

TRANSPORTATION ELEMENT

I. *GOALS AND POLICIES*

A. **Introduction**

The ability to move goods and people is essential for a healthy community. The Transportation Element describes how Lewis County's transportation system provides for this movement now and in the future. The Transportation Element identifies existing transportation system characteristics, establishes Level of Service ratings, identifies existing and future needs, identifies strategies to satisfy these needs, and analyzes projected revenues to ensure that necessary improvements will be constructed concurrent with demand.

Transportation plans in Washington are expected to be consistent with local, regional and statewide planning efforts. The Lewis County Transportation Element must be consistent with the Statewide Multi-modal Transportation Plan, the draft Southwest Regional Transportation Plan, and local jurisdiction plans, while addressing countywide issues.

B. **Growth Management Act Requirements**

Lewis County was mandated to begin planning under the Growth Management Act (GMA) in 1993. The GMA attempts to provide a framework for addressing land use/transportation linkages and provide a mechanism for growth that will maintain the quality of life in the community. Although the GMA has very specific requirements, flexibility is written into the law so that each county can tailor its plan to its community vision and goals. The GMA Planning Goal (3) for Transportation (RCW 36.70A.020) states:

“Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.”

The GMA requires development of a transportation element within the County's Comprehensive Plan that contains:

- An inventory of transportation facilities and services (air, water, rail, and land-including roadways, transit, ferries, non-motorized, and freight);
- Level of Service standards for all arterials and transit routes to address desired land use goals;
- Recommended actions for bringing into compliance any facilities and services that are below an established LOS standards;
- Ten year traffic forecasts based on future growth identified in the Land Use Element;
- The necessary infrastructure (adequate transportation facilities and services) to handle growth be planned for and developed concurrent with or within six-years of new development;
- A funding analysis of recommended transportation projects;

- System management and expansion needs to meet current and future demands;
- Consistency with other elements of the Comprehensive Plan (particularly between the Land Use and Transportation Elements), with other jurisdictions' comprehensive plans, and with regional transportation plans.

In 1998, the Washington State Legislature enacted the “Level of Service Bill” (House Bill 1487) which amended the Growth Management Act to include additional detail regarding state-owned transportation facilities in the transportation element of comprehensive plans.

C. Transportation Element Goals, Objectives and Policies

The Lewis County Transportation Element provides a framework document for the decision makers of the region to coordinate the transportation and land use elements of local comprehensive plans. This Element was developed to address the need to solve transportation problems that extend beyond individual jurisdictions throughout the County. It provides an assessment and strategy for addressing issues, such as economic development, urban traffic congestion, safety, the movement of goods, and access to tourist sites.

T GOAL Improve County roads and bridges to current standards as funding allows.

T GOAL The County should encourage the implementation of a safe, convenient, and efficient transportation system.

***Objective T1** Provide transportation facilities and improvements in relation to the needs and functions they are intended to serve.*

Policy T 1.1 The size and design of transportation facilities and improvements should be appropriate for their anticipated needs and functions.

***Objective T2** Develop strategies to ensure sufficient financing for the maintenance of all existing countywide transportation facilities.*

***Objective T3** Provide a transportation system that minimizes risk for all users of the county transportation system.*

Policy T3.1 The transportation of hazardous waste should be limited to specific routes within the county, except for collection or delivery trips to local industrial and/or commercial sites

Policy T3.2 Existing locations in the road system which have access management and/or safety problems should be identified and corrective resources prioritized toward those locations.

Policy T3.3 The design of new transportation systems should have safety as a priority.

Policy T3.4 Support a road and walkway lighting program keeping with current illumination policy.

Objective T4 *Manage growth of the transportation system in a way that minimizes adverse environmental impacts and enhances the quality of life for residents of the county.*

Policy T4.1 Utilize sound and environmentally responsible design principles in roadway and transportation facility construction.

Policy T4.2 Transportation facility design should minimize adverse effects on sensitive natural features where feasible.

Policy T4.3 Where the location of transportation facilities will result in unavoidable environmental impacts, such impacts should be mitigated as far as is reasonable.

T GOAL **Facilitate coordination between land use and transportation planning between and within different jurisdictions.**

Objective T5 *Provide an intermodal transportation system.*

Policy T5.1 Encourage the development of uniform design standards for the county transportation system.

Policy T5.2 Establish a development review procedure to aid in the preservation of county-wide significant transportation corridors.

Policy T5.3 Coordinate plans, programs and projects with local, regional, state and federal agencies to ensure consistency between land use development and transportation facilities on a regional basis.

Policy T5.4 Offer data on county transportation facilities to local governments to aid in the evaluation of transportation impacts resulting from development. This includes development and maintenance, in cooperation with other local agencies, of a county-wide transportation model.

Policy T5.5 Encourage citizen input in planning traffic safety improvements so as to better serve area residents.

T GOAL Land use development and redevelopment should be coordinated and balanced with the transportation facilities needed to support them.

Objective T6 Develop a transportation system that equitably addresses the needs of resource, rural, urban lands, and critical areas.

Policy T6.1 Right-of-way for new roadways or the improvement of existing roadways should be obtained prior to or concurrent with development.

Policy T6.2 Permit new development only when required transportation improvements have been made prior to or concurrent with construction.

T GOAL Preserve and enhance the existing county-wide transportation roadway network.

Objective T7 Strive to provide adequate local routes connecting commercial and industrial lands with the county and regional road system.

Policy T7.1 Strive to provide sufficient funds to construct and maintain routes serving rail, air and port facilities. This support should be at a level of service to support present and future demands on commodity movements and should come from all levels of public and private agencies.

Policy T7.2 Establish priorities and determine needed alignments for routes that serve economic development opportunities.

Policy T7.3 Identify and assess resources to improve a core system of all-weather roads to move natural resource commodities.

T GOAL Provide adequate capacity and safety, to accommodate demand for air service, at county airports.

Objective T8 Coordinate with regional and state agencies to fulfill state-wide needs for the potential siting of new facilities for international cargo and passenger air travel.

Policy T8.1 Cooperate with Airport Authorities to ensure that there are appropriate ground transportation links, at county airports, to accommodate passengers, cargo and other services.

Policy T8.2 Observe FAA standards for development in airport areas, including height limitations, noise mitigation, and land use considerations.

Policy T8.3 Discourage residential development in airport approach zones or in other high noise areas around airports.

T GOAL Preserve and improve existing rail corridors and facilities.

Objective T9 Maintain sufficient rail capacity and storage to accommodate rail freight traffic while supporting passenger service within the rail corridor.

Policy T9.1 Reduce conflicts between rail and vehicular traffic wherever practical, particularly through the implementation of safe crossings.

Policy T9.2 Work with rail interests to increase rail capacity to meet current and future rail car storage demands.

Policy T9.3 Identify options to mitigate impacts of urban congestion on freight movement around the I-5 corridor. Transportation system management measures should be implemented as appropriate.

Policy T9.4 Work closely with cities and individuals to ensure that implementation of the high-speed rail corridor upgrade is fair and considers the safety and local access impacts in small communities.

TGOAL Plan and develop a multi-modal county transportation system that will enhance access and mobility for users of all modes of travel to major destinations in the county.

Objective T10 Encourage the use of alternative transportation modes to decrease reliance on the private automobile

Policy T10.1 Provide adequate facilities and services for alternative transportation modes by identifying specific corridors and alignments and protecting needed right-of-way.

Policy T10.2 Help transit agencies and WSDOT as they create options for alternative transportation modes, mass transit, and car/van pools.

Policy T10.3 Coordinate alternative transportation mode planning with other jurisdictions.

Policy T10.4 Encourage and facilitate the use of alternative means of travel by linking activity centers with such things as pedestrian walkways and bicycle paths.

Policy T10.5 Assure that all citizens, including low-income individuals, people with disabilities and other disadvantaged individuals, have access to basic transportation services.

Policy T10.6 Encourage local and regional transportation systems which contribute to the provision of basic transportation services, enhance mobility of the community, promote energy conservation, and relief from future traffic congestion.

Policy T10.7 The County should encourage consistency and uniformity of standards in the multi-modal county transportation system.

T GOAL Establish land uses and urban patterns that support public transportation and promote ridership.

Objective T11 Coordinate land use decisions with existing and planned public and quasi-public transportation services.

Policy T11.1 Plan for higher density land uses along public transportation corridors.

Policy T11.2 Assist transit agencies to explore options to link public transit systems across the county.

Policy T11.3 Consider incorporation of the work of the Lewis County Rural Transit Plan into future public transportation decision making.

Policy T11.4 Encourage park-and-ride lots at suitable, convenient locations.

Objective T12 Encourage the establishment of safe pedestrian and bicycle access throughout the county as part of the non-motorized circulation system.

Policy T12.1 Strive to site an alternative route along a parallel corridor where implementation of a pathway on the county road system is not feasible.

Policy T12.2 Encourage safe and convenient pathways and crossings at hazardous locations along county-wide travel corridors.

Policy T12.3 Consider construction of safer and more convenient pathways in future County improvement projects that are constructed on the designated regional bicycle system.

Policy T12.4 Design and develop pedestrian and bicycle paths as funding priorities allow.

Policy T12.5 Develop criteria for determining the need for and location of pedestrian facilities within unincorporated urban areas.

T GOAL Provide the means by which the adequacy of the County road system is measured to assure that adequate facilities are present or planned and funded at the time of development.

Objective T13 Maintain Level of Service (LOS) standards consistent with current County road standards and with the goals, objectives, and policies of this Comprehensive Plan.

Policy T13.1 Have transportation facilities either in place, or planned and funded to be in place within six years of any development, to assure that the County maintains concurrency between planned growth and needed facilities.

Policy T13.2 Assure that projects which cannot meet the concurrency requirements of RCW 36.70A.060(B) be prohibited to assure planned development does not overwhelm existing facilities.

Policy T13.3 Make efficient use of existing facilities and assure that transportation LOS not be so narrowly defined that single or isolated network problems result in significant disruption, when reasonable alternatives are available or necessary. Thus, the County will look at corridor wide measures of service, rather than single movement or intersection measures, where reasonable alternatives are available.

Policy T13.4 Encourage the improvement of existing facilities, even where overall regional facilities are not in place.

Policy T13.5 Use the Institute of Traffic Engineers A-F traffic performance scale, in connection with the TModel 3 calculations for purposes of identifying both need and priority for County funding and construction of transportation capacity enhancement projects on State Routes and major county roadways.

Policy T13.6 Encourage the efficient use of existing facilities and to avoid dislocations caused by artificial or overly narrow assessment of traffic deficiency at a specific location when the overall system is able to accommodate traffic. For this reason, concurrency in Lewis County for arterials shall be determined as follows:

1. The peak hour shall include the peak commute hour and the next highest hour adjacent to the peak commute hour.
2. The concurrency measure shall apply to state routes and major county roadways and be calculated on a corridor

basis. A corridor is defined as including the principal routes and affected intersections, together with associated routes and intersections that provide reasonable alternatives for the expected trips. The LOS for concurrency purposes is measured on a corridor average and not any single facility within the corridor. The level of service shall be calculated on the basis of the total traffic-carrying capacity of the corridor, when measured against the total traffic potentially using the corridor. The level of service for deficiency purposes for both urban and rural areas shall be when the overall average applied to state routes and major county roadways for the entire corridor falls below LOS "D".

3. The concurrency measure shall also include transportation demand management strategies, transportation alternatives, and prorata participation. Where a project will affect a corridor which is at or below the measured LOS as provided in 1 and 2 above, but will pay, in whole or in part, for facilities which will improve safety or the flow of traffic, or fund a prorata share of a planned bypass or alternate and meets County objectives for housing or economic development, the project shall be considered consistent with these goals and policies and may be approved.
4. The County shall adopt specific development regulations to implement 1-3 above.

Policy T13.7 State Facility LOS and Concurrency - Follow the LOS for state facilities as adopted pursuant to RCW 47.06 and 47.80 and to prioritize its Transportation Plan accordingly.

Policy T13.8 State Facility LOS and Concurrency - Where state funding is not adequate to meet state-mandated levels of service on highways of state significance, it is the policy of Lewis County to encourage new development to occur in locations which promote the overall goals of the comprehensive plan and to participate in traffic mitigation programs to reduce or mitigate impacts, to the extent practical, and to participate in local efforts to identify and develop reasonable alternatives.

II. TRANSPORTATION INVENTORY

This section of the transportation element summarizes the existing transportation facilities and services currently in use in the unincorporated portions of Lewis County. The inventory includes a variety of multimodal facilities and describes all travel modes used in the County for mobility.

A. Roadways

1. Roadway Inventory

There are over 1,888 miles of public and private roads within Lewis County, including the County's 1,065 miles of owned and operated roadways. Additionally, there are 165 miles of recorded private roadways that are not maintained by Lewis County or any of its cities, and 215 miles of primary and secondary forest access roads. Within the Roadway System, the County maintains 196 bridges and 5,110 culverts. The Washington State Department of Transportation (WSDOT) is responsible for a system of state freeways and state routes. Nine cities (Centralia, Chehalis, Morton, Winlock, Napavine, Toledo, Pe Ell, Mossyrock, and Vader) are responsible for their own roadway systems within their city limits. Below is a summary of the County's primary highways, streets and roadways.

Interstate



A view of Interstate 5 from the Labree Road over-crossing.

- Interstate 5: Is the major four-lane route (two lanes each direction) for north and south travel to destinations within and through the Lewis County. Within Lewis County this facility serves Centralia, Chehalis, Napavine, Winlock, Toledo and Vader. Most of the County's population is clustered along this Interstate highway, which serves as the link from Lewis County north to Interstate-90 in Seattle and south to Interstate-84 in Portland.

United States Highways

- US-12: This facility is the primary route for east and west travel from I-5 to the Cascade Mountain Range. It traverses the County east from I-5, south of Chehalis, through White Pass to I-82 at Yakima. By way of I-5, it connects north and west to Grays Harbor County. This two-lane facility provides the primary access to the eastern half of Lewis County. From west to east this facility serves Centralia, Chehalis, Napavine, Mossyrock, Morton, Randle and Packwood.

State Routes

- SR-6: This facility provides the primary east and west connection between I-5 and the Pacific Coast, through Western Lewis County to Pacific County. It serves Pe Ell and Chehalis.
- SR-7: This facility runs north and south-from US-12 , serves the cities of Morton and Mineral and connects with Pierce County and Mount Rainier National Park.
- SR-122: This facility runs from US-12 at the City of Mossyrock north around Mayfield Lake connecting again to US-12 one mile west of the lake between Silver Creek and Salkum.
- SR-123: This facility runs north and south in Lewis County connecting Mount Rainier National Park and White Pass via US-12.
- SR-131: This facility runs north and south in east Lewis County and connects to U.S. Forest Service Roads serving Mount St. Helens National Monument and to US -12 serving Randle.
- SR-505: This facility runs east and west in Lewis County serving Winlock and Toledo, connecting to I-5 and SR-504.
- SR-506: This facility is located in the southwestern section of Lewis County, connecting with Interstate-5 and proceeding through Vader to Cowlitz County.
- SR-507: This facility runs north and south in Lewis County serving Centralia and Chehalis north to the county line.
- SR-508: This facility runs east and west through Lewis County serving Onalaska and Morton, and connects to Interstate-5 and SR 7.
- SR-603: This facility runs north and south from SR 6 near Chehalis to SR 505 at Winlock.

Highways of Statewide Significance (HSS)

Within Lewis County, Interstate 5 and US-12 have been designated as Highways of Statewide Significance (HSS). Both are classified as arterials.

Arterials

All arterials within Lewis County are designated as part of the county-wide system serving local designations. These include: I-5, all state routes, Bishop Road, Coal Creek Road, Galvin Road, Harrison Avenue, Jackson Highway, Kresky Avenue, Lincoln Creek Road, Reynolds Avenue, Gold Street and National Avenue.

2. Functional Classification

Classification of streets and highways in the State of Washington is based upon guidelines prepared by the Federal Highway Administration (FHWA) and administered by the Washington State Department of Transportation (WSDOT). Streets are classified based on the degree to which they provide through movement and land access functions. Specific criteria used in defining streets include, but are not limited to the following:

- The character and relative length of trips;
- Existing, anticipated and/or projected traffic volume; and
- The relationship of a street to the land use(s) it serves.

Lewis County uses eleven different functional classifications - six rural and five urban. In the Transportation Element, the term "arterials" refers to the collection of all urban principal arterials, urban minor arterials, urban collector arterials, rural major collectors, and rural minor collectors. These roads make up what is sometimes referred to as "the primary system" of County roads.

Based on the street function, certain land use policies and street standards should apply. For example, minimum right-of-way dedication requirements, design speed, daily traffic volumes, access control, and sidewalk requirements should be adopted per classification designation. These requirements are codified in the County's zoning code and/or adopted street standards.

- **Interstates** accommodate large numbers of vehicles with limited access points allowing for higher speed and longer average trip lengths. The **Rural Interstate** classification is the interstate system outside of the urban area and the **Urban Interstate** classification is that part of the system located in urban areas.
- **Principal arterials** are streets and highways which carry the greatest portion of through or long-distance travel. Such facilities serve the high-volume travel corridors that connect major generators of traffic. The selected routes provide an integrated system for complete circulation of traffic, including ties to the major rural highways entering the urban area. **Rural principal arterials** are connected rural routes serving state-wide or interstate travel. **Urban principal arterials** are the highest volume corridors and carry the major portion of traffic into and out of urban areas, as well as those trips bypassing the central city.
- **Minor arterials** are streets and highways that connect with remaining arterial and collector roads that extend into the urban area.. Minor arterial streets and highways serve less concentrated traffic-generating areas, serve as boundaries to neighborhoods and collect traffic from collector streets. Although the predominant function of minor

arterial streets is the movement of through traffic, they also provide for considerable local traffic that originates or is destined for points along the corridor. **Rural minor arterials**, along with principal arterials, form a rural network linking cities and larger towns, providing for relatively high overall travel speeds and minimum interference to through movement. **Urban minor arterials** distribute traffic to areas smaller than those served by principal arterials and place more emphasis on land access than higher classifications. It includes urban connections to rural collector roads. Spacing for minor arterials may vary from 1/8 to 1/2 mile in the central business district to 2-3 miles in the suburban fringes, but should normally be not more than 1 mile in fully developed areas.



Jackson Highway south of Chehalis – an example of an urban section of this arterial roadway.

- **Collectors** are streets that provide direct services to residential areas, local parks, churches and areas with similar uses of the land. To preserve the amenities of neighborhoods, they are usually spaced at about half-mile intervals in order to collect traffic from local-access streets and convey it to major and minor arterial streets and highways. Collector streets are typically one to two miles in length. Direct access to abutting land is essential. **Rural Collector** routes generally serve travel within the county, with travel distances shorter than on arterial routes and typically with more moderate speeds. **Rural Major Collectors** should provide service to county seats not on an arterial route, larger towns not served by higher systems, and other traffic generators of county importance, as well as link these places to nearby larger towns or cities. **Rural Minor Collectors** serve smaller communities by collecting traffic from local roads and bringing all developed areas within a reasonable distance of a collector road. **Urban Collectors** provide circulation within residential neighborhoods, commercial and industrial areas.

- **Local access roads** are the remaining streets not selected for inclusion in the arterial or collector classes. They allow access to individual homes, shops, and similar traffic destinations. **Rural local access roads** provide access to adjacent lands and serves travel over relatively short distances. **Urban local access roads** provide direct access to abutting land and to the higher classification of roadways. Through traffic is discouraged.

Table 6.1 illustrates a comparative inventory of the mileage by functional classification of each classified roadway type. This includes all State, County, and City roads.

Table 6.1: Inventory of Roadway Types

Functional Classifications	Rural County	Urban Within Cities	Urban Within UGAs	Total Miles
Rural – Interstate (I-5)	30.15	0.00	5.50	35.65
Rural – Major Arterial (US-12)	80.82	0.32	3.52	84.65
Rural – Minor Arterial (SR-6)	47.89	1.04	1.26	50.18
Rural - Major Collector (SR-505, 506, 507, & 508)	184.69	4.39	8.56	197.64
Rural – Minor Collector	130.63	0.03	0.79	131.45
Rural – Local Access	685.13	0.83	13.37	699.33
Urban – Principal Arterials (Interstate)	9.19	14.97	6.95	31.11
Urban – Principal Arterials (Other)	0.00	12.87	0.09	12.96
Urban - Minor Arterials	8.46	9.98	7.95	26.38
Urban – Collector	22.15	15.23	1.45	38.83
Urban – Local Access	44.97	141.54	13.82	200.33
Subtotal Miles	1,244.08	201.19	63.26	1,508.53
Private Roads	0.00	0.00	0.00	165.00
Forest Access Roads	215.00	0.00	0.00	215.00
TOTAL MILES	1,459.08	201.19	63.26	1,888.53

Rest Areas

Currently there is one rest area located in Lewis County. It is in East Lewis County along US-12 at milepost 126 (approximately 5 miles west of Packwood). It is owned by the Federal Highway Administration and operated and maintained by Washington State Department of Transportation. Services include restroom facilities and picnic areas that are open year round.

Scenic Routes

Scenic and recreational highways total over 212 miles within Lewis County. **Table 6.2** lists these routes.



Blue Star Memorial Highway – This monument is placed at the Mossyrock Dam lookout on US Highway 12.

Table 6.2 Regional Recreation Network - Scenic & Recreation Highways¹

Roadway	Location	Length in Miles
US Highway-12	East/ west roadway connecting Yakima County, Lewis County, and Grays Harbor County serving Centralia, Chehalis, Napavine, Mossyrock, Morton, Randle and Packwood.	84.65
State Route 6	East/ west roadway between Lewis County and Pacific County serving Pe Ell and Chehalis.	25.86
State Route 7	North/south roadway, from Highway-12, in Lewis County and connects with Pierce County and Mount Rainier National Park serving Morton and Mineral.	16.16
State Route 122	Traverses Mayfield Lake on its north side, connecting to US-12 to the east in Mossyrock and to the west of the lake.	7.89
State Route 123	North/south roadway in Lewis County connecting Mount Rainier National Park and White Pass via US-12.	7.56
State Route 505	East/west roadway in Lewis County serving Winlock and Toledo, connecting to Interstate-5 and SR-504.	16.48
State Route 508	East/west roadway through Lewis County serving Napavine and Morton, and connects to Interstate-5 and SR-7.	31.83
Stevens Canyon Road (federal)	East/west roadway through southern Mount Rainier National Park from Paradise Visitor Center to State Route-123 and US-12.	21.73

¹ Washington's Scenic and Recreational Highways, July 1993.

Forest Service Roads

Currently there are over 215 miles of primary and secondary forest access roads as part of the Lewis County transportation network, which are defined by the United States Forest Service and presented in **Table 6.3:**

Table 6.3 Forest Service Roads

Location		Length in Miles
<i>Primary Routes</i>		
Route 21	South of Packwood, Johnson Creek to Chambers Creek	17.98
Route 23	South of Randle, Off of Route 25 along Cispus River	8.22
Route 25	South of Randle, Along Iron Creek	11.27
Route 26	South of Randle, Off of Route 25, Cispus River to Quartz Creek	8.34
Route 52	Northwest of Packwood, Along Skate Creek	17.71
<i>Secondary Routes</i>		
Route 20	South of Packwood, along Smith Creek	13.70
Route 22	North Fork of Cispus River	18.05
Route 27	East End of Riffe Lake	-
Route 28	Cispus River along Yellowjacket Creek	4.77
Route 29	Along Yellowjacket Creek	5.21
Route 44	Northeast of Packwood, from Ohanapecosh River along Carlton Creek	5.41
Route 45	Northeast of Packwood, from Ohanapecosh River along Cartright Creek	3.71
Route 47	North of Randle, along Silver Brook	21.90
Route 48	Southeast of Packwood, along Hager Creek	13.25
Route 55	Along Silver Creek	13.95
Route 63	North along Davis Creek	15.36
Route 74	Along Little Nisqually River	28.19
Route 75	North of Randle, along Silver Brook	8.19



Forest Service Route 21 – This gravel roadway provides access from US 12 into the Gifford Pinchot National Forest near Packwood.

B. Public Transportation

Twin Transit

The Lewis Public Transportation Benefit Area (LPTBA) is authorized under RCW Chapter 36.57A and has been doing business as Twin Transit since 1977. The cities of Centralia and Chehalis comprise Twin Transit's service area. One Lewis County Commissioner and one elected official each from Centralia and Chehalis make up the LPTBA Authority.

Twin Transit provides accessible fixed-route and paratransit services.

Twin Transit has two types of service standards: 1) Ridership of ten passengers per hour, per route is anticipated; and 2) Half-hourly headways are scheduled for core service areas during peak hours on most routes.

Twin Transit has a facility in Centralia that accommodates transit administration, maintenance and bus storage. The Centralia Train Depot in downtown Centralia serves as a transfer point between routes. The Greyhound Bus Station is on a Twin Transit route as well as two official park and ride facilities.

Expansion plans occur as necessary to serve newly annexed and development areas within the authorized service area. Ultimately, Twin Transit Management envisions serving all of Lewis County.

Lewis Mountain Transit, a private service, provides periodic service from the urban areas to east County small towns. The County encourages alternate transit solutions in the County and looks to the regional transportation planning process to address issues of service area and levels of activity.

Park and Ride Facilities

There are currently three park and ride facilities located within Lewis County and listed below. The two official sites are maintained by WSDOT.

- Mellen Street (Centralia)/I-5
- Main Street (Chehalis)/I- 5
- Unofficial site, SR-505/I- 5

C. Air Service

There are four public airports located in Lewis County, all having limited facilities. Additionally, there are 19 private airstrips in the county. Publicly owned airstrips are listed in Table 6.4.

The Chehalis-Centralia Airport is a general aviation airport that is located within the city limits of Chehalis. It is especially important to the County since it is the largest airport in the County and serves a major portion of the population of the region. The current operating runway is 5,000-feet long, with supporting taxi-ways serving 36,000 annual operations.

Access to the airport from Interstate-5 is located at Exit 79. The County-City Airport Board manages this airport.

Table 6.4: Lewis County Airports

Airport Name	City/Town	Direction from Downtown	Ownership
Chehalis-Centralia	Chehalis	West	Public
Strom Field	Morton	East/Southeast	Public
Packwood County	Packwood	West/Southwest	Public
Toledo-Winlock	Toledo	Northeast	Public



Toledo-Winlock Ed Carlson Memorial Field Airport.
This public facility is located three miles north of Toledo.

D. Rail Service

Rail System Facilities and Services

There is one main rail line in use in the County which provides both freight and passenger service. This main line is owned and operated by Burlington Northern & Santa Fe Railway (BNSF). AMTRAK, which operates along this BNSF owned rail line, serves the Centralia/Chehalis area with a depot in downtown Centralia. Plans to enhance existing service in this corridor make passenger rail transportation even more important. Centralia has an existing passenger terminal that can take advantage of this unique situation. Currently, there are three passenger trains scheduled in each direction each day carrying Lewis County residents north to Vancouver, British Columbia and south to Eugene, Oregon.

A \$2.1 billion High-Speed Rail Upgrade of the 466-mile rail corridor stretching from Vancouver, British Columbia to Eugene, Oregon is underway. The purpose of upgrading the rail corridor is to get people out of their cars, transfer truck freight onto rail and off I-5, free up capacity on the freeway and reduce the need to add capacity to the freeway.



Burlington Northern Santa Fe Railroad in Winlock

Work began in 1993 to convert 51 miles of rail line (from Chehalis to South Bend, in Pacific County) to a recreational trail. The Rails-to-Trails project has been spearheaded by the Washington State Parks and Recreation Commission (WSPRC) with cooperation and participation by WSDOT, Lewis County, Pacific County and the cities of Pe Ell, Raymond and South Bend. A Route Development Plan has been written for WSDOT and WSPRC has completed a Master Plan for the corridor which include proposed new trailheads and campgrounds.

The City of Tacoma owns and operates the Chehalis Western Railroad (now called the Tacoma Eastern Railroad), that extends north from Morton through the southwest corner of Pierce County, west across central Thurston County, then south to the I-5 corridor and its terminus in Chehalis. A rail project, Freight Access By Rail (FAR), is proposed for this rail line. If accepted, it would attract truck freight traffic off I-5 and onto rail to free up capacity on I-5. The City of Yelm and Thurston Regional Planning Council (TRPC) have applied for TEA21 grant funds to study the feasibility of upgrading the Tacoma Eastern (TE) rail line. The project would create a new freight corridor using grant funds to rehabilitate abandoned track between the cities of Morton and Yelm to Class 4 capability. The corridor would continue on TE tracks across southern, rural Thurston County, avoiding the northern urbanized areas around Olympia, Lacey and Tumwater, and follow I-5 south to the rail terminus in Chehalis. If realized, the FAR Project could boost economic development efforts in East Lewis County.

In addition, the Puget Sound and Pacific (PS & P) and the Curtis, Melburn and Eastern (CM+E) rail lines serve industrial development in Lewis County.

E. Non-Motorized Facilities

Bicycle Facilities

The Lewis County Bicycling Advisory Committee was formed in 1985. In the first several years of its existence, it identified a comprehensive bicycle trail system throughout the County. A survey prepared for the Lewis County Comprehensive Park and Recreation Plan (1995) indicated a renewed desire for bicycle trails, particularly in the east end of the County along US-12 and County roads.

The proposed Cannon Road Walk/Bike Pathway, stretching approximately 5 miles from the community of Packwood (from the junction of Skate Creek Road and SR-12) to the High Valley residential area is one such improvement. The proposal includes construction of shoulders that would accommodate both bicycles and pedestrians. This facility will provide nonmotorized vehicle access to the community of Packwood, a new ballfield, and the golf course in High Valley. Each year, the Seattle-to-Portland Classic passes through Lewis County increasing the visibility of bike facilities in the County. Also, the County hosts the Klein Classic bicycle ride in August, and the Lewis County Historical Bicycle Ride in May.

Pedestrian Facilities

Pedestrian facilities are provided in Lewis County as sidewalks, walkways, roadway shoulders, and, on low traffic volume roads, as shared facilities. Sidewalks are typically provided in urban areas. Paved shoulders and shared roadways provide effective pedestrian transport in much of the rural County.

Pathways/Trails

Hundreds of miles of trails meander through the forest and timberlands of the County. Many trails are also located within County and State parks. Two of the three State parks (Rainbow Falls and Lewis & Clark) have extensive trail systems. Four County Parks (Rose, Schaefer, Mayfield Lake, and South County) provide trail systems. As industrial and residential development occurs, the need for walking, biking, and jogging paths must be monitored and these smaller systems ultimately should be incorporated into a county and regional trail facilities system.

Proposed or developing pathways are as follows:

- Skate Creek/Cannon Road Pathway, Packwood north from US-12 past High Valley to the USFS border
- Cispus River Trail - Forest Service Road 23
- Woods Creek/Iron Creek Trail - Forest Service Road 25
- Rails-To-Trails - In 1993, the Washington State Parks and Recreation Commission (WSPRC) voted to convert the BNSF, line right-of-way from Chehalis to Raymond (Pacific County) into a multi-purpose trail. This 56 mile long segment will help to complete the cross-State trail from the Pacific Ocean to the eastern border of Washington.

This trail will be open to all non-motorized means of transportation and will provide a unique avenue between Chehalis and Willapa Harbor.

- City of Centralia (through Centralia extended into the urban growth area and Lewis County):
Chehalis River Trail is planned as a biking and walking trail that runs along the north bank of the Chehalis River from Fort Borst Park through the Washington Department of Wildlife game farm to the Galvin Road Bridge. This would ideally run to the Union Pacific Railroad (UPRR) right-of-way that is proposed as a multipurpose trail by WSPRC.
- Skookumchuck River Trail for walking and biking along the east side of the Skookumchuck River from the trail head at Schaefer County Park along BNSF right-of-way to the Wilbur Parkins Park. Utilizing a series of levies and BNRR and Chicago Milwaukee St. Paul & Pacific Railroad (CMSP&P) rights-of-way to Fort Borst Park where it could intersect with the Chehalis River Trail.
- China Creek Trail for biking and walking from the Little Hanaford Valley along the banks of China Creek and around the wetlands to a trailhead in the vicinity of the 6th Street Bridge.

Forest Service Trails

Many miles of trails are located in both the upper-elevation forest and alpine areas and the lower-elevation valleys. Two of the more popular early and summer season trails located in the Gifford Pinchot National Forest of Lewis County are Kraus Ridge Trail Route 275 (Randle Ranger District) and the Pacific Crest National Scenic Trail Route. Also, there are many forest service trails located in the National Forest Area of Lewis County including those in the Cowlitz Valley Ranger District (16 trails north of US-12); the Tatoosh Wilderness (1 trail); the William O. Douglas Wilderness (10 trails); the Goat Rocks Wilderness (16 trails); the Cowlitz Valley Ranger District (31 trails south of US-12); and Mount St. Helens National Volcanic Monument (5 trails).



The Cowlitz Valley Ranger Station in Randle

Equestrian Facilities

Lewis and Clark State Park has an equestrian facility which provides opportunities for horseman of all ages and abilities. The Southwest Washington State Fairgrounds is managed by Lewis County and provides other equestrian facilities. Additionally, there are many private equestrian facilities existing throughout the County.

F. Freight Mobility

Heavy vehicles, defined as those vehicles which equal or exceed 20,000 pounds gross vehicle weight, normally follow the County's main arterial roads including all State Routes. While nearly all County roads have sufficient capacity, the geometry at intersections does not always accommodate larger tractor trailer truck movements. An increasing problem relates to the structural integrity of the County road system that has been impacted by continued usage of large trucks, (e.g., logging trucks) or by recent flooding that has eroded a route's foundation.

The movement of freight and goods on the County road system by heavy vehicles is vitally important to the economic vitality of Lewis County. Forest and agricultural products and other commercial freight and goods must be able to be shipped without regard to weather restrictions on County roads. For this reason, County roads should be designed and constructed to withstand heavy truckloads in all seasons and to accommodate wider widths and turning movements necessary for normal truck travel.

The County uses a road classification system developed by WSDOT to classify County roads as truck routes. The classification of a route is based on the amount of freight hauled on that route. Classified freight and goods routes receive additional consideration in the County's LOS calculations. Both arterials and access roads may be designated as freight and goods routes. Currently within the County, I-5 is a T-1 Truck Route, US-12 from I-5 to the Mayfield Lake area is a T-2 Truck Route, and the remainder of US-12, as well as all other State Routes and other major County roads make up the T-3 and T-4 Truck Routes. For County roads, the classification criteria are described below.

Table 6.5. Lewis County Truck Route Classifications (WSDOT)

Classification	Annual Gross Tonnage	40-ton (Gross) Truck Equivalent	Lewis County Arterial Miles
T-1	Over 10,000,000	Over 120 trucks/hour*	66.76 miles
T-2	5,000,000 to 10,000,000	60 to 120 trucks/hour*	19.50 miles
T-3	300,000 to 5,000,000	3.6 to 60 trucks/hour*	334.37 miles
T-4	100,000 to 300,000	1.2 to 3.6 trucks/hour*	147.26 miles
T-5	Over 20,000 in 60 days	Over 1 trucks/hour**	10.78 miles

*10 ton trucks with 30 ton payload running 8 hours/day, Monday through Friday

**10 ton trucks with 30-ton payload running 8 hours/day, 7 days/week, for 60 days

Source: WSDOT, 1998

III. LAND USE AND TRANSPORTATION

A. Existing and Future Land Use

1. Existing Land Use

The land use plans and transportation facilities in Lewis County are presently in agreement concerning overall development plans and assumptions for existing County facilities. Some regional shortcomings exist with respect to I-5 and the need to deal with state highway capacity and efficiency. To this end, it is the goal of Lewis County to:

- Support the state funding of I-5 improvements, including flood-proof improvements.
- Support the identification and development of new interchanges identified in the state's long-range program, including the La Bree Road and North Centralia interchanges.
- Support state and regional funding for rail improvements to promote both freight mobility and increased passenger use to promote local economic interests and to divert excess traffic from regional highway transportation corridors.
- Follow the adopted Six-Year Transportation Improvement Program for Lewis County and the funding priorities identified by Lewis County as well as those identified in the Regional Transportation Plan (1995 draft) as it now exists in draft and as it is adopted and implemented in the future.

2. Future Land Use

- Within the City UGAs of Centralia, Chehalis and Napavine, the County specifically adopts the transportation growth forecasts of each City, together with its capital facility, funding, and priority plan for road improvements.
- With cooperation of the cities, the County has developed and is refining a transportation model that covers the urban area that shall reflect the goals of this plan.
- Within rural areas, including areas of more intense development and non city UGAs, the County is anticipating moderate traffic growth rates on state highways.

3. Land Use Assumptions

The Transportation Element was prepared to be consistent with the land use assumptions of this Plan as well as to be consistent with those used in the Southwest Regional Transportation Plan. Land use forecasts were developed as part of the overall plan. By using these forecasts as a basis for the transportation analysis, there will be a strong correlation between land development and transportation to help achieve concurrency. Land use assumptions are based on the policy to maintain low density in the rural area and higher density in the urban areas and urban growth areas. These forecasts reflect residential, commercial and industrial development within the unincorporated areas of the County, including those unincorporated portions of designated Urban Growth Areas (UGAs). A detailed description of these land use forecasts is presented in the

Land Use Element of the Comprehensive Plan. Assumptions regarding density of development were made to translate land area to residential dwelling units and building area. **Figure 6.6** illustrates the distribution of projected population in the unincorporated areas of Lewis County.

IV. EXISTING CONDITIONS (2000)

A. Level of Service

The Level of Service (LOS) calculation is the means by which the operation of road systems are measured to assure that adequate facilities are present or planned and funded to accommodate development. Level of Service is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from LOS A (very little delay) to F (long delays, congestion). Agencies are required to adopt regulations prohibiting any development which would cause a facility to drop below identified standards.



Middle Fork Road – Drivers occasionally share the road with cattle on this low volume roadway.

Roadways have two basic roles in serving the overall transportation needs in Lewis County. These are: to provide for the movement of people and goods (MOBILITY); and to provide access to land (ACCESS). These two concepts are the key to designing, developing, and locating the various classes of roadways.

Design, development, and locational standards used by Lewis County are contained in the “Design Manual” of the Washington State Department of Transportation, in the City/County design standards of the Local Agency Guidelines of the WSDOT, and in “Lewis County Road Standards for Urban and Rural Road Construction”.

Design and location of County roadways depends on a number of factors related to traffic demand and land use. Roadways in Lewis County must meet different standards depending on whether they are rural or urban arterials and whether they are inside or outside urban growth areas (UGAs). Roads are constructed to a higher operating standard within UGAs to serve higher density, and traffic demand. Constructing roadways to urban standards in undeveloped rural areas might have the potential of encouraging urban density development outside the UGAs.

As outlined in the goals and policies of this chapter, it is the policy of Lewis County to encourage the efficient use of existing facilities and to avoid overly narrow assessments of traffic deficiencies at specific locations when the overall system is able to accommodate projected traffic. For this reason, concurrency is measured on a corridor average and not on a single facility within the corridor. An affected corridor is defined as any road link or intersection on which a project may generate 50 new peak hour trips or turning movements. The level of service deficiency shall be when the overall average for the entire corridor falls below LOS D. The peak commute hour and the next highest hour adjacent to the peak commute hour will be used when determining concurrency. Where a project which meets County objectives for housing or economic development will affect a corridor which is at or below LOS D, but will pay toward facility improvements or fund a prorata share of a planned alternate, the project would be consistent with goals and may be approved. The Level of Service criteria to be used for assessing Lewis County roads and intersections is described in the County's Traffic Impact Analysis Guidelines.

B. Roadway Capacity Analysis

The current operation of the Lewis County roadway network has been assessed using a 'link capacity' analysis. Each roadway in the county has a theoretical maximum vehicle carrying capacity for a given time frame. The functional classification, number of lanes, presence of traffic signals or turn-lanes are examples of features that affect the volume of traffic a particular roadway segment can handle.

For this study, the Average Daily Traffic (ADT) volumes were used as the basis for the LOS assessment. The 'base year' ADT volumes were provided by WSDOT and Lewis County for a representative sample of Lewis County roadway segments. The counts were conducted between 1998 and 2000.

The Level of Service criteria used in this analysis are based on Federal Highway Administration methodologies described in the Highway Capacity Manual. The 1998 Florida Department of Transportation (FDOT) Level of Service Handbook has provided tables of generalized roadway level of service criteria using the methodologies outlined in the Highway Capacity Manual. The level of service tables used are provided in **Appendix A**.

Figure 6.7 shows average daily traffic volumes on the existing system.

The following tables provide a summary of the current Levels of Service. We have also provided the 'reserve capacity' at LOS D for each segment is also included. This is an indication of how much more traffic each roadway segment can accommodate and still maintain a LOS D standard. If the roadway is operating below LOS D, the reserve capacity is a negative number.

Table 6.6 Existing Roadway Level of Service (LOS) – Northwest Population Zone

Roadway Segment	Current Average Daily Traffic (ADT) Volume	Roadway Capacity at LOS D	Reserve Capacity	Level of Service
SR-6 – west of jct SR-603	6000	14,900	8,900	B
SR-6 – east of jct SR-603	10000	14,900	4,900	C
Jackson Highway at Chehalis Valley Dr.	5360	13,300	7,940	B
Jackson Highway at Dillenbaugh Creek	4200	13,300	9,100	B
Jackson Highway at SR-508	2500	13,300	10,800	B
Lincoln Creek Road at Manners Road	230	10,700	10,470	B
Lincoln Creek Road at Bridge #22	580	10,700	10,120	B
Seminary Hill Road at Gleason	360	10,700	10,340	B
Big Hanaford Road at Bridge #47	1670	10,700	9,030	B
Boistfort Road – south of SR-6	510	13,300	12,790	B



Curtis General Store – Located at the intersection of Boistfort Road and Curtis Hill Road.

Table 6.7 Existing Roadway Level of Service (LOS) – Mid County Population Zone

Roadway Segment	Current Average Daily Traffic (ADT) Volume	Roadway Capacity at LOS D	Reserve Capacity	Level of Service
SR-12 – east of jct I-5	9900	14,900	5,000	B
SR-12 – east of Jackson Hwy	7400	14,900	7,500	B
SR-12 – west of jct Salkum Rd	6600	14,900	8,300	B
SR-12 - east of jct SR-7	4800	14,900	10,100	B
SR-508 – west of Jackson Hwy	3800	14,900	11,100	A
SR-508 – east of Carlisle Ave. (Onalaska)	3300	14,900	11,600	A
SR-508 – west of SR 7	3100	14,900	11,800	A
SR-7 – north of jct SR-12	5300	14,900	9,600	B
Jackson Highway at Hwy 12	1450	13,300	11,850	B
Centralia Alpha at Newaukum Br #44	740	10,700	9,960	B

Table 6.8 Existing Roadway Level of Service (LOS) – Southwest Population Zone

Roadway Segment	Current Average Daily Traffic (ADT) Volume	Roadway Capacity at LOS D	Reserve Capacity	Level of Service
Jackson Highway at Lacamas Creek	800	13,300	12,500	B
SR-506 – west of jct Winlock Vader Road	980	14,900	13,920	A
SR-506 – west of jct Frontage Road	2000	14,900	12,900	A
SR-505 –east of jct Kerron St (SR 603)	4400	14,900	10,500	B
SR-505 – east jct Jackson Hwy	4600	14,900	10,300	B
SR-505 - east of St Helens St (Toledo)	5100	14,900	9,800	B
King Road at King Creek Bridge	270	10,700	10,430	B
Wildwood Road - west of SR-506	170	10,700	10,530	B

Table 6.9 Existing Roadway Level of Service (LOS) – Gateway Population Zone

Roadway Segment	Current Average Daily Traffic (ADT) Volume	Roadway Capacity at LOS D	Reserve Capacity	Level of Service
SR-7 – south of jct 706	2400	14,900	12,500	A
SR-12 - before jct SR-131	5300	14,900	9,600	B
SR-12 - west of Skate Creek/Snyder Road (Packwood)	4200	14,900	10,700	A
SR-12 - after jct SR-123	2200	14,900	12,700	A
SR-131 - south of SR-12	2300	14,900	12,600	A
SR-123 - north of SR-12	1400	14,900	13,500	A



US Highway 12 in Packwood

C. Existing Traffic Operations

Based on the described criteria, currently all County roadways in unincorporated Lewis County have sufficient capacity for current transportation needs. As shown in the previous tables, many of the roadways have daily traffic flows less than half of what could be accommodated.

The previous tables indicate the general ability of the existing roadway network to handle current traffic loads. However, specific factors could cause localized difficulties at certain intersections or on short sections of roadway. Some of these factors could include traffic peaking caused by commute traffic or school traffic, sporting or cultural event traffic or seasonal increase associated with Christmas shopping. Typically these traffic disturbances would be of short duration and would not warrant the construction of significant capacity improvements.

If an isolated stop sign-controlled intersection experiences excessive delay or congestion, it may be appropriate to construct turn lanes or to improve the traffic control. Traffic control improvements could include implementing all-way stop control (such as at the intersection of Jackson Highway and SR-508) or constructing a traffic signal system. These types of isolated improvements are based on site-specific need and are not measures of the overall function of the transportation system. The implementation of intersection improvements is typically addressed in the 6-year planning efforts by the county and in Traffic Impact Analyses prepared for larger developments.



Four-way stop-control at the intersection of Jorgensen Road and Burchett Road near Salkum

In addition to intersection improvements, there are other improvements that can be constructed to improve the overall safety of county roadways. Potential safety improvements include the following:

- Widening the existing travel lanes
- Improving horizontal and vertical curves
- Constructing or widening shoulders
- Removing obstructions to improve sight distances
- Road surface maintenance
- Constructing turn lanes at intersections
- Constructing sidewalks or bike lanes
- Adding street lighting



Carlisle Avenue, Onalaska – This curb, gutter, sidewalk and overlay project is an example of safety/pedestrian improvements constructed in an urban setting in an unincorporated part of the county.

D. Intergovernmental Impacts

The regional transportation plan, including the priorities and standards, has been regionally coordinated and will continue to provide the focus for regional discussion of land use impacts. No specific impact to neighboring counties' transportation networks has been identified originating from Lewis County's growth projections or land use plan. Lewis County shall continue to use the regional transportation planning process as the primary mechanism to assure regional coordination. The policy of Lewis County is to require the proponent of any new development affecting adjoining jurisdictions, not otherwise SEPA exempt, to specifically address consistency with the adjoining county comprehensive, land use, and transportation planning, as well as Lewis County plans and facilities as part of any request for approval. Lewis County will comply with HB 1487 and WSDOT for coordinated planning for transportation facilities and services of statewide significance.

E. Demand Management Strategies

It is the policy of Lewis County to encourage alternate means of transportation and transportation coordination to encourage efficient use of transportation facilities and multi-modal transportation facilities. The County has included the Regional Transportation Plan (1995 draft) as an Appendix to this plan and will provide incentives through development regulations to aid in accomplishing traffic reduction goals. It is the policy of Lewis County to work through the multi-county regional transportation process to coordinate demand management strategies and to support completion of an updated plan.

F. Development Approval

Lewis County shall adopt development regulations to prohibit approval of any development that causes the level of service, as defined in Section I, to fall below the standards adopted in this plan, unless necessary improvements are made concurrently with the development. Concurrent shall mean contemporaneous with the development impacts, or planned and funded for construction within six years.

V. FUTURE CONDITIONS

A. Traffic Volume Projections

To assess the future transportation needs of the county, and the ability of the existing roadway network to accommodate planned growth, traffic volumes were estimated for the 2007 and 2020 horizon years. The traffic volume projections were prepared using the current Lewis County transportation model. The transportation model was created using a computerized transportation network model program.

1. Forecasting Methodology

The Lewis County study area was modeled using the TModel2 software package. Existing land use and demographic information was provided by the respective cities, County and the traffic model consultant.

The modeling process developed for this study involved four major steps:

- Construction of a computerized street network system of the Lewis County transportation system
- Developing a computerized land use zone system and database inventory of households and employment
- Preparing base year model traffic volumes using trip generation factors and land use types to calibrate the model to current conditions
- Developing future traffic volumes using projected land use changes

The model was developed beginning in 1999 and was completed in its present form in early 2000. A technical document was prepared (Draft dated April 2001) describing the model process taken in developing the Lewis County travel demand forecasting model.

In addition to being used for preparing this Transportation Plan, the transportation model will continue to be a valuable tool for the County in assessing future roadway needs. The model will also be used to assess the traffic potential of larger developments that may have significant impacts to county roadways. The transportation model will continue to be refined and updated as necessary to accurately reflect existing transportation characteristics and to remain consistent with long-range land use planning efforts.

2. Model Post-Process Calibration

The transportation model has been calibrated to a high degree of accuracy for the system-wide roadway network. However, the accuracy of model volumes for particular roadway segments may vary based on a variety of factors. To account for the occurrence of local variation, a 'post-process' calibration was applied to the model-generated traffic volumes.

The post-process calibration involved calculating the difference between the model-generated volumes for the 1999 base-year and for the 2020 horizon year. This difference is considered the model-volume growth increment. The model volume growth increment was then added to the actual traffic volume counts for each roadway segment. Similarly, the 2007 traffic volume scenario was calculated by applying a percentage of the model growth increment to the actual traffic counts. The post process calculation used to generate future year traffic volume estimates for this study are shown in **Appendix B**.

B. Future Conditions (6 Year)

Lewis County annually develops a Transportation Improvement Program (TIP) to address roadway deficiencies. As described previously, the deficiencies can be capacity- or safety-related. Most of the improvements included in the 6-year TIP are intended to address safety-related deficiencies or pavement restoration. Each annual update is hereby adopted by reference in the transportation element of the county Comprehensive Plan and is available through the Public Works Department.

The types of improvement projects that are included in this element can be divided into several major categories:

New Construction - New Construction refers to construction of new roadways on new alignments or reconstruction of existing roadways where more than 50 percent of the project length involves significant shifts in horizontal or vertical alignment. New roadways are added to the County's roadway system, and additional right-of-way is usually required.

Reconstruction - Reconstruction generally refers to projects that provide for the reconstruction of roadways and appurtenances to existing standards. Improvements to the horizontal and vertical alignments may be made but affect less than 50 percent of the project length. The construction of additional lanes may be included, and additional right-of-way may be required.

Resurfacing, Restoration, and Rehabilitation - Resurfacing, Restoration, and Rehabilitation refers to projects that restore the existing roadway surface. This type of project generally provides for resurfacing of the roadway to provide structural adequacy, restoration of the roadway surface condition, and minor safety improvements. The work may include minor widening to provide roadway continuity. Additional right-of-way is not usually required.



King Road northwest of Winlock – rehabilitation of this roadway is a project in the current 6-year TIP.

Preservation - Preserving the existing system and protecting the heavy investments already made to the system is of great importance to Lewis County. Preservation can prolong the life of the existing transportation system through such projects as repaving roads, rehabilitating bridges and rock fall protection.

Safety - Safety refers to projects that upgrade existing substandard roadway design elements, improve existing operational features, or reduce potential hazards of existing roadside features.

Paths, Trails, and Sidewalks - Paths, Trails, and Sidewalks are projects that establish, construct, reconstruct, or rehabilitate bicycle and/or pedestrian facilities.

Bridge Replacement/Rehabilitation - Bridge Replacement/Rehabilitation refers to projects that reconstruct or rehabilitate existing bridges.

Planning/Study - Planning/Study refers to projects that identify and/or design future roadway corridors or projects in advance of capital improvement funding.

6-Year Horizon Traffic Volumes

Figure 6.8 shows estimated traffic volumes for 2007.

The following tables show the estimated traffic volumes and Level of Service for the 2007 horizon year.

Table 6.10 2007 Roadway Level of Service (LOS) – Northwest Population Zone

Roadway Segment	2007 Daily Traffic (ADT) Volume	Roadway Capacity at LOS D	Reserve Capacity	Level of Service
SR-6 – west of jct SR-603	6250	14,900	8,650	B
SR-6 – east of jct SR-603	7840	14,900	7,060	C
Jackson Highway at Chehalis Valley Dr.	5620	13,300	7,680	B
Jackson Highway at Dillenbaugh Creek	4730	13,300	8,570	B
Jackson Highway at SR-508	4040	13,300	9,260	B
Lincoln Creek Road at Manners Road	600	10,700	10,100	B
Lincoln Creek Road at Bridge #22	1030	10,700	9,670	B
Seminary Hill Road at Gleason	440	10,700	10,260	B
Big Hanaford Road at Bridge #47	1850	10,700	8,850	B
Boistfort Road – south of SR-6	620	10,700	10,080	B

Table 6.11 2007 Roadway Level of Service (LOS) – Mid County Population Zone

Roadway Segment	2007 Average Daily Traffic (ADT) Volume	Roadway Capacity at LOS D	Reserve Capacity	Level of Service
SR-12 – east of jct I-5	10650	14,900	4,250	D
SR-12 – east of Jackson Hwy	8570	14,900	6,330	C
SR-12 – west of jct Salkum Rd	6920	14,900	7,980	B
SR-12 - east of jct SR 7	5260	14,900	9,640	B
SR-508 – west of Jackson Hwy	5450	14,900	9,450	B
SR-508 – east of Carlisle Ave. (Onalaska)	3490	14,900	11,410	A
SR-508 – west of SR-7	3500	14,900	11,400	A
SR-7 – north of jct SR-12	5650	14,900	9,250	B
Jackson Highway at Hwy 12	3610	13,300	9,690	B
Centralia Alpha at Newaukum Br #44	1490	10,700	9,210	B



City of Morton looking north from US-12

Table 6.12 2007 Roadway Level of Service (LOS) – Southwest Population Zone

Roadway Segment	2007 Average Daily Traffic (ADT) Volume	Roadway Capacity at LOS D	Reserve Capacity	Level of Service
Jackson Highway at Lacamas Creek	1240	13,300	12,060	B
SR-506 – west of jct Winlock Vader Road	1270	14,900	13,630	A
SR-506 – west of jct Frontage Road	2490	14,900	12,410	A
SR-505 –east of jct Kerron St (SR-603)	4350	14,900	10,550	B
SR-505 – east jct Jackson Hwy	5250	14,900	9,650	B
SR-505 - east of St Helens St (Toledo)	5480	14,900	9,420	B
King Road at King Creek Bridge	520	10,700	10,180	B
Wildwood Road - west of SR-506	350	10,700	10,350	B

Table 6.13 2007 Roadway Level of Service (LOS) – Gateway Population Zone

Roadway Segment	2007 Average Daily Traffic (ADT) Volume	Roadway Capacity at LOS d	Reserve Capacity	Level of Service
SR-7 – south of jct 706	2540	14,900	12,360	A
SR-12 - before jct SR-131	5810	14,900	9,090	B
SR-12 – west of Skate Creek/Snyder Road (Packwood)	4420	14,900	10,480	B
SR-12 - after jct SR-123	2380	14,900	12,520	A
SR-131 - south of SR-12	2510	14,900	12,390	A
SR-123 - north of SR-12	1590	14,900	13,310	A

Projected 2007 Traffic Operations

Based on the described criteria, the County roadways in unincorporated Lewis County currently have sufficient capacity to accommodate the increase in traffic anticipated over the next six years. Although the current roadway system has adequate capacity, the county will continue to upgrade roadways to improve various safety elements. Roadway improvements may also be constructed to improve access to appropriately zoned lands to encourage economic development.



Jackson Highway south of Chehalis - Entrance to a growing regional business park

C. Future Conditions (20 Year)

Figure 6.9 shows projected traffic volumes for 2020. The following table shows the estimated traffic volumes and Level of Service for the 2020 horizon year.

Table 6.14 2020 Roadway Level of Service (LOS) – Northwest Population Zone

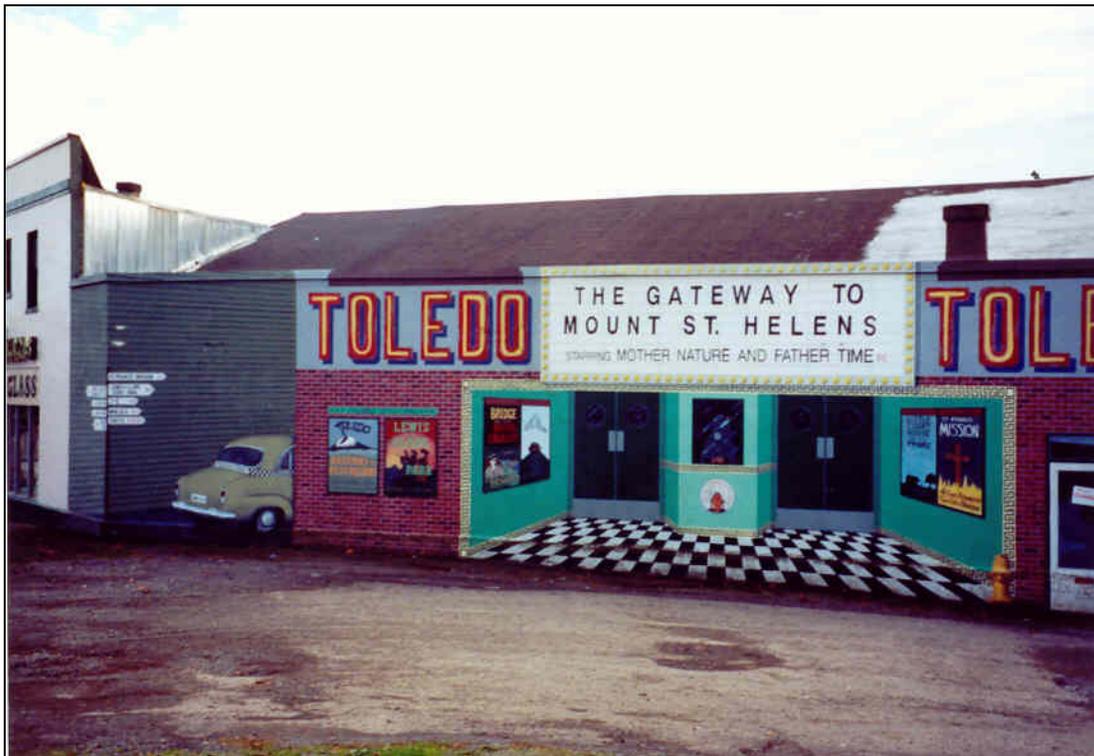
Roadway Segment	2020 Average Daily Traffic (ADT) Volume	Roadway Capacity at LOS D	Reserve Capacity	Level of Service
SR-6 – west of jct SR-603	6650	14,900	8,250	B
SR-6 – east of jct SR-603	8240	14,900	6,660	C
Jackson Highway at Chehalis Valley Dr.	6040	13,300	7,260	B
Jackson Highway at Dillenbaugh Creek	5600	13,300	7,700	B
Jackson Highway at SR-508	6540	13,300	6,760	C
Lincoln Creek Road at Manners Road	1190	10,700	9,510	B
Lincoln Creek Road at Bridge #22	1760	10,700	8,940	B
Seminary Hill Road at Gleason	580	10,700	10,120	B
Big Hanaford Road at Bridge #47	2150	10,700	8,550	B
Boistfort Road – south of SR-6	810	13,300	12,490	B

Table 6.15 2020 Roadway Level of Service (LOS) – Mid County Population Zone

Roadway Segment	2020 Daily Traffic (ADT) Volume	Roadway Capacity at LOS D	Reserve Capacity	Level of Service
SR-12 – east of jct I-5	11880	14,900	3,020	D
SR-12 – east of Jackson Hwy	10460	14,900	4,440	C
SR-12 – west of jct Salkum Rd	7440	14,900	7,460	C
SR-12 - east of jct SR-7	6020	14,900	8,880	B
SR-508 – west of Jackson Hwy	8130	14,900	6,770	C
SR-508 – east of Carlisle Ave. (Onalaska)	3800	14,900	11,100	A
SR-508 – west of SR-7	4160	14,900	10,740	A
SR-7 – north of jct SR-12	6220	14,900	8,680	B
Jackson Highway at Hwy 12	7130	13,300	6,170	C
Centralia Alpha at Newaukum Br #44	2700	10,700	8,000	C

Table 6.16 2020 Roadway Level of Service (LOS) – Southwest Population Zone

Roadway Segment	2020 Average Daily Traffic (ADT) Volume	Roadway Capacity at LOS D	Reserve Capacity	Level of Service
Jackson Highway at Lacamas Creek	1960	13,300	11,340	B
SR-506 – west of jct Winlock Vader Road	1730	14,900	13,170	A
SR-506 – west of jct Frontage Road	3280	14,900	11,620	A
SR-505 –east of jct Kerron St (SR-603)	4260	14,900	10,640	B
SR-505 – east jct Jackson Hwy	6310	14,900	8,590	B
SR-505 - east of St Helens St (Toledo)	6110	14,900	8,790	B
King Road at King Creek Bridge	930	10,700	9,770	B
Wildwood Road - west of SR-506	630	10,700	10,070	B



This mural is visible from Kellogg Way (SR 505) in downtown Toledo.

Table 6.17 2020 Roadway Level of Service (LOS) – Gateway Population Zone

Roadway Segment	2020 Average Daily Traffic (ADT) Volume	Roadway Capacity at LOS D	Reserve Capacity	Level of Service
SR-7 – south of jct 706	2770	14,900	12,130	A
SR-12 - before jct SR-131	6630	14,900	8,270	B
SR-12 – west of Skate Creek/ Snyder Road (Packwood)	4780	14,900	10,120	B
SR-12 - after jct SR-123	2670	14,900	12,230	A
SR-131 - south of SR-12	2850	14,900	12,050	A
SR-123 - north of SR-12	1900	14,900	13,000	A

1. Projected 2020 Traffic Operations

As stated earlier, the transportation planning model has incorporated the 20-year land use projections outlined in the land use section of this comprehensive plan. Based on the described criteria, all County roadways in unincorporated Lewis County have sufficient capacity to handle traffic increases through the 2020 planning horizon.

2. Site-Specific Traffic Impact Analyses

There are currently several proposals for specific development projects within unincorporated Lewis County. If these larger developments occur, potentially a large amount of residential and commercial infill planned for the entire unincorporated county area may occur within a concentrated area. All large developments will be required to prepare a Traffic Impact Analysis (TIA) of the projected traffic conditions expected at the completion of the proposed development. The TIA would identify if additional roadway improvements are needed to accommodate the new traffic generated by the specific development. The TIA for each successive development in a localized area would be required to include the estimated traffic from all of the other planned developments that were currently in the permitting process. If the cumulative effect of development causes specific roadways or intersections to operate at less than acceptable standards, roadway improvements would need to be funded or constructed by the developer that would improve the operation of the roadway network to an acceptable level.



Sweet gum trees line the future Birchfield Parkway.



Future entrance to the Birchfield development from Middle Fork Road.

VI. HB 1487 COMPLIANCE (STATE FACILITIES)

The 1998 legislation, House Bill 1487, known as the “Level of Service” Bill, amended the Growth Management Act, Priority Programming for Highways, Statewide Transportation Planning, and Regional Transportation Planning Organizations. The combined amendments to these RCWs were provided to enhance the identification of, and coordinated planning for, “transportation facilities and services of statewide significance (TFSSS)”. HB 1487 recognizes the importance of these transportation facilities from a state planning and programming perspective. It requires that local jurisdictions reflect these facilities and services within their comprehensive plan.

To assist in local compliance with HB 1487, the Washington State Department of Transportation (WSDOT), Transportation Planning Office and the Washington State Department of Community Development, Growth Management Program (now Office of Community Development) (OCD) promulgated implementation guidelines in the form of a publication entitled “Coordinating Transportation and Growth Management Planning”.

Together with these entities, Lewis County has worked to compile the best available information to include in the comprehensive plan amendment process.

- Inventory of state-owned transportation facilities located within Lewis County: Interstate 5 provides the major north-south link between Portland and Seattle through Lewis County. US-12 is the primary east-west route, providing the primary access to eastern Lewis County. The other State routes within Lewis County are as follows:
 - SR-6: provides east-west connection between I-5 and the Pacific Coast
 - SR-7: a north-south roadway running from US-12, connecting with Pierce County
 - SR-122: runs from US-12 at Mossyrock, connecting again with US-12 west of Mayfield Lake
 - SR-123: a north-south facility between White Pass and Mount Rainier
 - SR-131: a north-south roadway in east Lewis County, connecting to U.S. forest service roads serving Mount St. Helens and to US-12 to Randle
 - SR-505: an east-west roadway connecting to I-5 and SR-504
 - SR-506: a facility located in southwest Lewis County, connecting I-5 and Cowlitz County
 - SR-507: a north-south roadway serving Centralia and Chehalis north to the Lewis County line
 - SR-508: an east-west facility connecting I-5 and SR-7.
 - SR-603: a north-south roadway running from SR-6 near Chehalis to SR-505 at Winlock.



Approaching the intersection of two State facilities - SR-7 and US-12.

- Estimates of traffic impacts to state facilities resulting from local land use assumptions: **Figure 6.9** provides 20-year traffic volumes for state facilities within Lewis County. A description of how the volumes were generated is included in the Future Conditions sections of this document.
- Transportation facilities and services of statewide significance (TFSSS) within Lewis County: Interstate 5, State Route 12, Amtrak passenger rail services between Portland and Seattle, and the Burlington Northern & Santa Fe Railway freight rail line are included on the proposed list of TFSSS.
- Highways of Statewide Significance (HSS) within Lewis County: The Transportation Commission List of Highways of Stateside Significance lists Interstate 5 and State Route 12 as HSS within Lewis County.

Lewis County asserts that proposed improvements to state-owned facilities will be consistent with the Regional Transportation Plan (RTP) and the State Highway System Plan within Washington's Transportation Plan (WTP).

Lewis County affirms the establishment of LOS C/D mitigated for Highways of Statewide Significance (HSS).

Lewis County affirms regionally derived LOS standards for regionally significant highways (non-HSS) listed above.

Lewis County acknowledges that the concurrency requirement does not apply to transportation facilities and services of statewide significance in Lewis County.

Lewis County will continue to collaborate with WSDOT, OCD and Southwest Washington Regional Transportation Planning Organization to enhance the consistency of statewide transportation planning at the local, regional and state level and will make necessary changes in the transportation elements of the comprehensive plan as new or final information becomes available.

VII. FINANCING AND IMPLEMENTATION

A. Introduction

A finance element that identifies probable funding sources and levels over a six year planning horizon is required under the GMA (RCW 36.70A.070). To comply with state requirements the finance element must include the following sections:

- Analysis of funding capability that balances transportation improvement needs against probable funding resources,
- Six year financing plan based on the needs identified in the comprehensive plan, and
- Discussion of how additional funding will be raised or how land use assumptions will be reassessed to ensure that the level of service standards will be met.

Lewis County has identified six-year transportation improvement needs. The current Six-Year Transportation Improvement Program is available through the Public Works Department.

B. Financial Analysis

Funding Capabilities

Funding resources and alternatives are identified in the regional transportation plan and accurately reflect both the funding sources and funding priorities for the County. These priorities are updated annually, as reflected in the County six-year transportation plan. The six-year road program reflects funding priorities consistent with the goals of the Capital Facility Plan.

The current plan does not demonstrate a need to alter land use plans to maintain concurrency on local and regional facilities. At times, however, specific projects may create a demand for new or improved facilities that are not presently in the current planning cycle or beyond the scope of current planning. To assure adequate facilities, Lewis County shall provide for improvement requirements, consistent with RCW 82.02.050, RCW 82.02.060, RCW 82.02.070, RCW 82.02.080, RCW 82.02.090 and RCW 82.02.100. Such requirement shall include provisions for developer extension of facilities and other mitigation through the State Environmental Policy Act, the use of development agreements to identify the nature and timing of required on-site and off-site facilities, and the development of a latecomer policy to facilitate cost recovery.

Funding Sources

Lewis County currently uses various sources of revenue to assist in maintaining and improving the transportation system. The revenue sources anticipated to fund the transportation improvements include the following:

- Rural Arterial Program (RAP)
- County Arterial Preservation Program (CAPP)
- Bridge Replacement and Rehabilitation Program (BR)
- Surface Transportation Program (TEA 21)
- Property Taxes – Road Levy
- Timber Taxes

- Federal Forest Yield
- Motor Vehicle Fuel Tax – direct allocation

The Secure Rural Schools and Community Self-Determination Act passed by Congress in 2000 replaces yields from federal timber sales and will help prevent the road fund from slipping into a negative balance over the next six years. The availability of state and federal grants is limited and extremely competitive. However, the County can expect to receive some grant funding based on success over the past several years.

C. Project Implementation

The Six-Year Transportation Improvement Program (TIP) is the current method the County uses to implement transportation projects. The first-year's projects are the County's Annual Program. The remaining five years is an accurate guide to the County's short term plans. The County's long term (20 years) projects are listed in this document. These long term projects will be included in future TIPs. Since the County is monitoring development on an annual basis, there is a possibility that projects programmed for implementation in later years could change if development occurs where it has not been anticipated.

D. Revenue Forecasts

Projected revenues for the county-wide transportation system were calculated in order to determine the level of funding available to meet project needs. Revenue projections were calculated using current funding available to meet project needs. Revenue projections were calculated using current funding levels under TEA21, state and local revenues.

Much of the funding contained in the Regional Transportation Improvement Program (RTIP), however, is for projects that are not part of the county-wide system. To determine the percentage of total projected transportation revenues which will likely be allocated to the county-wide system projects, recent local TIP's were analyzed to determine what percentage of total project costs, by jurisdiction, are allocated for county-wide system projects.

E. Implementation Guidelines

1. Implementation Strategies

Successful implementation of the major transportation policy areas involves consistency between the County's transportation system and the other elements of the Lewis County Comprehensive Plan as well as comprehensive plans of other local agencies. The Transportation Element is unique in that it not only contains strategies for implementation but is in itself necessary for implementing the Land Use Element.

In order for the plan to be a meaningful tool in transportation facility planning, the transportation goals, objectives, and policies need to be implemented through a variety of methods, including the development of procedures and programs, through development regulations, and actions which transform strategies into specific administrative, legislative and programmatic activities.

Individual strategies or activities will be implemented through the Six-Year TIP. The purpose of the TIP is to carry out these strategies.

Adequate Transportation Facilities and Services

It is important to ensure that the transportation system accommodates and facilitates desired land use development, and to recognize how land use practices affect access and mobility. Land use development determines the amount and length of trips. The accessibility and availability of facilities determine what modes of transportation will be used.

Strategy 1: Maintain the Six-Year Transportation Improvement Program as the principal implementation tool for carrying out the transportation element goals, objectives, and policies.

Strategy 2: Develop and administer transportation concurrency procedures as an operational means to ensure provision of adequate transportation facilities and services.

Strategy 3: Monitor for road capacity needs identified either through future traffic analysis, use of the County's TModel (currently being developed), or as may be identified in future adopted Regional Transportation Plans or State Transportation Plans.

Strategy 4: Identify transportation improvement needs to attain the vision and plan concept of the Land Use Element.

Strategy 5: Coordinate with Centralia, Chehalis and other jurisdictions in monitoring level of service standards for transportation facilities in urban growth areas. Jointly review traffic volumes and other transportation data for monitoring transportation needs and traffic congestion within the urban growth areas and, as necessary, identify improvement strategies to alleviate any congestion.

Strategy 6: Periodically review the County's land use regulations to ensure adequate provisions for siting transportation facilities, as required by the GMA and the County-wide Planning Policies.

Strategy 7: Develop and maintain transportation-related data and its analysis through the County's 'County Roads Information System' (CRIS and 'Mobility'), the traffic model (TModel) currently being developed, and the Geographic Information System (GIS).

Maintenance, Preservation/Rehabilitation and Safety of Transportation Facilities

It is important to ensure routine preventative maintenance and the preservation/rehabilitation of existing transportation facilities to protect the public's investment and provide safety of travel. An assessment of existing transportation facilities through periodic condition and operational surveys and project prioritization help in determining future major maintenance, repair and replacement needs and is necessary in making good investment decisions. In order to choose between maintenance, repair, replacement or abandonment of an existing transportation facility, it is necessary to know the condition and the rate of deterioration and compare this with the costs and needs for a new facility.

Strategy 1: Maintain a comprehensive inventory of existing transportation facilities, including age, condition, intent of use, useful life, maintenance history, and maintenance requirements (currently being developed).

Strategy 2: Continue a method to periodically perform condition and operational surveys of roads to prepare, review and prioritize the County's maintenance projects.

Strategy 3: Develop a comprehensive multi-year schedule for the maintenance of all volumes and other transportation data for monitoring transportation needs and traffic congestion within the urban growth areas and, as necessary, identify improvement strategies to alleviate any congestion.

Strategy 4: Continue to improve roadway system design and operation, and enhance general travel and mobility to move people and goods efficiently and effectively.

Strategy 5: Address the safety of the County transportation roadway network by reducing or preventing accidents.

Strategy 6: Periodically review the County's land use regulations to ensure adequate provisions for siting transportation facilities, as required by the GMA and the County-wide Planning Policies.

Strategy 7: Develop and maintain transportation-related data and its analysis through the County's 'County Roads Information System' (CRIS and 'Mobility'), the traffic model (TModel) currently being developed, and the Geographic Information System (GIS).

Funding for Transportation Facilities

It is important to ensure supportive financing for desired and needed maintenance and improvements to the transportation system. Top priority funding needs include: 1) obtaining new funding sources for the TIP to plan, build and finance road improvements as well as enhancing all transportation modes, and 2) coordinating the long and short range planning, programming and implementation of projects. Continued support is needed for ongoing coordination with other agencies and jurisdictions on regional transportation projects and issues.

Strategy 1: Secure existing funds and identify new funding sources to support the desired long term and short term planning and implementation of all transportation system improvements.

Strategy 2: Continue to research and update available options to finance transportation facility projects, improvements and maintenance, and seek additional revenue sources.

Strategy 3: Maintain a process to determine priorities for transportation capital investment and to guide the selection, funding priority and implementation of transportation programs and projects.

Strategy 4: Participate actively at the regional, state and federal levels to secure financing for specific or "special" projects.

Environmental Protection

It is important to ensure that planning and implementation of transportation projects do not detract from the quality of environment, significantly worsen environmental problems, or delay attainment of environmental quality. Specific issues in the area of environmental protection include aesthetic concerns of transportation facilities, water and air quality, quality of life, energy conservation, noise level, and preservation of neighborhoods. Lewis County's priority is to monitor road traffic counts (the number of trips by vehicles) to understand its impact on air and water pollution, and continue environmental evaluation of projects in future programming efforts.

Strategy 1: Consider a higher priority for transportation facilities and projects that will alleviate and mitigate impacts on the environment.

Strategy 2: Follow the NEPA/SEPA procedures to assess environmental impacts of transportation projects as needed, and identify appropriate mitigation measures for adverse impacts.

Strategy 3: Work with regional jurisdictions, and Centralia, Chehalis and other cities to assess, address and promote environmental protection and enhancement, and leverage federal and state programs for transportation project funding.

Economic Development, Neighborhood Revitalization, and Tourism

It is important to ensure that the economic development, neighborhood revitalization, and tourism aspects of the County are adequately addressed. They are vital to a community's health and well-being and are directly related to the quality of life of the community's citizens. Providing quality infrastructure is crucial to a community's economic development, its neighborhood quality, and to enhancing tourism.

Strategy 1: Strengthen the link between transportation facilities and services and economic development, neighborhood revitalization, and tourism.

Strategy 2: Address the revitalization of neighborhood and enhancing tourism through improving roads, maintaining the condition of roads and providing roadway amenities.

Strategy 3: Advertise and promote tourism including loop roadways into and through Lewis County that connect to Mt. Rainier and the Cascades, Mt. St. Helens and the Windy Ridge Viewpoint and Johnston Ridge Volcanic Observatory, and the Pacific Ocean beaches.

Strategy 4: Develop a means to identify and fund the transportation facilities and infrastructure improvements needed to meet the economic development, neighborhood revitalization, and tourism goals of the County; involving the Economic Development Council and business community in these efforts.

Strategy 5: Address County economic development efforts including the support and enhancement of the Land Use Element's rural concept of small towns, suburban enclaves, rural freeway interchanges, and industrial land banking.

Alternative Modes and Modal Integration

It is important to ensure the optimal use of the transportation system to safely and effectively accommodate all needs for travel, depending on the choice of transportation mode. Specific travel modes include trucks, transit, vehicle, air, personal vehicle, trains, bicycles, and walking. Some issues relate to potential conflicts among travel modes for use of right of way (such as bicycles and pedestrian versus motorized vehicles), conflicts in the operation of the system (such as limited stopping areas for transit vehicles), and competing priorities for financing. Although the private automobile will continue to be the dominant mode of travel in the foreseeable future, the need for balanced, multi-modal transportation will grow in the future.

Strategy 1: Consider facilities on the existing or new roadway system to accommodate the operational needs of non-automobile modes of transportation, such as bicycle routes, and sidewalks, as funding allows, to alleviate facility issues, intermodal conflicts, and safety concerns of the multi-modal system.

Strategy 2: Support the development and maintenance of County paths and trails.

Strategy 3: Coordinate with Twin Transit on transit service in the Centralia-Chehalis area and beyond, and with SWRTPO to aid in establishing region-wide direct service transit and to promote the use of public transportation.

Strategy 4: Coordinate with the Chehalis and Centralia Port Districts to ensure cargo opportunities can be met and possible future congestion can be minimized.

Strategy 5: Support the Freight Access By Rail (FAR) Project proposed for the Tacoma Eastern Railroad rail line to provide rail service for freight movement between Tacoma and Chehalis, and Tacoma and Morton, and excursion between Chehalis and Morton and the Mount Rainier recreational area.

Intergovernmental Coordination and Citizen Participation

Governments at county, state, federal, regional, and city levels all have influence on the County's transportation decisions. The State GMA provides the planning and implementation mechanism to achieve interconnected and coordinated County and regional transportation systems that are consistent with local comprehensive plans. The GMA also stresses a bottom-up planning process that emphasizes grass-roots cooperation and coordination among local jurisdictions. Citizens involved in transportation planning are necessary for it to be effective and efficient.

Strategy 1: Maintain and enhance joint transportation planning and decision-making with the cities of Centralia and Chehalis, the ports of Chehalis and Centralia, other local, state and regional jurisdictions, and other local agencies and organizations.

Strategy 2: Continue public involvement in transportation activities so that the decisions made regarding the County's transportation system are reflective of general community goals and objectives, and sensitive to the special interests of affected parties.

Strategy 3: Continued County participation in inter-jurisdictional forums, such as the SWRTPO, in order to pursue coordinated planning and decision-making that uniformly benefit the County, cities, and other jurisdictions.

F. Conclusions

Major Policy Issues

The proposed plan policy provides greater direction in general for the development and maintenance of the overall countywide transportation system. Specific policy areas include; intergovernmental coordination and development of consistent design standards; preservation and enhancement of the existing roadway network; coordination with airport authorities; planning for use of rail corridors; and land use which is supportive of development and usage of public transit.

Anticipated Impacts of Proposed Plan Policy

The anticipated impacts of the proposed plan policy include greater emphasis on planning for a multi-modal roadway network and coordination with other local jurisdictions and agencies on the development and maintenance of the entire transportation system.

Implementation Strategies

- Implement the 6 year TIP.
- Work with rail and airport interests and local jurisdictions to strike a balance between the needs of increased rail/air capacity and the safety and mobility concerns of communities/areas impacted by rail/air traffic.
- Incorporate the work of the Lewis County Rural Transit Plan in future public transportation decision-making and plan for transit supportive development in designated service corridors.