

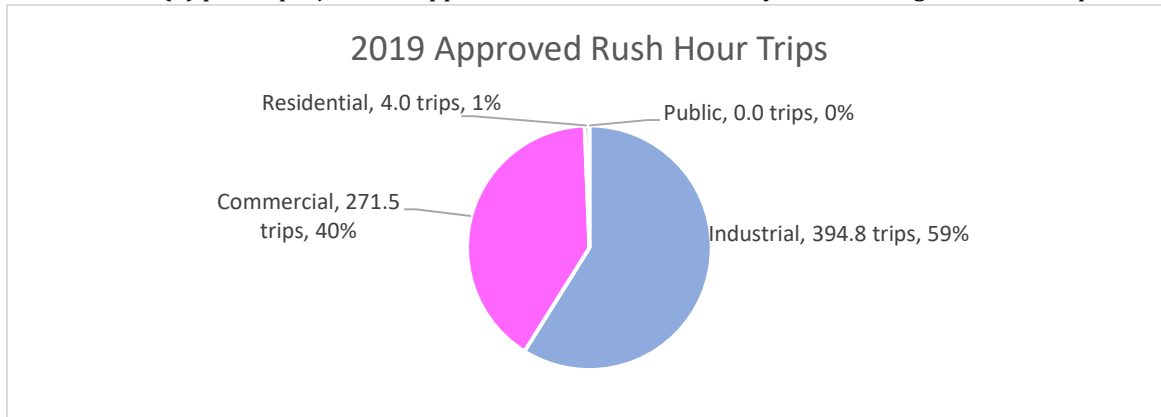
2019 New Traffic Report

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 (or built) in 2019?

Answer: 670.3 evening rush hour trips were approved in 2019. They included:

- Four (4) industrial projects for a total of 394.8 evening rush hour trips
- Six (6) commercial projects for a total of 271.5 evening rush hour trips
- Two (2) residential projects for a total of 4 evening rush hour trips
- One (1) public project was approved but it will not add any new evening rush hour trips



Of those 13 projects with “approved trips”, five (5) projects were actually built in the year 2019. They were:

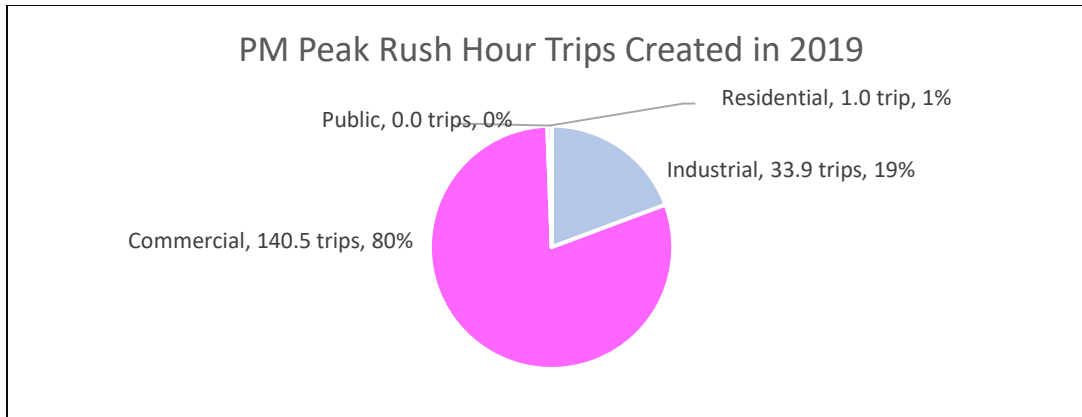
- Builder’s 1st Source Truss Plant which added 33.9 trips
- Dutch Bros which added 22.0 trips
- Red Canoe which added 80.7 trips
- B&B Commercial which added 14.6 trips
- Granger Short Plat (1 new lot) which added 1 new trip

In addition, there were two (2) commercial projects approved in 2018 or before, and which completed construction and opened their doors in 2019. Those projects were:

- Ace Hardware which added 33.9 trips
- Bond 3rd Street Short Plat which added 2 trips

This means new development put an additional **175.4** trips on the road in 2019.

In terms of what kind of uses are creating new traffic, the chart below shows what types of development put new trips on the road during the evening rush hour in 2019.



That's only 26.1% of the "approved trips", actually on the road.

So, what does that mean and can you put that in context for me?

It means that for all the effort to get permits, very few projects actually get built in a year. Sometimes, a business is exploring options, other times they take years to actually complete a project. Staff keeps track of all development projects (www.ci.woodland.wa.us/projects/) and how many trips will result from the development (see the quarterly report at: www.ci.woodland.wa.us/commdev/).

In 2019, the actual amount of traffic that resulted from completed projects is equal to about **three extra cars per minute during rush hour!** That's right! If all the 175.4 cars that resulted from new development in Woodland, built in 2019, were on the road during rush hour...there would be on average, an extra three (3) cars on the road, somewhere in the city, during any given minute.

- If all of those cars went through Exit 21 during rush hour, they would be about 7.2% of all the traffic at Exit 21. (In 2017, 2,405 vehicles used Exit 21 at rush hour in the evening.)

But we know that all those trips don't go through one intersection at once. For example, Red Canoe is located right next to Exit 22, so those trips aren't likely to go through Exit 21.

- If all of those cars went through Exit 22 during rush hour, they would be about 14.3% of all the traffic at Exit 22. (In 2017, 1,221 vehicles used Exit 22 at rush hour in the evening.)

So why does traffic feel like it is getting worse?

Good question. The city has a really clear idea of how many new trips are coming, where new trips are generated within the city, and how the city can mitigate for new development in the city. What it cannot do, is predict, plan for, or mitigate for traffic created by development outside of the city's limits. The city is at the mercy of fate when it comes to rural development outside of 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. We know that of Exit 21 traffic in 2017, about 20% went into northern Clark County across the CC Street bridge, and SR-503 users going upriver were about 30% of rush hour trips in 2017. 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 we pull off of I-5 for gas and food, 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. A good economy means more traffic.