

Appendix A

Steering Committee and Open House Meeting Summaries

**US 101 REGIONAL CIRCULATION PROJECT
STAKEHOLDER COMMITTEE MEETING #1
Port of Grays Harbor Commission Chamber
August 8, 2006
7:00 p.m. – 9:00 p.m.
Meeting Summary**

ATTENDEES:

Brian Shay, City of Hoquiam
Gary Nelson, Port of Grays Harbor
Ray Pumphrey, Hoquiam Fire Dept
Leonard Barnes, Port of Grays Harbor
Kathryn Crawford, Exeltech Consulting
Bernie Chaplin, Exeltech Consulting
Vicki Cummings, Council of Governments
Theresa Julius, Council of Governments
Nancy Trask, Council of Governments

John Perlic, Parametrix
Joshua Johnson, Parametrix
John Hart, WSDOT Aberdeen Office
T.J. Nedrow, Olympic Region WSDOT
Nazmul Alam, Olympic Region WSDOT
Vicki Steigner, Olympic Region WSDOT
Debbie Clemen, Olympic Region WSDOT
Yvette Liufau, Olympic Region WSDOT

I. Introductions

The meeting was called to order by Vicki Cummings, Executive Director for the Grays Harbor Council of Governments (GHCOG). The project team was introduced and includes Vicki Cummings and Nazmul Alam (WSDOT) as Project Leads, and John Perlic (Parametrix), as technical assistance.

Project binders were distributed to the stakeholder committee. Binders will also be distributed to those members who were not present. Binders included a project area map, a meeting schedule, and the synopsis of past studies along the corridor. [Additional information will be distributed as necessary].

II. Project Synergy

A. Past History

Vicki explained how the project began with Senator Doumit setting aside \$500,000 [SSB 6241] during the 2005 Legislative Session for a regional planning study regarding congestion mitigation improvements and mobility issues along US 101 within the vicinity of Aberdeen. The study boundary was then expanded to include US 12 at Sargent Boulevard, SR 109 from US 101 to the SR 109 Spur (east), US 101 to the SR 109 Spur (west), and US 101 in Cosmopolis at Blue Slough Road. GHCOG is partnering with WSDOT on the project since the GHCOG does transportation planning for the communities within Grays Harbor County and serves as the Regional Transportation Planning Organization. WSDOT will guide the overall process and develop the final document.

Nine (9) separate studies have been done and these studies will be used as the beginning point of the project [refer to the “Synopses” section of the notebook].

Vicki addressed what had taken place up to this point in the project:

- Preliminary stakeholder meetings in the community were held with County Commissioners, Mayors & staff, WSDOT Aberdeen Project and Maintenance staff, the Port of Grays Harbor, Grays Harbor Transit, emergency response staff, Grays Harbor Economic Development Council, and Grays Harbor Chamber of Commerce.
- The Stakeholder Committee has been established and the schedule of meetings set.
 - Stakeholder Committee Meeting #2, September 12, 2006 @ 1:00 p.m.,
Location: Port of Grays Harbor, 111 South Wooding Street, Aberdeen [rescheduled]
 - Stakeholder Committee Meeting #3, October 24, 2006 @ 7:00 p.m.,
Location: Port of Grays Harbor, 111 South Wooding Street, Aberdeen
 - Public Open House Meeting #1, September 26, 2006 @ 7:00 p.m.,
Location: Port of Grays Harbor, 111 South Wooding Street, Aberdeen
 - Public Open House Meeting #2, November 14, 2006 @ 7:00 p.m.,
Location: Port of Grays Harbor, 111 South Wooding Street, Aberdeen
- Synopses of past studies and current findings have been completed.
- Compilation of traffic analysis elements is in the beginning stages and the results will be presented at the second stakeholder meeting in September.

B. Project Purpose

Senator Doumit secured the funds for the regional planning study. Those funds came with the caveat that the study region, must supply a prioritized list of recommendations to the Senator by mid-November. He will, in turn, try to help find funding for those identified priorities during the next legislative session. According to the Senator, projects that rank high in this process must have broad regional impact and alleviate problems within a variety of jurisdictions.

C. Project Goals

The goals of the project were identified as follows:

- Community participation.
- Start with what we know.
- Build consensus
- Submit Priority Recommendation List by mid-November.
- Final report, early Spring of 2007

III. Priority Ranking Criteria

Vicki discussed the need to develop criteria (for rating and ranking project alternatives) that is meaningful and measurable adding that the measurements chosen must also be fair and equitable.

John Perlic discussed the goals and priority ranking criteria. The goals and criteria were developed using regionally adopted goals and objectives from the Grays Harbor County Region Surface Transportation Program, the Southwest Washington Regional Transportation Plan, and the Washington Transportation Plan.

The group discussed the proposed goals and criteria and suggested the following revisions. Changes are noted in yellow highlight.

Goal 1: Promote Regional Solutions

Criteria	Measurements
Does the alternative serve important regional and local destinations?	Relative degree in which the project serves important community destinations
Does the alternative have broad regional support?	Relative degree of project support, opposition, and multi-agency partnering opportunities
Is the alternative regional in nature?	Benefit to regional through travel and tsunami evacuation routes

Goal 2: Promote Economic Vitality and Growth

Criteria	Measurements
Does the alternative support economic growth?	Relative improvement in overall economic prosperity
Does the project improve access to tourist destinations and economic centers?	Relative degree in which the improvement enhances accessibility to tourist destinations and economic centers
Is it a cost effective investment?	Cost effectiveness, including long-term maintenance costs for aging infrastructure
Does it have any negative impact to local businesses?	Business access or parking impacts
Does project have potential environmental impacts and mitigation costs?	Relative degree of environmental impacts and mitigation cost

Goal 3: Support Multimodal Solutions (freight, rail, transit, pedestrian)

Criteria	Measurements
Does it reduce delay at intersections?	2006 & 2030 PM peak hour Level of Service (LOS)
Does it improve safety?	Accident reduction potential
Does it reduce the impact of bridge openings or provide an alternate local route?	Delay reduction
Does it improve efficient movement of freight and goods to business and services?	Proximity to freight oriented businesses and impact or benefit to rail transportation
Does it improve transit access or reliability?	Number of transit routes improved
Does it encourage pedestrian or bicycle travel or improve safety?	Improvement to pedestrian or bicycle travel

The goals and criteria will be used to rank projects.

IV. Past Recommendation Synopsis

Vicki presented a synopsis of the recommendations from previous studies and local plans and policies that are within the project area. These included:

- Synopsis of nine formal studies that affect the study area and current findings.
- Current findings - recent plans, policies and projects of the Cities of Aberdeen, Hoquiam and Cosmopolis, the Port of Grays Harbor and Grays Harbor Transit that affect the study area.
- Other recommendations - non-study related information such as projects identified in the Regional Transportation Plan, pre-study stakeholder recommendations, and operational improvements for the Cities of Aberdeen, Hoquiam, and Cosmopolis. (Operational improvements are roadway projects identified by each city that if implemented would help improve the flow of traffic without the need for major construction.)

V. Next Meeting Date

The Stakeholder Committee will reconvene again on Sept. 12th [rescheduled]. Topics of discussion for the second meeting will include: activities that have occurred since the first

meeting, traffic analysis and accident data reports, land use and future growth and development scenarios, and water, rail, and bridge operations research findings.

WSDOT has a dedicated web site for this project is at:

www.wsdot.wa.gov/planning/studies/US101/Aberdeen

Due to the small turnout of stakeholders, it was suggested that the future meetings be moved from evening to daytime. The project team will consider this suggestion.

There being no further discussions, the meeting was adjourned at 8:45 p.m.

Nancy L. Trask
Office Coordinator
GHCOG

**US 101 REGIONAL CIRCULATION PROJECT
STAKEHOLDER COMMITTEE MEETING #2
Port of Grays Harbor Commission Chamber
September 12, 2006
1:00 p.m. – 3:00 p.m.
Meeting Summary**

ATTENDEES:

Brian Shay, City of Hoquiam
Gary Nelson, Port of Grays Harbor
Barb Smith, GH Tourism
Leonard Barnes, Port of Grays Harbor
Cheryl Turner, City of Cosmopolis
LeRoy Tipton, GH Chamber of Commerce
Jim Maloney, Hoquiam Police
Jonathan Ciesla, Quinault Nation
Commissioner Mike Wilson, GH County
Commissioner Al Carter, GH County
Commissioner Bob Beerbower, GH County
Larry Bledsoe, City of Aberdeen
Michael Tracy, GHEDC
John Green, Aberdeen Police
Doug Craig, Aberdeen Fire

John Perlic, Parametrix
Joshua Johnson, Parametrix
John Hart, WSDOT Aberdeen Office
T.J. Nedrow, WSDOT Olympic Region
Nazmul Alam, WSDOT Olympic Region
Vicki Steigner, WSDOT Olympic Region
Leroy Slemmer, Exeltech Consulting
Bernie Chaplin, Exeltech Consulting
Yvette Liufau, WSDOT Olympic Region
Marcus Cuoio, WSDOT Olympic Region
Tom Gibbs, WSDOT Aberdeen Maintenance
Vicki Cummings, Council of Governments
Theressa Julius, Council of Governments
Nancy Trask, Council of Governments

I. Welcome/Introductions

The meeting was called to order by Vicki Cummings, Executive Director for the Grays Harbor Council of Governments (GHCOG). The project team was introduced and includes Vicki Cummings and Nazmul Alam (WSDOT) as Project Leads, Vicki Steigner/Yvette Liufau (WSDOT), John Perlic/Joshua Johnson (Parametrix) as technical assistance, and Theressa Julius as GIS support (GHCOG).

II. Recap of Meeting #1

Vicki Cummings presented a recap of the first Stakeholder Committee Meeting held on August 8, 2006, discussing the goals and criteria that were presented at that meeting. The complete meeting summary can be found at the US 101 Regional Circulation Project Website under the Stakeholder Committee link.

III. Review Criteria

John Perlic recapped the goals and criteria via a power point presentation and brought attention to the revisions in each goal. He asked the stakeholders if they wanted to make any last minute changes or additions to the criteria. No comments were offered.

He explained that the project team would be meeting to rank all the projects according to the criteria and would share the results with the stakeholders at their next meeting.

IV. Existing Conditions

[NOTE: The PowerPoint presentation and related information under this Agenda item were given to the Stakeholder Committee in hard copy for inclusion in their project binders.]

A. Bridge Openings

Nazmul discussed bridge opening statutes regarding the 33 Code of Federal Regulation (CFR) Part 117.5, 'when the draw shall open' for the Chehalis, Hoquiam and Wishkah Rivers.

The average number of bridge openings for boat ranges between 2 and 32 per month; and the average number of openings for maintenance ranges between 1 and 52 per month. The average duration of openings ranges between 6 and 10 minutes. The Chehalis River Bridge and the Heron Street Bridge all opened more often for maintenance than any of the other bridges.

Go to the US 101 Regional Circulation Project Website, under Project Info select Meeting Materials. Look under General Project Information with the file name of Bridge Openings for more detailed information.

B. Rail Operations

Nazmul presented basic rail statistics such as the number of trains per day, speed of the train in the Port of Grays Harbor area, and number of days service is provided in a week. He also talked about the existing railcar storage in the Puget Sound and Pacific's Aberdeen yard, local street blockage from switching and building trains at the Aberdeen yard, and possible solutions such as new storage tracks, relocating existing rail line, etc.

Rail traffic is expected to increase significantly in the future. Without changes to the existing rail infrastructure the local street blockage will continue to increase congestions. Total road blockage for arrival/departure to the Port is expected to increase by 32% between 2005 and 2025. Possible solutions include new storage tracks, rail realignment, and Intelligent Transportation System improvements.

See the US 101 Regional Circulation Project Website, under Project Info select Meeting Materials. Look under General Project Information with the file name of Rail Information for more detailed information.

C. Accident Data Analysis

Yvette presented US 101, US 12 and SR 109 highway crash data for the years 2003 through 2005, along with the types of collisions and the contributing factors. High Accident Locations are mainly in downtown Aberdeen. US 12 and SR 109 have more tourists traveling and US 101 has more locals traveling.

Vicki Cummings presented collision data for the local roadway system in Aberdeen, Hoquiam and Cosmopolis. High accident corridors and intersections for both the State highways and the local roads were identified.

See the US 101 Regional Circulation Project Website, under Project Info select Meeting Materials. Look under Traffic Analysis with the file names of Highway Collision Data and Local Street Collision Data for more detailed information.

D. Future Growth

Vicki Cummings discussed the future growth of the Hoquiam/Aberdeen/Cosmopolis areas and also the proposed growth and development at the ocean beaches [refer to “Proposed Growth and Development” map handouts in the meeting packet]. A growth of 1,700 jobs and 900 homes is expected over the next three (3) years.

See the US 101 Regional Circulation Project Website, under Project Info select Meeting Materials. Look under General Project Information with the file name of Future Growth for more detailed information.

E. Traffic Analysis and Forecasts

John Perlic gave a traffic analysis and forecast overview of the following: 1) level of service criteria, 2) existing traffic conditions, 3) year 2030 traffic conditions, and 4) finding and conclusions. The year 2030 traffic volumes were projected using a 2% compounded annual growth rate and pipeline volumes based on projections in the Port Industrial Road Strategic Analysis [HDR and CH2MHill, 2006].

Key points are:

- One unsignalized intersection, Park and State Street is operating at LOS F
- 6 arterial segments and 13 intersections would operate at LOS E or F in 2030
- Average Travel Times
 - US 101/SR 105 to US 101/SR 109 (Emerson Street)
Existing ~ 11 minutes
Future ~ 18 minutes
 - US 12 (Sargent Blvd) to US 101/SR 109 (Emerson Street)
Existing ~ 13 minutes
Future ~ 23 minutes

See the US 101 Regional Circulation Project Website, under Project Info select Meeting Materials. Look under Traffic Analysis with the file names of Existing Traffic Conditions and Year 2030 Traffic Conditions for more detailed information.

V. Project List

A. Discussion

Vicki Steigner discussed the handout titled “Unranked List of Projects (Draft)” which is a summary description of 29 projects. A map titled “Project Locations” was also provided which shows projects that have specific location.

Commissioner Carter suggested an additional project be added to the list, “build the west half of the truck route first.” That project was added to the draft list and identified as Reference ID “AD.”

The complete project list can be found at the US 101 Regional Circulation Project Website, under Project Info select Meeting Materials. Look under Project Recommendations with the file name of Unranked Projects.

The project location map can be found at the US 101 Regional Circulation Project Website, under Project Info select Meeting Materials. Look under Project Recommendations with the file name of Project Location Map for more detailed information.

B. Pre-Screening Exercise

At this point of the meeting the committee members participated in a pre-screening exercise, placing red dots next to the projects that each member deemed to be important. The project team will take this information and analyze which projects will make the top 10 and will report that finding at the next Stakeholder Committee meeting on October 24th.

VI. Next Meeting Date

The Stakeholder Committee will reconvene again on October 24th at 1 p.m. in the Port of Grays Harbor Commission Chamber, 111 South Wooding Street, Aberdeen.

WSDOT has a dedicated web site for this project at:

www.wsdot.wa.gov/planning/studies/US101/Aberdeen

There being no further discussions, the meeting was adjourned at 3:00 p.m.

**US 101 REGIONAL CIRCULATION PROJECT
STAKEHOLDER COMMITTEE MEETING #3
Port of Grays Harbor Commission Chamber
October 18, 2006
1:00 p.m. – 3:00 p.m.
Meeting Summary**

ATTENDEES:

Stakeholder Committee

Brian Shay, City of Hoquiam
Gary Nelson, Port of Grays Harbor
Leonard Barnes, Port of Grays Harbor
Cheryl Turner, City of Cosmopolis
Candie Gleason, GH Economic Dev. Council
LeRoy Tipton, GH Chamber of Commerce
Commissioner Mike Wilson, GH County

Larry Bledsoe, City of Aberdeen
John Green, Aberdeen Police Dept.
Dave Carlberg, Aberdeen Fire Dept.
Paul Dean, Hoquiam Fire Dept.
Commissioner Al Carter, GH County
Commissioner Bob Beerbower, GH County

Guests

Laurel Ulatala, Union Gospel Mission
C. Durham, Diesel Power and Electric

Ian and Janice Gegg
Al Bowman

Staff

Vicki Cummings, GH Council of Governments
Theresa Julius, GH Council of Governments
Nancy Trask, GH Council of Governments
John Perlic, Parametrix
Joshua Johnson, Parametrix
Leroy Slemmer, Exeltech Consulting
Bernie Chaplin, Exeltech Consulting

Nazmul Alam, WSDOT
Bob Jones, WSDOT
Yvette Liufau, WSDOT
Vicki Steigner, WSDOT
Marcus Cuoio, WSDOT
Chris Runner, Exeltech Consulting

I. Welcome/Introductions

The meeting was called to order by Vicki Cummings, Executive Director for the Grays Harbor Council of Governments (GHCOG). The project team was introduced and includes Vicki Cummings and Nazmul Alam (WSDOT) as Project Leads, John Perlic, Josh Johnson, Bernie Chaplin, Leroy Slemmer and Chris Runner as technical assistance, Yvette Liufau and Marcus Cuoio from WSDOT, and Theresa Julius and Nancy Trask from the Grays Harbor Council of Governments.

II. Public Comments from September 26 Open House

Vicki Cummings talked about the well attended September 26 Open House. The attendees were given three dots and were provided the opportunity to vote on the projects of their preference. Vicki referred the Committee to two handouts, 1] a summary of the meeting that details what was available and the comments that were returned, and 2] the results of the community dot vote.

She pointed out that the study use of Market Street as a 4-lane roadway feeding into the truck route scored high, and also scoring high was a complete bypass to the north of Aberdeen and Hoquiam called the North Corridor. This project is identified in Appendix B of the Hoquiam-Aberdeen EIS.

III. Initial Priority Ranking List

John Perlic presented the top ten projects recommended by the Technical Team; those top ten are as follows:

- **Truck Route Alternative**
 - Truck Route Alternative – Full [Ranked #1]
 - Truck Route Alternative – West Quarter [Ranked #4]
 - Truck Route Alternative – Half [Ranked #5]
 - Truck Route Alternative – East Quarter [Ranked #9]
- **Intelligent Transportation Systems (ITS)** [Ranked #2]
- **Tri-City Operation Improvements** [Ranked #3]
- **Improve Port Industrial Road** [Ranked #5]
- **Cosmopolis Downtown Revitalization** [Ranked #5]
- **Rail Car Storage Yard East of Aberdeen** [Ranked #5]
- **Replace Existing Hoquiam Bridges** [Ranked #10]
- **Relocate Rail Line South of Port Industrial Road to Eliminate All At Grade Crossings** [Ranked #11]
- **Complete seismic upgrades to Area Bridges** [Ranked #12]
- **Alternate Access to Wishkah Mall and Relocate Rail** [Ranked #13]

IV. Cost Estimate Presentation

Bernie Chaplin and Leroy Slemmer of Exeltech Consulting presented the cost estimates for the top ten projects. Leroy contacted the cities of Hoquiam, Aberdeen and Cosmopolis as well as WSDOT for information in determining costs. Leroy stated that the costs for steel and concrete have increased by 30% in the past year.

Leroy presented the total cost per project as follows:

- **Truck Route Alternative**
 - Truck Route Alternative – Full - \$386 M
 - Truck Route Alternative – West Quarter - \$169 M
 - Truck Route Alternative – Half - \$217 M
 - Truck Route Alternative – East Quarter - \$193 M
- **Intelligent Transportation Systems (ITS)** - \$ 9 M
- **Tri-City Operation Improvements** - \$10 M
- **Improve Port Industrial Road** - \$4 M

- **Cosmopolis Downtown Revitalization** - \$2 M
- **Rail Car Storage Yard East of Aberdeen** - \$4 M
- **Replace Existing Hoquiam Bridges** - \$154 M
- **Relocate Rail Line South of Port Industrial Road to Eliminate All At Grade Crossings** - \$8 M
- **Complete seismic upgrades to Area Bridges** - \$15 M
- **Alternate Access to Wishkah Mall and Relocate Rail** - \$4 M

Leroy discussed the idea of having one type of parking for everybody in the Wishkah Mall area. Phase I at a cost of \$300,000 would be to re-design the parking lot to improve circulation. Phase II would be to build a frontage road at a cost of \$3.9 million. Relocating the rail behind the mall buildings has too many major flaws and not enough room. Leonard Barnes stated the rail needs to get on the drawing board soon because of the growth. The fire and police departments spoke on how difficult it is to get aid to the Wishkah Mall when the train is traveling through and blocking all entrances. It was suggested that possibly a land culvert could be built under the railroad tracks that emergency responders only would access.

V. Priority Ranking List Discussion

The Stakeholder Committee discussed in detail the initial priority ranking list of projects and chose the following projects to be given to Senator Doumit:

Priority #1 Full Truck Route Alternative

The Full Truck Route Alternative was identified as the top priority project. As an alternative to funding the entire truck route, the Stakeholder Committee recommended moving forward with the project in increments. The first priority would be to fund re-evaluation of the EIS and then fund preliminary engineering to determine the phasing of the project.

Priority #2 Tri-City Operational Improvements

The Tri-City Operational Improvements project provides more than 20 needed short-term improvements in Hoquiam, Aberdeen and Cosmopolis.

Priority #3 Wishkah Mall Access Improvements

This project would alleviate identified traffic problems caused by access issues in two phases. The first phase would fund emergency vehicle access, turning movement and access revisions, signal interconnection and re-striping the internal parking area. The second phase would fund analysis and construction of an alternate access road on the north side of US 12. The project includes public involvement, right-of-way acquisition, preliminary engineering and construction.

Priority #4 Intelligent Transportation Systems (ITS)

This project would identify specific locations, design and install ITS devices such as Variable Message Signs, photo enforcement cameras, closed circuit television, and Highway Advisory Radio.

Priority #5 Improve Port Industrial Road

The Port Industrial Road project would improve capacity, traffic flow and safety by providing right and left turn lanes at key intersections and other improvements as identified in the Port Industrial Road Strategic Analysis.

Maintenance Priority - Seismic Improvements

The Stakeholder Committee determined seismic improvements were the top maintenance priority. Completion of this project is necessary to maintain access to regional hospitals, and fire and police protection in the event of a natural disaster. The three area bridges which need funding for completion of seismic upgrades are the Chehalis River Bridge, the Heron Street Bridge, and the Riverside Bridge.

VII. Wrap Up/Adjourn

Vicki concluded the meeting explaining what the next steps are. Vicki will be meeting with Senator Doumit on October 25 in Pacific County. The Pacific County Council of Governments, our counterpart, is going through a similar process to identify issues along US 101. Our list and Pacific County's list will be presented to the Senator before he leaves office on November 1st. This is our opportunity of letting Senator Doumit know we appreciate what he did, thanking him; and giving him the list of prioritized projects.

The list will be shared with our Stakeholders, our Coastal Caucus as well as with our community members. We are still holding our final public open house on November 14.

This was the third and final meeting of the Stakeholder Committee. The next steps are as follows:

- Provide ranked list to Senator Doumit October 25, 2006
- Share list with Coastal Caucus
- Public Open House November 14, 2006
- Draft Report January 2007
- Final Report March 2007

WSDOT has a dedicated web site for this project at:

www.wsdot.wa.gov/planning/studies/US101/Aberdeen

There being no further discussions, the meeting was adjourned at 3:10 p.m.

US 101 REGIONAL CIRCULATION PROJECT
PUBLIC OPEN HOUSE MEETING
Port of Grays Harbor Commission Chamber
September 26, 2006
7:00 p.m. – 9:00 p.m.
Meeting Summary

The US 101 Regional Circulation Project Team held a public open house meeting on September 26, 2006, at the Port of Grays Harbor Commission Chamber in Aberdeen. The open house was advertised in The Daily World. All addresses within Aberdeen, Hoquiam and Cosmopolis zip codes received post card invitations. Thirty-eight community members signed the official attendance sheet. Coverage of the event was provided by The Daily World Newspaper and Jodesha Broadcasting, a local radio station.

The Open House was organized into 6 stations of information. 1) Project purpose and goals, 2) Future growth in the Tri-City area, 3) Existing and future traffic conditions, 4) Collision data, 5) Bridge openings and rail operations, and 6) List of Projects.

A list of proposed projects was presented. Community members were provided an opportunity to indicate their preferences for the top 3 projects and were encouraged to comment on other aspects of the study. Formal comment cards were provided. The comments that were received from the community were:

- Wonderful presentation and information. People listened. Felt incorporated.
- Full Project: Truck Route Alternate US 12 – SR 109. Prefer that the full project be funded. This would be the 50-75 year fix for Grays Harbor. Funding is always an issue – **Do** the West Quarter – New bridge in Hoquiam Truck Route Connecting Industrial Way to SR 109 **FIRST**. This is the missing piece of our highway system and the most expensive – start the planning now since it may take 5 years to complete. It becomes the major project we work at the State and Federal level. All other fixes are minor or cosmetic.
- The Polson Museum is halfway to funding its major “Railroad Camp” project. Give me a call for details as you seek to identify projects of substantial size happening along US 101.
 1. As the DOT considers traffic changes through Hoquiam, I would ask that consideration be given to reducing Riverside Ave. to two lanes from the Farmers Market to Polson Museum. Riverside parking would do much to improve Hoquiam’s cultural re-birth and the change would serve to slow down traffic (which averages 35-45 MPH and sometimes reaches 60+).
 2. Consider a county-wide sign project to direct travelers to area historic, cultural, and recreational destinations. Graphic consistency and detail would do much to encourage tourism.
 3. As re-routing traffic is considered in Hoquiam, has a large roundabout been considered to promote access to downtown?

- A great deal of time and effort has been given to the 101 Reg. Circ. Project. Although my focus is with Cosmopolis and it does not appear that the smallest port city ranks as the larger cities do – we are appreciative of our city’s inclusion in the list of project goals. Thank you.
- The transition for trucks from Port Industrial to and from the Hoquiam River Crossings can be greatly improved in the near term.
- The information provided was great! The thought, detail and completeness of information was worth knowing. The potential for traffic congestion and more accidents both vehicle and pedestrian in the Wal-Mart area that will occur when rail traffic increases was not addressed, surprisingly. Both bridge suggestions for replacing bridges in Hoquiam do not appear to be feasible. And moving rail traffic lines in the port area might interfere with potential incoming businesses and render some port property unuseable?
- More roundabouts
- I feel that there needs to be more access off the Highway (12) leaving Aberdeen – access to the North – in order to relieve congestion on Hwy 12. Someone put in a curb behind the UPS store and Baskin & Robbins, so now there are less options for turning off the highway. Don’t know if this curb is legal or not? There is also no left turn lane for this neighborhood to the north of the highway. Better access to this area is needed. Perhaps even an access road between Hwy 12 and Think-of-me Hill. Thank you.
- I would like to see better access from Port Industrial Road onto residential street by Kens Auto Body. That turn on corner is dangerous.
- Please reroute trucks and recreational vehicles using the parallel corridor plan.
- Well Done. Staff explained things well. If money were no object we should have a big bypass behind the hills. That is the only solution that is not simply piecemeal.
- To relieve US 101 traffic through the Aberdeen and Hoquiam Urban Areas: Look for a workable route along the level bank on the west bank of the Wynoochee River, north of US 12, that allows for a clear Hwy west going north of the urban areas to about the intersection of US 101 and it’s spur to SR 109.
- I would like to see Hwy 101 rerouted north of Aberdeen (@ Central Park) to North of Hoquiam. Have 3 offramps in the area to get off 101 to allow Aberdeen & Hoquiam. Return some peace and tranquility to the two towns.
- 2 New Bridges – Hoquiam New Bridge – Rail Out – Move Airport North, Highway Bypass –

The displays that were shown at each station are on the US101 Regional Circulation Project webpage at www.wsdot.wa.gov/planning/studies/US101/Aberdeen. Go to the “Meeting Materials” web page and click on the bulleted list of items. The following is a list of the displays at this meeting:

Station 1, Project Purpose & Goals

- SSB 6241
- Project Location Map
- Approved Goals and Criteria

Station 2, Future Growth

- Future Growth

Station 3, Traffic Conditions

- Level of Service
- Existing Traffic Conditions
- Year 2030 Traffic Conditions
- Traffic Analysis Findings

Station 4, Collision Data Analysis

- Highway Collision Data
- Local Street Collision Data

Station 5, Bridge and Rail

- Bridge Openings
- Rail Information

Station 6, Project List

- Unranked Project List
- Project Location Map
- Aberdeen/Hoquiam EIS Map

US 101 REGIONAL CIRCULATION PROJECT
PUBLIC OPEN HOUSE MEETING
Port of Grays Harbor Commission Chamber
November 14, 2006
5:30 p.m. – 7:30 p.m.
Meeting Summary

The US 101 Regional Circulation Project Team held the final of 2 public open house meetings on November 14, 2006, at the Port of Grays Harbor Commission Chamber in Aberdeen. The open house was advertised in the Daily World. All addresses within Aberdeen, Hoquiam and Cosmopolis zip codes received postcard invitations. Nineteen (19) community members signed the official attendance sheet.

The open house was organized into ten stations of information; 1) project overview, 2) ranked list, 3) prioritized project list, 4) truck route alternative, 5) tri-city improvements, 6) Wishkah Mall entrance, 7) Intelligent Transportation System (ITS), 8) Port Industrial Road improvements, 9) maintenance priority, and 10) next steps.

Formal comment cards were provided. The comments that were received from the community were:

- Great solution to truck issue. Good solution to relieve traffic. Poor for quality of life and no rail study. No transit improvement to reduce local traffic. For example, express service to Olympia, service to meet state Amtrak at Centralia or Lacey.
- Bridges cost money, but it would be nice to see another bridge across the Chehalis River.
- Downtown core area traffic is only going to get worse. You need a real bypass of the entire core area to expedite traffic to the beach areas. Then shoppers will be able to get downtown and find a parking area. Transportation means going from point A to point B. In the case of Seattle/Tacoma to the ocean beaches. Solve that problem first. People will still need to shop downtown, but they shouldn't have to compete with thru traffic. Go for the major bypass first (eliminate over ¾'s of the existing traffic) and you probably need all the little traffic flow tweaks – saving all that money. Money that could be used on the big bypass.
- Push button pedestrian signals to cross Wishkah and between Michigan and “L” Streets. Destination is “The Work Source” and “DSHS Community Services Office”. “M” Street would be ideal.

When you put in wheelchair ramps they should be the same as those in the bulb-outs. They are tactical and visual and last long.

Simpson and 8th Street has audible signal. Need more of these.

- Some visually impaired in the community feel audible signals don't work.

The displays that were shown at each station are on the US 101 Regional Circulation Project web page at www.wsdot.wa.gov/planning/studies/us101/aberdeen. Go to the “Meeting Materials” web page and click on the bulleted list of items. The information that was displayed at each station is as follows:

Station 1, Project Overview

- SSB6241
- Stakeholder Committee Members
- Study area map

Station 2, Ranked List

- Ranking criteria
- Ranked list with cost column

Station 3, Stakeholder Committee Project Priority List

- 1) Full Truck Route Alternative - \$386M
- 2) Tri-City Operational Improvements - \$10M
- 3) Wishkah Mall Access Improvements - \$4M
- 4) Intelligent Transportation Systems (ITS) - \$9M
- 5) Improve Port Industrial Road - \$4M
- Maintenance Priority Seismic Improvements - \$20M

Station 4, Truck Route Alternative

- Full truck route alternative
- Supporting illustrations

Station 5, Tri-City Operational Improvements

Station 6, Wishkah Mall Entrance

- Mall access improvements

Station 7, Intelligent Transportation System (ITS)

- Description
- Examples of ITS solutions

Station 8, Improve Port Industrial Road

Station 9, Maintenance Priority

- Seismic improvements (photos/illustrations)

Station 10, Next Steps

- Inform Local, State and Federal elected officials of priority projects
- Keep officials current of project status
- Draft report, January 2007
- Final report, March 2007
- Work with Local Governments and Regional Transportation Planning Organizations to move projects forward