



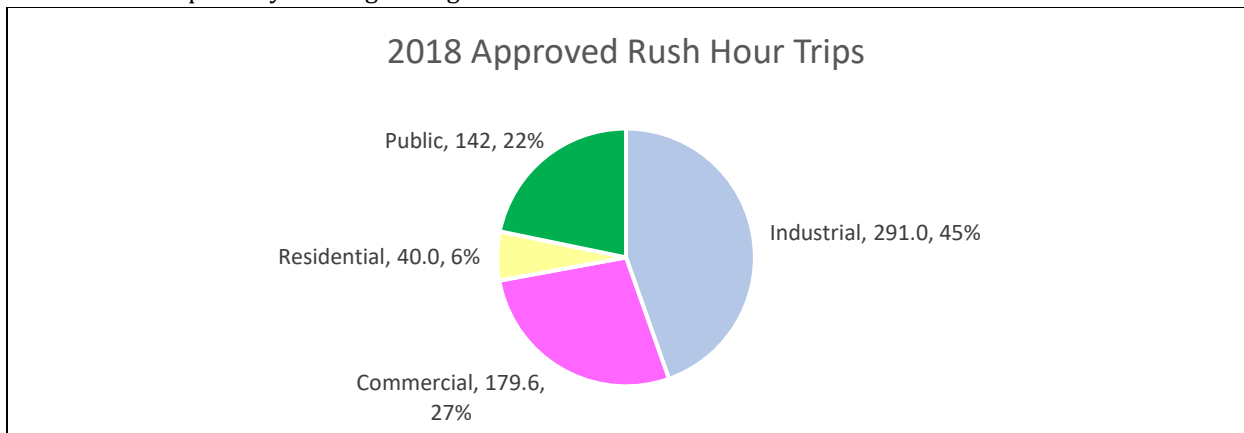
# 2018 New Traffic Report

The city as a whole is aware that traffic seems “bad” and complaints often focus on the City’s mad rush for “growth”. In an effort to manage expectations and to quantify the impacts of growth on traffic, Community Development has been unofficially keeping track of how much new traffic is on the road as a result of development within the city.

## How many trips from new development were approved in 2018?

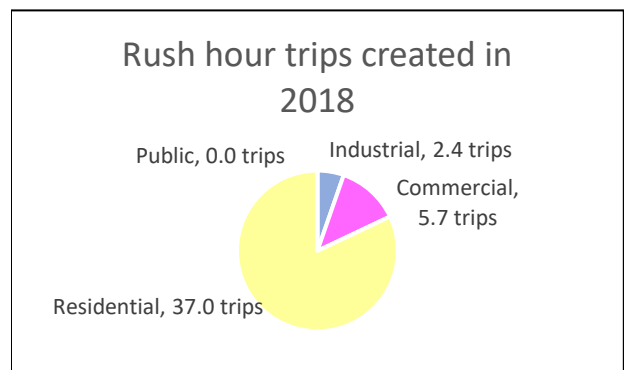
Answer: 652.6 Evening rush hour trips were approved in 2018 which included:

- four (4) industrial projects for a total of 291 evening rush hour trips
- five (5) commercial projects for a total of 179.6 evening rush hour trips
- three (3) residential projects for a total of 40 evening rush hour trips
- No public projects were approved but Scott Hill Park was approved in 2016 and it is expected to add 142 trips every evening during rush hour



But, of those 12 projects with “approved trips” only four (4) projects were actually built in the year 2018, they were:

- Atlas Plumbing which added 2.4 trips
- Trailer Depot which added 5.7 trips
- Sequoia Park (townhomes) which added 36 trips
- Gilmore Short Plat (1 new lot) which added 1 new trip



That’s only 7% (45.1 new vehicle trips) of the approved 652.6 trips, actually on the road.

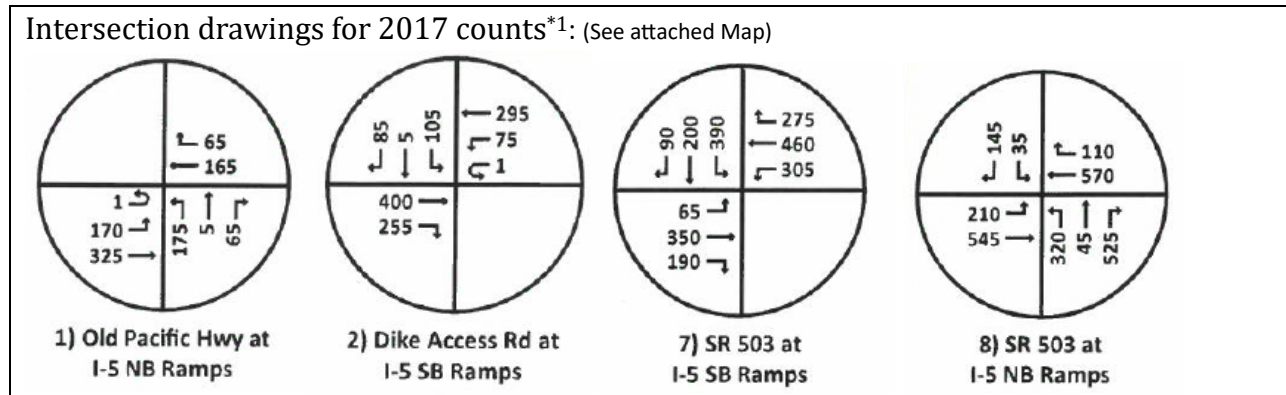
## **So what? Can you put that in context for me?**

Yes. To put that in context, the total number to trips that use the I-5 off ramps during evening rush hours (called PM Peak Hour) are:

Intersection	2017*1	2019*2
Exit 21 North Bound Ramp off ramp (8)	890 trips	
Exit 21 South Bound Ramp on ramp (7)	695 trips	
CC Street bridge (into Clark)	460 trips	
Exit 22 North Bound Ramp off ramp (1)	245 trips	295 trips
Exit 22 South Bound Ramp off ramp (2)	195 trips	245 trips
Exit 22 South Bound Ramp on ramp (2)	335 trips	365 trips

\*1 SCJ Alliance, November 2017, Guild Road II Industrial Park study

\*2 SCJ Alliance, August 2020, Woodland Industrial Site study



**One car per minute during rush hour!** That's right! If all the 45.1 cars that resulted from 2018 new development in Woodland, were on the road during rush hour...there would be on average, one extra car on the road during any given minute.

- Those 45.1 cars would be less than 5% of the traffic at the Exit 21 north bound off ramp.
- If all 45.1 cars went through Exit 21, they would be about 1.8% of all the traffic at Exit 21. (In 2017, 2,405 vehicles used Exit 21 at Atlantic during the evening rush hour)

## **So why does traffic feel like it is getting worse?**

Good question. There are a lot of factors that contribute to that. The first is that a lot of trips go through the city to other destinations, so, growth outside of the city causes traffic in the city. For example, almost all growth up the Lewis River Valley has to drive SR-503 through the city to get to their destination. Any traffic up Green Mountain Road also has to go through the city to get to and from I-5, as does traffic into the Woodland Bottoms. Plus, as noted in the table above, there is a large number of trips that enter into northern Clark County across the CC Street bridge. In 2017, 460 vehicles used the CC Street bridge to enter into Clark County during evening rush hours. That's about 20% of the 2,405 vehicles that use Exit 21 in the evening rush hour. We also know that the number of trips using SR-503 to go upriver during rush hour, are equal to about 30% of the Exit 21 traffic count. So, in effect, you could say that about 50% of the vehicles using Exit 21, are generated by vehicles leaving city limits to go to either Clark County or Cowlitz County. When you factor in how many vehicles are on I-5 and stop in Woodland for food and/or gas, you can see how the City of Woodland suffers both the pain of traffic, but also the financial benefits of people driving through the city.