



South Lewis County SubArea Transportation Plan (SLCSATP) Presentation Summary February 23, 2009

EMME Travel Demand Model

- Lewis County's EMME model was delivered to Lewis County in 2005. Land use was provided by participating jurisdictions. Employment data was obtained from the Employment Security Department. The model has recently been updated to 2008 land use conditions.
- The updated model utilizes "full employment" data that better reflects self-employment in Lewis County.
- Three population scenarios were evaluated for a preferred 2035 population: low, medium and high. The low utilizes currently adopted 2030 population straightlined to 2035. The medium forecast takes the 2030 Office of Financial Management (OFM) high series population straightlined to 2035. The high population adds approximately 20,000 to the medium forecast.
- Land use contained in the City of Winlock FEIS (UGA expansion) was used directly. Forecasted traffic in the FEIS appears to be substantially higher than that from the County's updated 2008 EMME model. Unfortunately, the County's 2005 EMME model was not available for Winlock's use in 2004. Winlock's FEIS relies on the County's 1998 TMODEL for forecasting future traffic. It appears that using the 1998 model and assuming a high background traffic growth results in over-prediction of traffic on SR 505 and its cross streets.
- The EMME demand model assumes a six-lane configuration for I-5 in 2035, a new connection from SR 505 to North Military Road (Mickelson Parkway) with a connection at Nevil Road. Other future network connections in the Winlock FEIS are not modeled.
- The proposed REQ Center is accessed from Harkins Road. An average PM peak hour trip generation is used for conducting operational analysis.

Subarea 2008 existing conditions

- Intersection and segment levels of service do not reflect any capacity deficiencies (levels of service are "high").
- Access records obtained from WSDOT reflect densities that exceed those for rural highways as reported in Highway Capacity Manual 2000.
- Accident records (past five years) for SR 505 reflect correlation between access/permit locations and both the type and number of accidents. The types of accidents west of I-5 reflect those expected for more congested roadway segments.

Subarea 2035 conditions

- 133,000 county population (medium land use) with all of Winlock UGA land developed.
- Additional commercial and industrial lands east of I-5 are developed (north and south of SR 505 immediately east of I-5). Areas around the airport and lands north and west of Toledo are also developed.
- Resulting traffic operations along SR 505 indicate unacceptable levels of service west of I-5.

Subarea 2035 draft mitigation

- Three lanes on SR 505 (existing two lanes plus a central turn lane) west of I-5 between I-5 SB ramps and Cemetary Road
- Truck climbing lane on westbound SR 505 from I-5 SB ramps to Knowles Road
- Six intersections along SR 505 between Winlock and Toledo to be signalized
- Signal at US12/Avery Road W and I-5 SB ramps intersection

Mitigation strategies being considered

- SEPA
- Transportation Benefit Districts
- Road Improvement Districts
- Impact Fees

Next steps

- 2035 final mitigations
- 2035 mitigation design cost estimates
- 2014 land use analysis
- 2014 mitigation design cost estimates
- Development standards
- 2020 land use analysis
- 2020 mitigation design costs estimates
- Selection of preferred mitigation strategy
- Apply mitigation design costs to a preferred mitigation strategy
- Draft and final transportation element