting were approved.

## III. Improvement Alternatives

Anne introduced the improvement options that were developed to address existing and future transportation needs in Woodland. Anne reminded attendees that these options were based on the wide range of improvement concepts discussed at the previous CAC meeting. Anne also mentioned that these options now include cost estimates.

During the remainder of this meeting Jim Phillips and Anne reviewed each option and discussed how they were interrelated. Anne and Jerry also mentioned the recommendations coming out of the preceding STAC meeting.

### I-5 at Dike Road

At the interchange of Interstate 5 (I-5) and Dike Access Road four options were presented, each with varying design features that used either signals or roundabouts for intersection traffic control. Committee members expressed the following concerns and comments on these alternatives:

- Larry Schlecht stated concerns about trucks having the ability to turn in roundabouts. Jerry and Anne explained how various roundabout designs can aid truck turning movements, such as the use of truck aprons.
- Larry asked for clarification on whether the total cost for Option 1, the Roundabout Option, was for all three roundabouts. Anne stated that Option 1 total cost only included the roundabout at Shurman Way. Rosemary Siipola added that the two additional roundabouts are part of the Walmart mitigation and would be paid by Walmart.
- Chuck Blum expressed concerns about using modeling software to design roundabouts. In response Jerry mentioned that WSDOT has tweaked the roundabout design to resolve issues for

large trucks. Jerry also suggested that Chuck and Redmond Heavy Hauling contact WSDOT to arrange to have cones set-up for a test of the roundabout design.

Alternative 3B, the Roundabout Option was selected to be carried forward and will be presented at the Open House. This recommendation was conditioned on having a physical test of the WSDOT design.

#### I-5 at SR 503

At the interchange of I-5 and SR 503 four options were presented, each with varying design features that used either signals or roundabouts for intersection traffic control. Committee members expressed the following concerns and comments on these options:

- Larry asked for clarification on how pedestrians cross roundabouts, to which Anne responded by highlighting the pedestrian refuges in the design.
- Jim mentioned that even with the mega widening options, some movements within intersections would still have LOS failures. Additionally, there would be extensive traffic back-ups through the interchange even with these improvements.
- Larry mentioned his concern that should any variation happen (collision or stall) both signal options would cause substantial problems.
- Sharon Knight expressed concern about limiting access to the funeral home on Lakeshore Drive with the roundabout option.
- A discussion was held on the effect on this interchange of adding the Scott Avenue crossing. Traffic using SR 503 through the interchange area would drop significantly resulting in a much lower cost improvement need than for conditions without the Scott Avenue crossing. This new option was referred to as Option 6, which will be carried forward for further refining and presented at the Open House.

#### Scott Avenue Crossings

Two options were considered for crossing both the BNSF Railroad and I-5. Two options were also considered for connecting N Pekin Road to Scott Avenue west of the railroad tracks. These crossing options were presented to the committee and the following concerns were expressed:

- Rosemary said she thought both N Pekin Road Connection options should be carried forward and potentially a Local Circulation Plan should be done. Mayor Blum agreed, stating that a Circulation Plan is needed for the city, especially west of I-5.

Crossing option 4D, the undercrossing, was identified as the preferred option to be carried forward and will be presented at the Open House. However, both options (or variations thereof) will continue to be considered as part of a westside local circulation plan.

#### SR 503 (Goerig to Evergreen)

Three options were considered for widening and improving safety along SR 503 east of Downtown Woodland. These options were presented to the committee and the following concerns were expressed:

- Bill Behrens asked if some roads could be turned into cul-de-sacs. Anne stated that turning existing roads into cul-de-sacs could cause problems for emergency responders.
- Mayor Blum said he thought the southern end of Old Pacific Highway should be turned into a cul-de-sac. Committee members expressed concern that closing this route would create more problems at the intersection of SR 503 and Scott Avenue.
- Mayor Blum mentioned that the City is downgrading property south of SR 503 near Insel Road from High Density Residential to Low Density Residential/Public Quasi Public Institutional.

Both the interim and full widening options with a center two-way turn lane were selected and will be carried forward and presented at the Open House. The interim improvement option could be constructed

with earmark funds currently available to the city. The other option represents a full build-out improvement. At the intersection of Goerig and Scott Avenue option 3B will be carried forward and presented at the Open House.

#### **IV. Financing Options**

Anne mentioned that the next step is to prioritize these options and research funding sources. It was mentioned that at this stage it is important for the community to support the plan and its recommendations which will form the basis to lobby elected officials for funding.

#### **V. Draft SR 503 Limited Route Development Plan**

Anne mentioned the committee did not get copies of the Limited Route Development Plan, but can request a copy from Jerry if they are interested. This is a stand alone document just for SR 503 that includes the existing and future baseline conditions analysis discussed at earlier meetings and documented in the relevant technical memoranda. It also includes the discussion of improvement options which we covered today, and will include recommendations when complete.

#### **VI. Other Issues**

Anne asked if committee members had any addition issues to discuss and with no comments received the meeting adjourned at 5:50 PM.