

SR 432 Realignment Feasibility Study

Technical Advisory Committee (TAC)

Meeting Summary #1

Meeting Date: February 13, 2007

Location: Kelso Area Engineer Office, Kelso WA

Attendees: *Technical Advisory Committee*

Rosemary Siipola – CWCOG, Transportation Planner/Manager
George Cress – Port of Longview, Planning and Development
John Bean – City of Longview, Engineer
Craig Bozarth – City of Longview, Engineer
Denys Tak – WSDOT Southwest Region, Engineer
Jennifer Taylor – WSDOT Southwest Region, Environmental
Darlene Sharar – WSDOT Southwest Region, Utilities/Access Management
Andrew Wood – WSDOT Olympia, Office of Freight and Mobility
Jack Shambaugh – WSDOT Southwest Region, Project Manager

Support Staff

Gerald Smith – David Evans and Associates, Inc. (DEA), Consultant
Neal Christensen - DEA, Consultant
Karyn Anderson, WSDOT Southwest Region, Transportation Planning
Amy Hamlin, CWCOG, Transportation Planning

Welcome and Introductions

Rosemary Siipola, Cowlitz Wahkiakum Council of Governments (CWCOG), thanked everyone for attending the first Technical Advisory Committee (TAC) Kick-Off meeting for the SR 432 Realignment Feasibility Study and introduced herself. Rosemary briefly described that after years of planning and preparation; we now have the SR 432 Realignment Feasibility Study underway and welcomed the attendees.

Rosemary mentioned that some of today's agenda items will revolve around traffic data, upcoming business interviews, the plan to update the urban area model, and full simulation modeling. Rosemary then turned the floor over to Jack Shambaugh, WSDOT Southwest Region, Project Manager.

Jack stated he appreciated the TAC members taking time out of their busy schedules to attend this meeting. He stated that it would be a big effort on everyone's part and that he's looking forward to working with each TAC member.

Gerry Smith, David Evans and Associates, Inc., in charge of the consultant team hired to conduct the study, also welcomed everyone to the meeting. Gerry asked the group to introduce themselves, and outlined the agenda for the day.

**Study Purpose
and
Questionnaire**

Gerry kicked off the TAC meeting by discussing the study purpose and the past Route Development Plan (RDP) that took place on SR 432 back in 2000/2001. He shared with the group background information regarding the past study, and that it outlined recommendations to address existing and likely future traffic operational and safety issues along the state highway facility.

Gerry explained to the group that for purposes of this study, it was not the Project Management Team's intent to conduct *another* RDP along SR 432. Rather, the purpose of this study will be to review the recommendations provided in the RDP, update those recommendations as needed, and make additional recommendations in a report that best fit the corridor from 2007 forward.

The Project Management Team (PMT), which consists of WSDOT, CWCOG, City of Longview and private sector representatives, plans to include in their findings a list of updated recommended improvements, associated costs and a timeframe for implementation.

The PMT will rely on the TAC's expertise and information obtained from the stakeholders in the corridor. Much of the information gathered from the TAC and Stakeholder groups will help when re-evaluating data from the SR 432 RDP, when discussing alternatives, and for modeling purposes.

Gerry stated that the PMT has created a questionnaire to conduct interviews with stakeholders along the corridor. Its' main purpose would be to gather valuable information about the types of commodities being shipped; volumes shipped by rail and by truck, and expected growth in all traffic by 2030.

The questionnaire will also help the PMT gather information including (but not limited to) the type of the businesses located along the corridor, manufacturing or shipping information, business hours, volumes (current/expected), operational concerns, rail services, and any foreseen changes in growth and service.

Gerry then stressed to the TAC group that their input will be essential during the study process, along with stakeholder input, and will provide valuable input to various traffic modes and help determine infrastructure needs in the corridor.

**Technical
Advisory
Committee
Role**

Gerry than explained to the TAC group their roles. To define, the Technical Advisory Committee usually consists of professionals, including engineers, planners, city, county, state professionals and other professionals with knowledge to contribute. Gerry reiterated the importance of the TAC's participation. He described that the primary role will be to provide data, current traffic information, reviewing documents and to provide oversight as needed. Essentially, they will help make key decisions regarding the SR 432 corridor and its future.

Gerry described that everyone present was a TAC member for this study. The study will take approximately 12 – 15 months to complete. He reminded the group that a TAC list was provided at the sign-in desk. He began to read from the handout, upcoming TAC meeting dates: February 13, April 10th, June 12th, August 14th and October 9th. Gerry pointed out to the group that the meeting on August 14th will be the last meeting to provide any new data, by September/October timeframe the PMT plans to have a report ready for review. George then offered to host the June 12th meeting at the Port facilities.

Gerry, mentioned that the PMT also plans to have a model done by June 6th and ready for simulation by the June 12th TAC meeting. Most of the project work will be done by early August, preparation of the final document and presentation to stakeholders, legislators, et al will begin then with the final report done in December or sooner. Jack mentioned that this seemed to be an ambitious schedule and suggested that we strategize how best to prepare members for these upcoming TAC meetings.

Group Discussion

Gerry opened the meeting up for group discussion. The goal was to provide the committee an opportunity to share information, opinions, interests and concerns. Following were some of the discussion items:

- Andrew Wood, Office of Freight and Mobility, will be providing technical expertise in regards to rail interests. Gerry assured Andrew that the PMT will continue to include the rail office/interests. Andrew was asked to keep his calendar open on February 26th for the upcoming interviews with Rail Stakeholders.
- Discussion revolved around obtaining count information. John Bean, City of Longview, and Gerry discussed count information and the comprehensive plan. John stated the counts were good.
- Gerry shared with the group, that DEA has agreed to provide a Synchro Analysis of 12 intersections, such as the RDP provided. After a lengthy group discussion, the TAC agreed on the following intersections:
 1. SR – 432 / Prudential Blvd. (#5)
 2. SR – 432/ Washington Way (#7)
 3. SR – 432/ Weyerhaeuser –Norpac (MP 4.72) (#8)
 4. SR – 432/ Weyerhaeuser – Norpac (MP 5.95) (#10)
 5. SR – 432/ Oregon Way (#11)
 6. SR – 432/ Columbia Blvd. (#12)
 7. SR – 432/ International Way (#13)
 8. SR – 432/ Fibre Way (#14)
 9. SR – 432/ California Way (#15)
 10. SR – 432/ Tennant Way EB (#17)
 11. SR – 432 / Tennant Way WB (#18)
 12. SR – 432/ Dike Road
 13. SR – 432/ Fibre Way – East Mill (additional)
 14. SR – 432/ Weyerhaeuser – by Port (additional)

- John, City of Longview, offered to obtain information from Transpo during the intersection discussion.
- Denys Tak, Kelso Area Engineer, stated that he had a Traffic analysis report completed April, 2005 for SR – 432 / Oregon Way (#11) and would send the report to Gerry Smith.
- Darlene Sharar, WSDOT Southwest Region commented they could probably obtain current count information from Jonathan Abuyan, WSDOT Southwest Region Traffic Engineer and TAC member, who was not able to attend meeting.
- A question was raised by, John, City of Longview, regarding truck percentages and if the TAC group thought they should be updated for purposes of the study. Gerry explained that the PMT plans to ask businesses, obtain regional percentages to help with growth factor, but, that they'd need a base (Longview, Fibre and Wayco were suggested)
- Gerry mentioned to the group a need to be aware of any developments or projects that have been identified and/or funded within the corridor. Neal then read off the short and long-term improvements that were identified in Table 26, SR 432 RDP Summary of Improvement Recommendations. (see SR 432 RDP) After a lengthy group discussion, it was determined that all recommendations remain on the list except for the first two recommendations listed within the table: A traffic signal progression along Industrial Way (3rd Ave. to Oregon Way) and a second westbound left turn lane at Tennant Way/ 3rd Avenue. (both of these improvements have been completed)
- John, Port of Longview, mentioned that the Port has sold some of its' property, although no development has occurred yet. He also mentioned several businesses were interested in their property: North American Pipe, a grain exporter, an ethanol plant and Longview Fibre. The port is experiencing a lot of development interest. Group discussion occurred regarding the size of the grain exporter, which will potentially be larger than Kalama's grain exporter.
- Darlene asked what type of Access Management strategies would be suggested for the corridor. John, City of Longview, replied, combined/consolidated and shared driveways. Rosemary offered to drive Darlene around for area familiarization and to help her become more familiar with the corridor's access issues.
- Gerry discussed the ethanol plant and his bewilderment with the decision to increase truck traffic along SR 432 by unloading railed corn in Kalama and trucking it into Longview. (approx. 400+ trucks)

**Next Meeting
Date**

Gerry wrapped up the meeting, thanked everyone for coming and providing valuable input. The next Technical Advisory Committee meeting is schedule for April 10, 2007 from 10:30 a.m. to 12:00 p.m.