

# New Traffic

## (Since 2018)

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.

### What kinds of developments are creating that traffic?

In the last seven years, staff has been tracking that data and as of August 1, 2023, this is what the data shows:

|                     | # of Projects    | Approved Trips        | Completed Trips     | %                    |
|---------------------|------------------|-----------------------|---------------------|----------------------|
| <b>Commercial</b>   | 20               | 731.8                 | 556.9               | 76.1%                |
| <b>Industrial</b>   | 24               | 894.2                 | 67.8                | 7.6%                 |
| <b>Residential</b>  | 13               | 356.0                 | 45                  | 12.6%                |
| <b>Public</b>       | 4                | 144.7                 | 0                   | 0%                   |
| <b><u>Total</u></b> | <b><u>61</u></b> | <b><u>2,126.7</u></b> | <b><u>669.7</u></b> | <b><u>31.49%</u></b> |

\*Public = park, library, etc.

### How many trips from new development have been added since 2018?

Answer: Trips from new development is measured in PM Peak Hour (PMPH) trips. We have a handout that explains more about this, but basically that is engineer-speak for “evening rush hour trips”.

- Since 2018 the city has reviewed 61 projects that are expected to add a total of 2,126.7 evening rush hour trips.

### What do you mean “approved”?

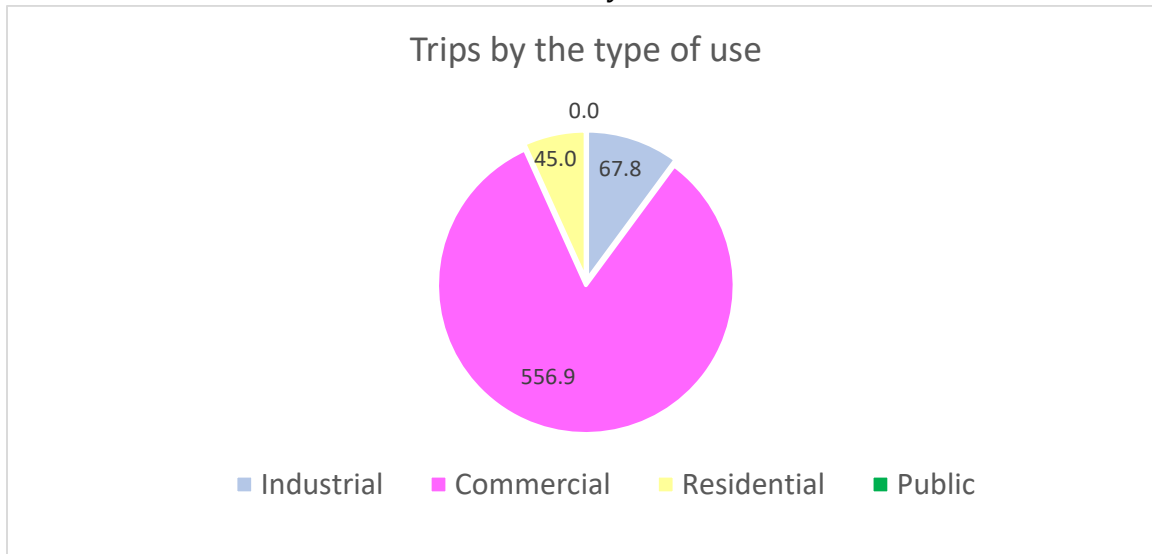
Good question. Just because a project gets permits approved, doesn’t mean it gets built.

- Of those 61 approved projects, only 28 of those developers have followed through and completed their projects.
- Those 28 projects have resulted in 669.7 new evening rush hour trips in Woodland.

It may take several years for design and construction to occur before a project is completed and traffic is generated. Also, some projects may be completed but still site empty for a while. For example, commercial and industrial buildings may be built but sit empty while a tenant is found. The tenant then may need to install machinery or do construction to finish the interior of the building to suit their needs before they open for business.

## **669.7 trips sounds like a lot of traffic doesn't it?**

It does. But bear in mind that those 669.7 new trips are “evening rush hour” trips and there are about 34 miles of streets in the city. So, when you think about it...those 669.7 trips spread out over an hour, and spread out over all the streets in the city...and the answer 1-car/per minute/per 3-miles of roadway, means that development in the city has had very little effect on the amount of traffic in the city.



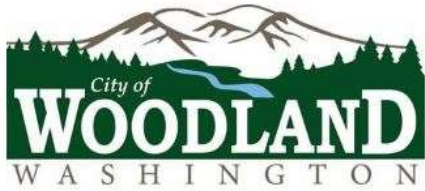
## **So why does traffic feel like it is getting worse?**

Good question. There are a lot of factors that contribute to that. The first is that Woodland relies on SR 503 for its circulation. Woodland has not taken the opportunity to build a second east/west connector so by design, traffic is funneled through the SR 503 roundabout. As a mixed blessing SR 503 funnels large amounts of vehicles through the city, while also forcing virtually all trips into one point. The result of this design is that you feel surrounded by other vehicles every moment of the day because everyone is collected onto that one main route.

Second, the two I-5 interchanges further restrict circulation. Virtually no car in the city can go east or west without passing through one these intersections or using SR 503. To make matters worse, the city has embraced the highways as the means upon which to base its economy. As the data shows, the city's supply of vacant industrial and commercial land is the economic heart of the city and our good economy relies on a steady flow of traffic for customers, employees, and commuters.

When you factor in how many vehicles on I-5 are pulled into Woodland for food, gas, or services, you can see how the City of Woodland suffers the pain of traffic, but also the financial benefits of people driving through the city. Arguably, bad traffic means we have a good economy.

Lastly, is the fact that a lot of trips go through the city to other destinations, so, growth outside of the city causes traffic in the city. Almost all growth up the Lewis River Valley has to drive SR-503 through the city to get to their destination. Data from 2017 shows that traffic headed up river on an average day is about equal to 30% of the Exit 21 off ramp traffic. Another 20% uses the CC Street bridge to go into Clark County. So, in effect, about 50% of the vehicles using the off ramp at Exit 21 are county generated trips. Add traffic on Green Mountain Road and Woodland Bottoms traffic, and you can begin to understand how city traffic is affected by more than just new development in the city.



# New Traffic

## (Since 2018)

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.

### **What kinds of developments are creating that traffic?**

In the last seven years, staff has been tracking that data and as of August 1, 2023, this is what the data shows:

|                     | # of Projects    | Approved Trips        | Completed Trips     | %                    |
|---------------------|------------------|-----------------------|---------------------|----------------------|
| <b>Commercial</b>   | 20               | 731.8                 | 556.9               | 76.1%                |
| <b>Industrial</b>   | 24               | 894.2                 | 67.8                | 7.6%                 |
| <b>Residential</b>  | 13               | 356.0                 | 45                  | 12.6%                |
| <b>Public</b>       | 4                | 144.7                 | 0                   | 0%                   |
| <b><u>Total</u></b> | <b><u>61</u></b> | <b><u>2,126.7</u></b> | <b><u>669.7</u></b> | <b><u>31.49%</u></b> |

\*Public = park, library, etc.

### **How many trips from new development have been added since 2018?**

Answer: Trips from new development is measured in PM Peak Hour (PMPH) trips. We have a handout that explains more about this, but basically that is engineer-speak for “evening rush hour trips”.

- Since 2018 the city has reviewed 61 projects that are expected to add a total of 2,126.7 evening rush hour trips.

### **What do you mean “approved”?**

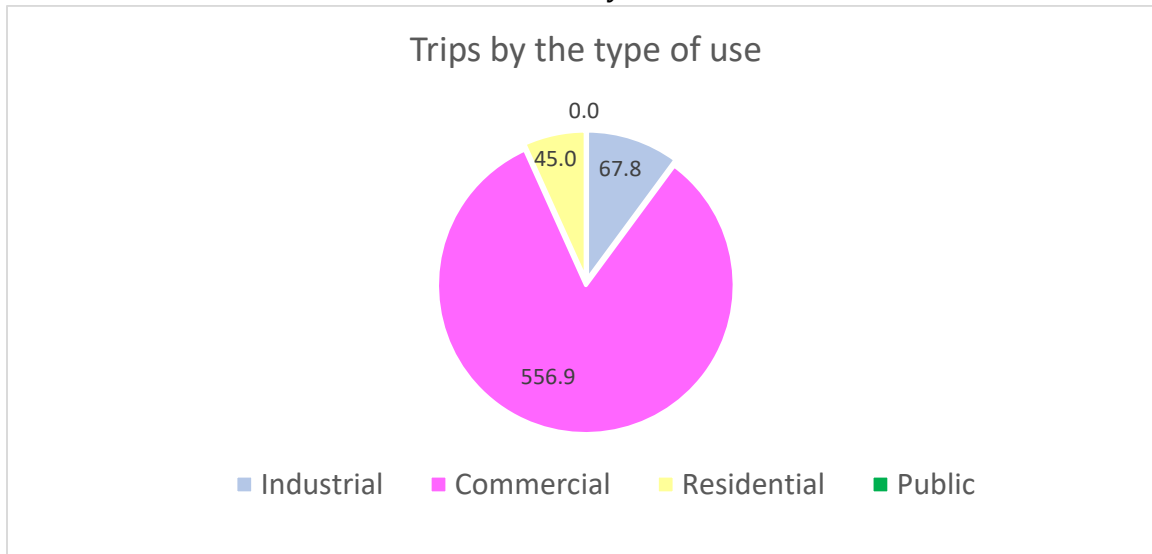
Good question. Just because a project gets permits approved, doesn’t mean it gets built.

- Of those 61 approved projects, only 28 of those developers have followed through and completed their projects.
- Those 28 projects have resulted in 669.7 new evening rush hour trips in Woodland.

It may take several years for design and construction to occur before a project is completed and traffic is generated. Also, some projects may be completed but still site empty for a while. For example, commercial and industrial buildings may be built but sit empty while a tenant is found. The tenant then may need to install machinery or do construction to finish the interior of the building to suit their needs before they open for business.

## **669.7 trips sounds like a lot of traffic doesn't it?**

It does. But bear in mind that those 669.7 new trips are “evening rush hour” trips and there are about 34 miles of streets in the city. So, when you think about it...those 669.7 trips spread out over an hour, and spread out over all the streets in the city...and the answer 1-car/per minute/per 3-miles of roadway, means that development in the city has had very little effect on the amount of traffic in the city.



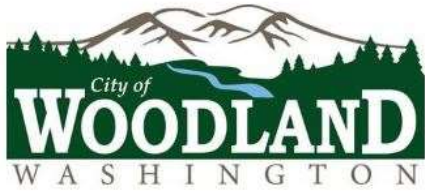
## **So why does traffic feel like it is getting worse?**

Good question. There are a lot of factors that contribute to that. The first is that Woodland relies on SR 503 for its circulation. Woodland has not taken the opportunity to build a second east/west connector so by design, traffic is funneled through the SR 503 roundabout. As a mixed blessing SR 503 funnels large amounts of vehicles through the city, while also forcing virtually all trips into one point. The result of this design is that you feel surrounded by other vehicles every moment of the day because everyone is collected onto that one main route.

Second, the two I-5 interchanges further restrict circulation. Virtually no car in the city can go east or west without passing through one these intersections or using SR 503. To make matters worse, the city has embraced the highways as the means upon which to base its economy. As the data shows, the city's supply of vacant industrial and commercial land is the economic heart of the city and our good economy relies on a steady flow of traffic for customers, employees, and commuters.

When you factor in how many vehicles on I-5 are pulled into Woodland for food, gas, or services, you can see how the City of Woodland suffers the pain of traffic, but also the financial benefits of people driving through the city. Arguably, bad traffic means we have a good economy.

Lastly, is the fact that a lot of trips go through the city to other destinations, so, growth outside of the city causes traffic in the city. Almost all growth up the Lewis River Valley has to drive SR-503 through the city to get to their destination. Data from 2017 shows that traffic headed up river on an average day is about equal to 30% of the Exit 21 off ramp traffic. Another 20% uses the CC Street bridge to go into Clark County. So, in effect, about 50% of the vehicles using the off ramp at Exit 21 are county generated trips. Add traffic on Green Mountain Road and Woodland Bottoms traffic, and you can begin to understand how city traffic is affected by more than just new development in the city.



# New Traffic

## (Since 2018)

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.

### What kinds of developments are creating that traffic?

In the last seven years, staff has been tracking that data and as of August 1, 2023, this is what the data shows:

|                     | # of Projects    | Approved Trips        | Completed Trips     | %                    |
|---------------------|------------------|-----------------------|---------------------|----------------------|
| <b>Commercial</b>   | 20               | 731.8                 | 556.9               | 76.1%                |
| <b>Industrial</b>   | 24               | 894.2                 | 67.8                | 7.6%                 |
| <b>Residential</b>  | 13               | 356.0                 | 45                  | 12.6%                |
| <b>Public</b>       | 4                | 144.7                 | 0                   | 0%                   |
| <b><u>Total</u></b> | <b><u>61</u></b> | <b><u>2,126.7</u></b> | <b><u>669.7</u></b> | <b><u>31.49%</u></b> |

\*Public = park, library, etc.

### How many trips from new development have been added since 2018?

Answer: Trips from new development is measured in PM Peak Hour (PMPH) trips. We have a handout that explains more about this, but basically that is engineer-speak for “evening rush hour trips”.

- Since 2018 the city has reviewed 61 projects that are expected to add a total of 2,126.7 evening rush hour trips.

### What do you mean “approved”?

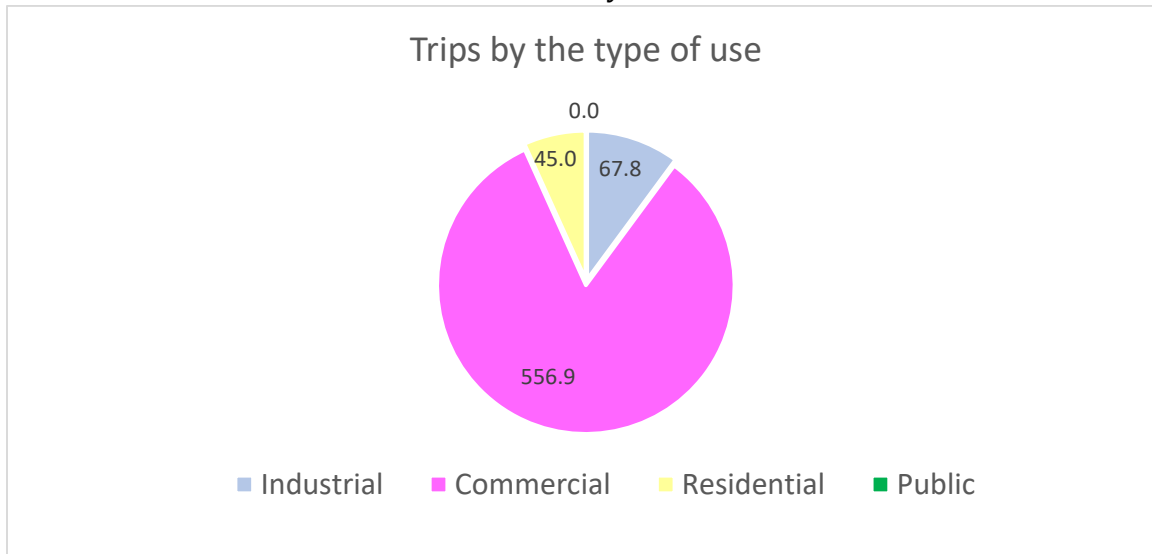
Good question. Just because a project gets permits approved, doesn’t mean it gets built.

- Of those 61 approved projects, only 28 of those developers have followed through and completed their projects.
- Those 28 projects have resulted in 669.7 new evening rush hour trips in Woodland.

It may take several years for design and construction to occur before a project is completed and traffic is generated. Also, some projects may be completed but still site empty for a while. For example, commercial and industrial buildings may be built but sit empty while a tenant is found. The tenant then may need to install machinery or do construction to finish the interior of the building to suit their needs before they open for business.

## **669.7 trips sounds like a lot of traffic doesn't it?**

It does. But bear in mind that those 669.7 new trips are “evening rush hour” trips and there are about 34 miles of streets in the city. So, when you think about it...those 669.7 trips spread out over an hour, and spread out over all the streets in the city...and the answer 1-car/per minute/per 3-miles of roadway, means that development in the city has had very little effect on the amount of traffic in the city.



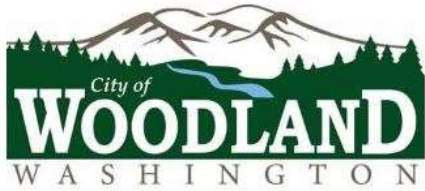
## **So why does traffic feel like it is getting worse?**

Good question. There are a lot of factors that contribute to that. The first is that Woodland relies on SR 503 for its circulation. Woodland has not taken the opportunity to build a second east/west connector so by design, traffic is funneled through the SR 503 roundabout. As a mixed blessing SR 503 funnels large amounts of vehicles through the city, while also forcing virtually all trips into one point. The result of this design is that you feel surrounded by other vehicles every moment of the day because everyone is collected onto that one main route.

Second, the two I-5 interchanges further restrict circulation. Virtually no car in the city can go east or west without passing through one these intersections or using SR 503. To make matters worse, the city has embraced the highways as the means upon which to base its economy. As the data shows, the city's supply of vacant industrial and commercial land is the economic heart of the city and our good economy relies on a steady flow of traffic for customers, employees, and commuters.

When you factor in how many vehicles on I-5 are pulled into Woodland for food, gas, or services, you can see how the City of Woodland suffers the pain of traffic, but also the financial benefits of people driving through the city. Arguably, bad traffic means we have a good economy.

Lastly, is the fact that a lot of trips go through the city to other destinations, so, growth outside of the city causes traffic in the city. Almost all growth up the Lewis River Valley has to drive SR-503 through the city to get to their destination. Data from 2017 shows that traffic headed up river on an average day is about equal to 30% of the Exit 21 off ramp traffic. Another 20% uses the CC Street bridge to go into Clark County. So, in effect, about 50% of the vehicles using the off ramp at Exit 21 are county generated trips. Add traffic on Green Mountain Road and Woodland Bottoms traffic, and you can begin to understand how city traffic is affected by more than just new development in the city.



# New Traffic

## (Since 2018)

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.

### What kinds of developments are creating that traffic?

In the last seven years, staff has been tracking that data and as of August 1, 2023, this is what the data shows:

|                     | # of Projects    | Approved Trips        | Completed Trips     | %                    |
|---------------------|------------------|-----------------------|---------------------|----------------------|
| <b>Commercial</b>   | 20               | 731.8                 | 556.9               | 76.1%                |
| <b>Industrial</b>   | 24               | 894.2                 | 67.8                | 7.6%                 |
| <b>Residential</b>  | 13               | 356.0                 | 45                  | 12.6%                |
| <b>Public</b>       | 4                | 144.7                 | 0                   | 0%                   |
| <b><u>Total</u></b> | <b><u>61</u></b> | <b><u>2,126.7</u></b> | <b><u>669.7</u></b> | <b><u>31.49%</u></b> |

\*Public = park, library, etc.

### How many trips from new development have been added since 2018?

Answer: Trips from new development is measured in PM Peak Hour (PMPH) trips. We have a handout that explains more about this, but basically that is engineer-speak for “evening rush hour trips”.

- Since 2018 the city has reviewed 61 projects that are expected to add a total of 2,126.7 evening rush hour trips.

### What do you mean “approved”?

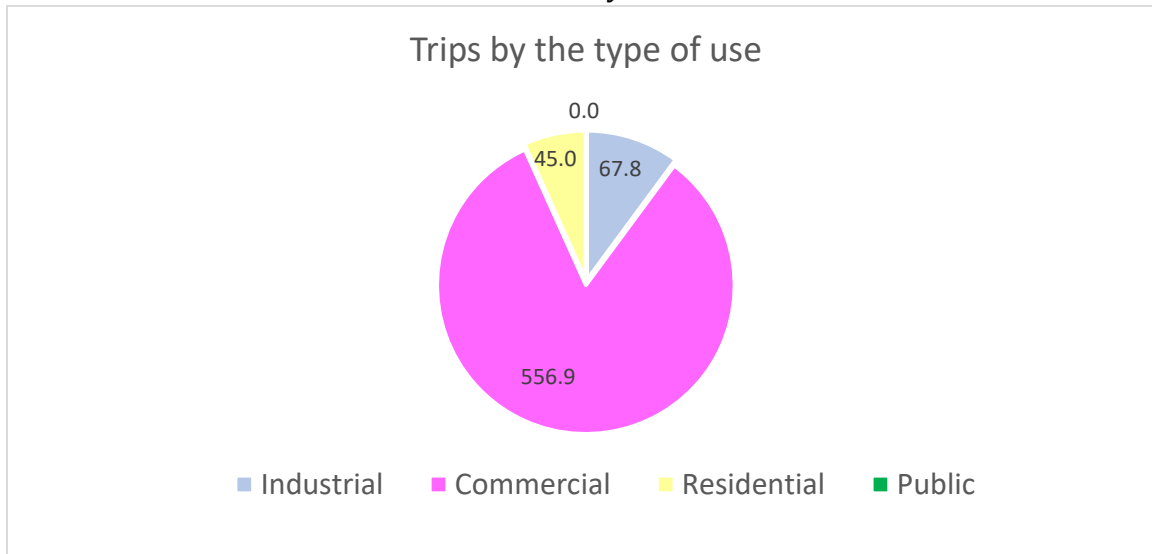
Good question. Just because a project gets permits approved, doesn’t mean it gets built.

- Of those 61 approved projects, only 28 of those developers have followed through and completed their projects.
- Those 28 projects have resulted in 669.7 new evening rush hour trips in Woodland.

It may take several years for design and construction to occur before a project is completed and traffic is generated. Also, some projects may be completed but still site empty for a while. For example, commercial and industrial buildings may be built but sit empty while a tenant is found. The tenant then may need to install machinery or do construction to finish the interior of the building to suit their needs before they open for business.

## **669.7 trips sounds like a lot of traffic doesn't it?**

It does. But bear in mind that those 669.7 new trips are “evening rush hour” trips and there are about 34 miles of streets in the city. So, when you think about it...those 669.7 trips spread out over an hour, and spread out over all the streets in the city...and the answer 1-car/per minute/per 3-miles of roadway, means that development in the city has had very little effect on the amount of traffic in the city.



## **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 Woodland relies on SR 503 for its circulation. Woodland has not taken the opportunity to build a second east/west connector so by design, traffic is funneled through the SR 503 roundabout. As a mixed blessing SR 503 funnels large amounts of vehicles through the city, while also forcing virtually all trips into one point. The result of this design is that you feel surrounded by other vehicles every moment of the day because everyone is collected onto that one main route.

Second, the two I-5 interchanges further restrict circulation. Virtually no car in the city can go east or west without passing through one these intersections or using SR 503. To make matters worse, the city has embraced the highways as the means upon which to base its economy. As the data shows, the city's supply of vacant industrial and commercial land is the economic heart of the city and our good economy relies on a steady flow of traffic for customers, employees, and commuters.

When you factor in how many vehicles on I-5 are pulled into Woodland for food, gas, or services, you can see how the City of Woodland suffers the pain of traffic, but also the financial benefits of people driving through the city. Arguably, bad traffic means we have a good economy.

Lastly, is the fact that a lot of trips go through the city to other destinations, so, growth outside of the city causes traffic in the city. Almost all growth up the Lewis River Valley has to drive SR-503 through the city to get to their destination. Data from 2017 shows that traffic headed up river on an average day is about equal to 30% of the Exit 21 off ramp traffic. Another 20% uses the CC Street bridge to go into Clark County. So, in effect, about 50% of the vehicles using the off ramp at Exit 21 are county generated trips. Add traffic on Green Mountain Road and Woodland Bottoms traffic, and you can begin to understand how city traffic is affected by more than just new development in the city.