

Woodland Transportation Infrastructure Strategic Plan Project Management Team Kick-off Meeting Minutes

Date and Time: May 3, 2007 2:00 – 4:00 pm
Location: Council Chambers, Woodland City Hall, 230 Davidson Avenue, Woodland, WA

Attendance

Jerry Sorrell, Cowlitz Wahkiakum Council of Governments (CWCOG)
Rosemary Siipola, CWCOG
Steve Harvey, CWCOG
Anne Sylvester, Parametrix
David Siegel, Parametrix
Michael Harrison, Parametrix
Dena Horton, Normandeau Associates, Inc. (NAI)
Doug Monge, Mayor of Woodland
Elaine Huber, Woodland Public Works
Dave Ripp, Port of Woodland
Ryan Lopossa, Cowlitz County
Ken Hash, Washington State Department of Transportation (WSDOT)
Karyn Anderson, WSDOT
Jeff Barsness, WSDOT

I. Introductions:

Each person present introduced themselves and their affiliation with the project.

II. Project Objectives and Study Area

Anne Sylvester reviewed with the group the primary objective of using a collaborative planning process to develop a strategic infrastructure plan that:

- Addresses traffic demand for both the community and the freeway
- Increases connectivity and circulation
- Enhances safety, particularly at the I-5 interchanges, on SR-503, and the port/industrial area.

Anne also reviewed with the group the study area outlined in the Woodland Assessment of Future Transportation Infrastructure Needs map and the Limited Route Development Plan North Goerig Street to McCracken Road map.

III. Overview of Work Scope and Schedule

Anne provided copies of the scope and schedule and outlined the major phases of the work. This project will be similar to a capital improvement plan with project phases, a funding plan, etc.

Anne briefly highlighted the work scope by focusing on the proposed project schedule. The first group of tasks under Task I are related to the stakeholder and public involvement process.

- A Public Involvement plan will be developed. Stakeholder interviews will take place at the end of May and into June. The group will need to identify key people to interview who have different transportation needs and uses and determine whether they need to be interviewed in person or over the phone.
- A project partnering session will occur in late May or first part of June to further define the processes that will be used and identify committee membership. The purpose of the partnering

session will be to understand concerns, define the rules of engagement, set up a process for decision making, and formalize the visioning tool outcome.

- We will avoid scheduling a public meeting in December and hold one in January instead.
- The purpose of the project management team meetings are as follows:
 - Meeting I – Introduce the project, outline existing conditions, hear concerns and input
 - Meeting II – Discuss what was learned in the first meeting, outline future demands on the transportation system, and identify alternatives
 - Meeting III – Screen the alternatives
 - Meeting IV – Outline recommendations, priorities, and layout the implementation plan
- A series of public meetings will also be held. The purpose of public meetings are as follows:
 - Meeting I – Introduce the project and solicit concerns and input
 - Meeting II – Outline alternatives and seek input on alternatives
 - Meeting III – Explain recommendations
- A series of jurisdictional meetings will be held as well. Joint meetings with the CWCOCG and Woodland City Council will be held to inform the CWCOCG members and elected officials of the City about the project and its status. Steve Harvey of CWCOCG suggested holding individual jurisdictional meetings as well as joint meetings. The members of an individual jurisdiction may be more inclined to provide input in individual meetings rather than joint meetings.
- The Public Involvement (PI) Plan will identify communication points and meetings throughout the project.

Anne explained Task II through Task V will be occurring in tandem with the public process. Anne discussed a concern that was raised regarding the coordination of planning efforts and the use of land use and growth data and forecasting. There is an existing comprehensive plan for the county that is based on certain growth rate and land use assumptions. The City of Woodland is due to update its plan next year, but the TISP project is taking place before that. In order to have a valid planning process that is reasonably consistent with potential Comp Plan revisions, Anne would like the most accurate data and assumptions available to use for the basis of this plan. As a result, she is hoping to resolve land use and future forecasting information by June or July. This will allow for the plans to be based on the same information and head in the same direction.

Anne stated the Limited Route Development Plan for SR-503 is extra and being funded by the City of Woodland. Task V will need to identify a priority project for implementation by the city.

IV. Discussion of Key Issues/Concerns and Desired Outcomes

Dave Siegel, Dena Horton, and Michael Harrison make up the PI team. Dave Siegel led the group through brainstorming key issues, concerns, and desired outcomes for the project.

Key Issues to Address:

- Pedestrian accessibility.
- Safety/connectivity.
- SR-503/I-5 Interchange and the back-up on the interstate highway.
- There is confusion regarding this study and development for Wal-Mart, roundabouts, etc. – a misperception was created when an article in the paper appeared linking the TISP with roundabouts. The role and purpose of the project needs to be clearly defined so people separate this project from the others.
- Address both short-term and long-term development.
- Address the possible need for roundabouts and how they can accommodate trucks.
- Future commercial, industrial, and residential traffic.
- Need to keep business moving, especially at the north end of town.

- Dike Road Interchange and adjacent intersections with Sherman and Robinson Roads – intersection spacing standards and intersection spacing adjacent to interchanges. Don't create the same problem as currently exists at the main Woodland interchange in relation to the CC Road.
- Interchange spacing issues, construction impacts on business, and additional right of way needs.
- Take time with community and state legislators to explain the process and develop a timeframe, explain SR-503 improvements, and explain what has to be considered and what cannot be considered as part of the project (e.g. Access Decision process, railroad coordination, etc.). It's not as simple as just go out and build.
- East - West circulation - Scott Avenue may be alright, but need good circulation to get to Scott Avenue.
- Potential for another interchange further north or south. State and federal regulations that govern design and access points – opportunities and limitations (note 2 mile spacing for rural interstate highway interchanges).
- Dave Ripp has historic photos of the I-5 interchanges.
- Railroad location and potential development of a third rail line through the project area. Dike Road Interchange and the third rail issue are tied together and need to assume the third rail will be built in the future.
- Dave Ripp noted that the north (Dike Road) interchange is preferred by trucks, even those heading south to Portland/Vancouver.
- Coordination and sensitivity to county land use plan and the City of Woodland completing a plan in a year or two. Need to be sensitive to coordination of land use/relationship/coordination of plans. Need to be able to clearly explain our assumptions to the public.
- Public education regarding the project and being able to explain that based on trends, development patterns, etc. this is why the project is being done and the plan is being developed. It needs to be a simplistic explanation of planning process, including a timeline. Think about how to convey the concepts of master planning.
- Points of communication – have literature prepared to hand out and give information to people at places they frequent. Participate in the Planters Day Festival June 14 – 17th. Also put information in the Lewis River Review, and the Longview Daily News South County Edition. Consider flyers to businesses.
- Continuity of the current representation and composition of this group. It is difficult for new people to step in, catch up, and participate as meaningfully as those who have been on board from the beginning.
- Implications of natural disasters and other emergencies – there is a need to address an eastside escape route, particularly for Mt. St. Helens.
- Seismic design for earthquake safety and water issues for the interchanges. Jeff Bareness will look into bridge sufficiency ratings and/or any other data available on seismic capacity of the existing state highway structures.
- Address current railroad crossing problems and speeds through town (see Andrew Wood at WSDOT re: rail traffic growth, delays, etc.). It is anticipated that trains will increase from 50 to 60 to 108 per day.
- Consider recreation and future recreational development too.

Desired Outcomes:

- Adopt a traffic plan that makes sense and is modern (currently seeing rail delays on Scott Avenue and some on Davidson). Purpose of project is to improve traffic flow and provide a more comprehensive and connected multi-modal travel network.
- Implement SR-503 projects in highway systems plan – use this plan to validate them.
- Figure out how to hand off the plan to WSDOT for addressing interchange issues and making improvements along the state highways in the study area – need partnering with WSDOT.

- The resulting plan and projects need to meet state standards. We also need to agree on purpose and need for major improvements.
- Good access planning by the City and Port of Woodland will make over 500 acres of industrial property more attractive for future development.
- The city will need to respond to DOT's access management standards along state highways by 2008. We need to consider the implications of development and redevelopment along these corridors as relates to implementing these standards.
- The full build out of industrial land coupled with sound access improvements will support over 4,000 living wage jobs. Test future land use assumptions that could provide some guidance to the Comp Plan update.
- Public and elected official understanding and support. Establish good communications and coordination with regional, state and federal agencies, as appropriate.

V. Stakeholders and Advisory Committees

Dave Siegel explained the role and functions of the Steering/Technical Advisory Committee (STAC), Citizen Advisory Committee (CAC), and led the group in brainstorming members for these committees and potential stakeholders to interview. Both the STAC and CAC would be advisory in capacity to the Project Management Team (PMT).

Steering/Technical Advisory Committee:

- Elaine Huber and Dave Monge, City of Woodland
- Dave Ripp, Port of Woodland
- Jeff Barsness, Karyn Anderson, local maintenance engineer, Ken Hash, SW Region WSDOT
- Andrew Wood, WSDOT Rail
- Rosemary Siipola and Jerry Sorrell, CWCOG
- Cowlitz County (**need name**)
- School District (**need name**)
- Emergency Responders (**need name**)
- Clark County – Land Use (**need name**)
- Regional Transportation Council (RTC)? (**need name**)

Citizen Advisory Committee:

- Kathy Kirby
- Bill Behrens, President, Woodland Chamber of Commerce
- Darlene Johnson, Woodland Freight/Industrial
- John Melinck, Manufacturing/Industrial
- Larry Schlecht, Schlecht Construction
- CDID #2 / Farmers (**need name**)
- Bill Raybill - Steel industry representative, particularly for oversize loads
- Tourism/Recreation (**need name**)
- Environmental interest group (**need name**)

It was suggested the Chamber of Commerce could be used to get people of similar interests together to hear their concerns as a group rather than as individuals. Also, there are 90 Woodland residents who are Clark County residents not Cowlitz County.

Stakeholder Interviewees:

There will be 16 interviews conducted including the following people and/or organizations:

- Ted Sprague or Corey Balkan, Cowlitz Economic Development Council (CEDC)
- Homebuilders – Pacific Lifestyle Homes, Cowlitz/Clark Homebuilders Association (**need name**)
- Woodland School Board member (**need name**)
- Tom Golik – Downtown Revitalization

- Manufacturing representative – perhaps Lydia Work of American Paper Converting (**need name**)
- New owners of the Oak Tree (**need name**)
- Port Commissioner (**need name**)
- City Councilmember (**need name**)
- County Commissioner (**need name**)
- Rick Keniston, WSDOT – FHWA Liaison
- Congressman Brian Baird and Senator Joe Zarelli (funders)
- Trucking/Industrial (Steel, Sonoco or Fleetwood) (**need name**)
- Dean Lookingbill, Regional Transportation Council

Dave Siegel led the group through a brainstorming exercise of questions they would like answered by the stakeholder interview process.

Interview Questions:

- What brought you to Woodland – why are you here? What are your goals? Identify quality of life and business issues.
- Current use characteristics and desired use characteristics?
- How do transportation issues affect their businesses?
- Is there or will there be a problem?
- Goals for the transportation system?
- What are the priorities?
- How do you perceive growth in the community?
- How valuable are landmarks and historical resources?
- How open are they to funding Woodland specific transportation improvements? Will they help? How? If it is identified as Woodland only infrastructure (not I-5 or SR-503).
- What are we missing?

Committee Roles:

- Develop operating guidelines for the committees that spell out roles and responsibilities.
- This needs to remain a regional planning process where CWCOG is the lead agency and has a Regional Transportation Planning Organization (RTPO) function. There will need to be a Memorandum of Understanding with the city, county and CWCOG. Ultimately, the CWCOG board would be responsible for approving the TISP and using it to prioritize projects for use when lobbying legislators.
- STAC and CAC are advisory.
- OK for general public to speak at CAC meetings within a limited time slot.
- Need an organizational flow chart.

Project Partnering Meeting:

- Required by DOT on these types of projects. Will accomplish the following:
 - Aligning expectations, agreeing on roles and responsibilities, establishing clear lines of communications, and identifying ways to resolve potential disagreements in order to get to decisions in a timely manner. Project partnering is intended to create “win-win” attitudes, to promote teamwork and to minimize the risk of cost and schedule overruns.
 - Following the partnering session, a “partnering charter” will be drafted for signature by all participating parties, providing a reference point for all parties to move forward in a collaborative manner.
- The Partnering Session will occur June 1, 2007 from 2:30pm – 4:30pm at the Woodland City Hall and will cover:
 - Roles

- Responsibilities
- Protocols
- Change management
- Resolution of differences of opinion
- Approval of committee members
- Approval of list of stakeholders to interview
- Approval of interview questions
- Discussion of Public Involvement Plan

VI. Discussion of General Public Involvement Objectives

- Transparency of decision process – the roles, responsibilities, rules of engagement, and decisions with lines of authority need to be spelled out very clearly, particularly for the public.
- This effort is the launch point for a series of meetings leading to a plan that will be implemented in the future. People will need to understand the process will take time, but their patience and commitment are needed. This will be an ongoing effort and education/re-education along the way will be needed.
- This effort will identify the needs and expectations of the users.

VI. Data Transfer/Needs

Anne received several discs of information from Jerry Sorrell and Karyn Anderson. Any additional data needs will be communicated to Jerry.

VII. Other Issues

Communication:

- Anne requested input on desired communication check-ins. Elaine Huber asked if written progress reports will be sent. Anne and Jerry will communicate weekly and determine if additional communication with the group or individual members is needed. Jerry will send out weekly emails on the project status.
- CWCOG is lead agency and will be the functional “face of the project”.
- Updates will be included in CW-COG Communiquè newsletters and posted on the website.

Key Contacts:

- The sign-in roster with each participant’s contact information was distributed.

Meeting adjourned at 3:52pm.

Woodland Transportation Infrastructure Strategic Plan Project Management Team Meeting #1 Minutes

Date and Time: August 7, 2007 2:00 – 4:00 pm
Location: Woodland Grange, 404 Davidson Avenue, Woodland, WA

Attendance

Jerry Sorrell, Cowlitz Wahkiakum Council of Governments (CWCOG)
Rosemary Siipola, CWCOG
Anne Sylvester, Parametrix
Christine Sylvester, Parametrix
Michael Harrison, Parametrix
Doug Monge, Mayor of Woodland
Kei Zushi, City of Woodland
Elaine Huber, Woodland Public Works
Dave Ripp, Port of Woodland
Kathleen Griffin, Woodland School District
Karyn Anderson, Washington State Department of Transportation (WSDOT)

I. Old Business

Anne Sylvester handed out the Charter Implementation Plan that was developed based on the committee's discussions at the last STAC meeting. Anne read the partnering charter to the group and asked committee member to sign the Plan.

II. Stakeholder Interviews

Anne reviewed with the group the purpose of conducting Stakeholder Interviews which was to:

- Identify key issues, concerns and opinions
- Identify potential implementation ideas that are important to elected officials

Anne provided an overview of the key findings outlined in the Stakeholder Interview Report these key findings included:

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

Jerry Sorrell requested a before and after visual simulation be completed if possible and WSDOT offered to assist the creation of a simulation. This simulation would be used as a public outreach tool. Committee members were asked to email their comments on the Draft Stakeholders Report to Jerry.

III. Vision and Desired Outcomes

Anne provided copies of the draft Vision and Desired Outcomes and discussed the significance of both to the overall planning process. These are tools to help ground the project and remind participants of the primary project goals as we develop and evaluation improvement options.

Several committee members requested the congestion item to be revised to state 'Manages congestion now and in the future by maintaining or improving the level of service of I-5 ramps'. Anne also mentioned how the vision and desired outcomes will be presented for the discussion at both the CAC meeting and the Open House.

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, how it is measured and the purpose of these measurements. She also provided descriptions of the current intersections that received a failing rating. These intersections are along narrow sections of SR 503 east of the I-5 interchange area. This highway section is also experiencing high crash rates. Anne mentioned that most of these crashes were likely caused by vehicles turning onto and off the highway.

During the discussion of rail crossings, Rosemary Siipola (with the assistance of WSDOT) offered to provide additional railroad data to Parametrix. This data would include crossing usage and frequency of train data. Several committee members asked for clarification of the access management section. WSDOT staff offered to research the required access management standards along SR 503. Anne also discussed the report figures, specifically explaining the purpose and usefulness of each figure. Committee members voiced concerns about the current residential development north of SR 503 that is within the 100 year floodplain. Elaine Huber also mentioned that Sandhill cranes have been seen along the river and in the bottom lands and should be added to the lists of area wildlife.

V. Financial Baseline Report

Anne explained the function of the Financial Baseline Report which is to provide a foundation for the development of improvement alternatives that is grounded in the reality of available funding options and potential. She led the group through a discussion of the various available financial resources detailed in the report. During this discussion several additions or changes were requested including:

- Doug Monge requested the SDC's be referred to as transportation impact or assessment fees and that they mention a connection to new development.
- The Federal Transit Administration should be removed as this funding source won't be of use in local project implementation.
- A discussion of how projects are prioritized and funded on the state road system should be added.
- A Transportation Community System Preservation Pilot Partnership should be added.
- Elaine requested text be added to explain how much harder it will be to compete for funding once the city reached 5,000 people when it is no longer a "small city" and becomes an "urban area" that must compete with all other urban areas in the state.
- Anne noted that questions had been raised about clearance under I-5 and the I-5 bridge sufficiency ratings. WSDOT staff indicated that they will provide the necessary data.

VI. Jurisdictional Briefing and Open House

Anne indicated that a Jurisdictional briefing will be held the day of the Open House starting at 3:30 PM on August 16, 2007. Anne and Jerry also discussed format and content of the Open House and there was further discussion of the methods that are being used to reach out to the community. STAC members were invited to the Open House and asked to assist given their knowledge of the project. STAC members were also asked to assist the community outreach effort by mentioning the Open House to their employees, friends and neighbors.

VII. Other Issues

Anne asked if committee members had any additional issues to discuss and with no comments received the meeting adjourned at 3:44PM.

Woodland Transportation Infrastructure Strategic Plan Steering Technical Advisory Committee Meeting #2 Minutes

Date and Time: October 30, 2007 2:00 – 4:00 pm
Location: Council Chambers, Woodland City Hall, 230 Davidson Avenue, Woodland, WA

Attendance

Kei Zushi, City of Woodland
Elaine Huber, Woodland Public Works
Jeff Barsness, Washington State Department of Transportation (WSDOT)
Kathleen Griffin, Woodland School District
Jerry Sorrell, Cowlitz Wahkiakum Council of Governments (CWCOG)
Rosemary Siipola, CWCOG
Anne Sylvester, Parametrix
Christine Sylvester, Parametrix

I. Old Business

Anne Sylvester handed out signed copies of the Charter Implementation Plan that was developed based on the committee's discussions at previous STAC meetings.

Minutes from the August 7, 2007 STAC meeting were approved.

II. Future Baseline Conditions Report

Anne introduced the Future Baseline Conditions Report by providing an explanation for how the land use and street network assumptions were developed. Anne discussed the significance of these assumptions and requested comments from committee members.

Anne also reviewed the intersection performance results and improvements needs. During this discussion, Rosemary Siipola requested that a proposed road along the northern perimeter of the city from Old Pacific Highway to SR 503 be removed from further consideration. She also suggested that options along SR 503 should include both full widening with a continuous left turn lane in the center and widening only for the more significant intersections. Other committee members agreed that turn pockets along SR 503 may be sufficient to reduce delay and improve safety. Rosemary also noted that the City currently has a year to respond to state requirements for adopting an access management ordinance to implement state access management guidelines along SR 503. Perhaps this could be addressed in a new City's pending Transportation System Plan (TSP). Other items that could be addressed would include street standards, landscaping requirements and other elements related to street system development.

Jeff Barsness asked that the model be run to see if congestion at the Interstate 5 interchange is acting as a meter for traffic projections along SR 503. If the interchange is improved, would this add more traffic along the state highway. It was noted that during the AM peak, traffic is currently queuing up to the freeway mainline at the northbound off-ramp to SR 503. Elaine Huber mentioned that six acres near Green Mountain Rd could possibly be rezoned and that such an event would alter future conditions. Finally, Jeff mentioned the current Wal-Mart project mitigation that would add roundabouts to the Dike Rd interchange ramps. However, he noted that this should not preclude our considering different interchange concepts over the long-term.

Several committee members requested existing conditions data be added to the future baseline conditions report for purpose of comparison. Additional information would include adding existing available storage to accommodate projected traffic queues. Anne also mentioned that the two Goerig intersections would meet signal warrants.

III. Improvement Alternatives

Anne provided two maps that documented project ideas received at the Open House and projects currently listed in the cities TSP. These maps were used to help refine projects that will be modeled and discussed in future reports.

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

- Add connection between Robinson Road and Schurman Way rather than between Robinson and Heritage Streets
- Realign northern Goerig Street and close current intersection
- Remove Atlantic Street and Pacific Avenue northern extension projects from further consideration
- Ensure that Woodland has at least one railroad crossing south of Dike Road that is not at-grade
- Further investigate the feasibility of an I-5 over-crossing given the existing water table and its potential effects on a local street undercrossing.
 - Kathleen Griffin offered to provide previously collected geotechnical data for existing and proposed school sites.
 - Jeff will research soil and boring logs currently in WSDOT's possession
- Enhance Downriver Drive and provide additional connectivity
- Extend proposed Robinson Road connection to a proposed I-5 overpass somewhere in the vicinity of Scott Avenue
- Raise I-5 near Scott Avenue to provide enough room for an undercrossing

IV. Evaluation Criteria

Anne led the group through the evaluation criteria and provided an explanation of how the criteria will be used. Several committee members ask that text be added to state "Improve access to major community destinations such as schools, downtown, recreation and commercial/employment centers".

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. Jerry also mentioned that he is still available to speak to local groups about the project.

VI. Other Issues

Anne asked if committee members had any addition issues to discuss and with no comments received the meeting adjourned at 3:55 PM.

Woodland Transportation Infrastructure Strategic Plan Steering Technical Advisory Committee Meeting #3 Minutes

Date and Time: January 8, 2008 2:00 – 4:00 pm
Location: Council Chambers, Woodland City Hall, 230 Davidson Avenue, Woodland, WA

Attendance

Ryan Lopossa, Cowlitz County
Elaine Huber, Woodland Public Works
Dennis Ripp, Woodland Public Works
Jeff Barsness, Washington State Department of Transportation (WSDOT)
Kathleen Griffin, Woodland School District
Jerry Sorrell, Cowlitz Wahkiakum Council of Governments (CWCOG)
Rosemary Siipola, CWCOG
Steve Harvey, CWCOG
Anne Sylvester, Parametrix
Christine Sylvester, Parametrix
Jim Phillips, 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 24th Open House.

II. Old Business

Anne Sylvester verified that all committee members had received a signed copy of the Charter Implementation Plan.

Minutes from the October 30, 2007 STAC meeting were approved following a revisions of page 1. Currently, the minutes state queuing occurs during the AM peak at the I-5 northbound ramp; this should be revised to state that queuing occurs during the PM peak.

II. Improvement Alternatives

Anne 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 reviewed the evaluation criteria approved at the October STAC meeting and explained the evaluation matrix provided to committee members. 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 presented at the next STAC 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 used either signals or roundabouts for intersection traffic control. Committee members expressed the several concerns and requested the following revisions to these concepts:

- Jeff Barsness and Kathleen Griffin stated a preference for Concept 5.
- Several committee members suggested adding a right-in/right-out at the future entrance to Wal-Mart.

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 suggested meeting with the WSDOT rail and FHWA liaisons and promised to provide freeway as-builts to the project team.
- Jeff also suggested 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.

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 committee felt that many of these concepts either could not be approved by WSDOT or were so complex as to cause further problems, so several of these concepts were dropped. The following are concerns or suggested mentioned during this discussion.

- Chuck Blum, Mayor City of Woodland, suggested adding a new concept that would create a split diamond interchange for Dike Access Road and Scott Avenue. The committee expressed concerns that this concept would force more traffic into the downtown area while reducing the number of northbound on-ramps. The committee requested this concept not be carried forward for further consideration.
- Rosemary Siipola requested that concept 5 (variation of the Port Way overcrossing with connections to Scott Avenue along the freeway frontage) be carried forward and that forecasts be done to measure how much traffic would be pulled away from Dike Road and SR 503.
- Jeff mentioned a concern for I-5 ramps with concept 1, specifically if a Port Way crossing was constructed at grade with an I-5 overpass. Jeff thought converging traffic from the I-5 ramp and frontage roads would create a safety problem.

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

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 supported the findings that N and S Pekin Road was the best alignment for this arterial route.

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 Sorrell mentioned 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.

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. The committee expressed concerns about the large footprint several of the concepts would leave and was also concerned about ease of access through the interchange. Rosemary suggested concept 5A be modified to add U-turn facilities.

III. Other Issues

Anne asked if committee members had any additional issues to discuss and with no comments received the meeting adjourned at 4:05 PM.

Woodland Transportation Infrastructure Strategic Plan Steering Technical Advisory Committee Meeting #4 Minutes

Date and Time: June 10, 2008 2:00 – 4:00 pm
Location: Council Chambers, Woodland City Hall, 230 Davidson Avenue, Woodland, WA

Attendance

Ryan Lopossa, Cowlitz County
Duane Decker, Cowlitz County
Dennis Ripp, City of Woodland
Kei Zushi, City of Woodland
Bob Jones, City of Woodland
Jody Stout, City of Woodland
Jeff Barsness, Washington State Department of Transportation (WSDOT)
Karyn Anderson, WSDOT
Ken Hash, WSDOT
Erica Rainford, Port of Woodland
Michael Green, Woodland School District
Jerry Sorrell, Cowlitz Wahkiakum Council of Governments (CWCOG)
Rosemary Siipola, CWCOG
Steve Harvey, 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 STAC meeting were approved.

II. 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 improvement concepts discussed at the previous STAC meeting. Anne also mentioned that these options include cost estimates.

During the remainder of this meeting Jim Phillips and Anne reviewed each option and discussed how these options inter-relate.

I-5 at Dike Road

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

- Jeff Barsness asked if staged construction costs had been included in the cost estimates which was confirmed by Jim.

- Ken Hash thought the cost estimates were low and Anne agreed to review and further refine the estimates with assistance from WSDOT.
- General concern was expressed that large trucks may have trouble navigating the tear drops to which Jeff responded that the tear drops have been designed to accommodate a 138 foot truck.
- Rosemary Siipola stated a preference for Alternative 3B, the Roundabout Alternative, given the likelihood of land use re-designation in the area. Rosemary also stated that the higher cost of signals, potential widening of Dike Access Road and improved access to the Port of Woodland aided her decision.
- Jerry Sorrell asked if a mock roundabout had been constructed for area truck drivers to try. Jeff confirmed that a mock roundabout had been done several years ago and that Woodland area trucks had no trouble navigating the roundabout.
- Ryan Lopossa stated a preference for Alternative 3B, the Roundabout Alternative, saying he felt trucks would not have problems navigating through the roundabout.
- Jeff clarified that the tear drops being constructed by Walmart could be revised or replaced in future.

Alternative 3B was selected to be carried forward and will be presented at the Open House.

I-5 at SR 503

At the interchange of Interstate 5 (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 several concerns and comments on these options:

- Rosemary stated that though the footprint of the roundabout option is large, she thought area residents would have no trouble understanding how to use the roundabouts.
- Some attendees expressed concerns that visitors to the area would find the roundabouts hard to navigate. Signing would be a significant challenge. Ryan stated that clean signage would make it easier for visitors to use the roundabouts and the lower construction cost of this option warranted further consideration.
- Attendees asked if additional on- or off-ramps near Scott Avenue were considered and Jeff clarified that FHWA would not allow additional ramps but could consider relocating existing ramps south to Scott from Dike Road.
- Jerry asked for clarification of the restrictions at Buckeye Street and Anne explained had access would be restricted at this intersection with the roundabout option.
- Michael Green stated a preference for roundabouts and requested they continue to be considered.
- 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 reconnecting N Pekin Road to Scott Avenue west of the railroad tracks. These crossing options were presented to the committee and the following concerns were mentioned:

- Dennis Ripp asked if with the overcrossing option there would still be access to a parcel south of Scott Avenue/east of the Railroad. Jim said with this option the property would likely have to be acquired.

- Attendees stated a preference for Pekin Road Connection Option 2.
- Rosemary said she thought both Pekin Road Connection projects should be carried forward and potentially a Local Circulation Plan should be done.
- Attendees stated a preference for Option 4D, Scott Avenue Undercrossing, because it had less impact to property access, especially on the eastside and cost less.
- Rosemary stated a preference for Option 4D, Scott Avenue Undercrossing because it would provide better access to the Port of Woodland.
- Jeff asked if by adding a new crossing at Scott whether work would still be needed at the intersection of I-5 and SR 503. Anne said that the Scott crossing would pull enough traffic away from this intersection to require only minor changes. These minor changes, named Option 6, would include adding some turning lanes and redirecting CC Street to A Street with a signal.
- Jeff said he thought any crossing project should be completed in conjunction with improvements at I-5 and SR 503.

Crossing option 4D was identified as the preferred course of action and will be presented at the Open House. However, both options will continue to be considered as part of a westside local circulation plan.

SR 503 (Goerig to Evergreen)

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.

III. 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.

IV. Draft SR 503 Limited Route Development Plan

Anne mentioned that the draft plan is available to STAC members and requested comments.

V. Other Issues

Anne asked if committee members had any additional issues to discuss and with no comments received the meeting adjourned at 3:55 PM.