Chapter 8 Appendix

This Chapter 8 Appendix includes additional tables and maps referenced in Chapter 8.

Active Transportation

Figure 8A-1: SWRTPO Bicycle & Pedestrian Accessibility Analysis (Existing Facilities Only)

Figure 8A-2: SWRTPO Bicycle & Pedestrian Accessibility Analysis (Existing & Potential Facilities)
Freight Transportation

Figure 8A-3: SWRTPO Daily Truck Vehicle Miles Traveled (VMT) Forecasted in 2045

Figure 8A-4: SWRTPO Daily Truck Vehicle Miles Traveled (VMT) in 2012
Public Transportation

Included below are the unmet needs for the RTPO, by county, as included in the adopted 2018 CPT-HSTP.

Cowlitz County

1. Transit service in Cowlitz County is limited to the hours of 6:00 a.m. and 7:00 p.m. Transit users have difficulty working evening shifts, attending night classes, making essential meetings. There are also limited services on the weekends. There is a need for longer hours on Saturday and services on Sunday for shopping and social activities.

2. Several programs in the county have vans to serve their clients; some of them are looking at ways they could coordinate services.

3. Shortage of volunteers for transportation programs; one concern is training is too intensive for volunteers; another concern is insurance for volunteers.

4. Outreach to transit-dependent populations and the general public needs to be increased so they are aware of all existing transportation services and eligibility requirements.

5. Difficult to coordinate return times for medical trips because of uncertainty of appointment end times.

6. Provide earlier and later transportation services to dialysis appointments at PeaceHealth.

7. It is difficult to find medical transportation for patients who are not Medicaid eligible. The Human Service Council’s Reserve-a-Ride program is unable to meet the current passenger demand.

8. Only general public transportation service outside of RiverCities Transit Service Area is Lower Columbia CAP bus service for the communities along I-5 (Castle Rock, Kalama, Lexington, and Woodland), the Cowlitz Tribal Transit program for the entire county, and Wahkiakum-on-the-Move in west Cowlitz County.

9. There is a growing need for expanding public transportation services beyond the ones already provided by Lower Columbia CAP and Cowlitz Tribal Transportation program to the unincorporated areas of Lexington and Columbia Heights. The Lexington area is expected to experience higher population growth in the foreseeable future.

10. There is a need for paratransit services beyond the ¾ mile from fixed-route service within the Public Transportation Benefit Area (PTBA). Paratransit services are needed in the entire PTBA especially for people with disabilities needing transportation services to work. There is also a need for extending the service to ¾ of a mile from a fixed route beyond the PTBA to serve the areas just out of the city limits.

11. Coordination of transportation services for special needs populations needs to continue. This includes outreach and coordination with Individual Education Program (IEP) and Student Transition Educational Program Services (STEPS) in schools to inform students, parents, and educators on transportation options for persons with disabilities.

12. There is a growing need for transportation services for seniors across Cowlitz County. This need will continue to grow. There
will be a significant increase in 65 and older population in Cowlitz County over the next 10-15 years, with the fastest growing segment of the population being 85 and older.

13. Outreach to disabled veterans needs to be increased so they are aware of transportation available to those who cannot use the DAV van (those who are disabled). DAV’s volunteer drivers are not allowed to assist passengers in any way – all riders must be able to enter and exit the vehicle under their own power. The DAV does not have a wheelchair accessible vehicle for passengers.

14. There are no formal agreements in place between emergency services and area transportation providers to furnish coordinated evacuations during the event of an emergency.

15. RiverCities bus passes are good for the calendar month and not for a full 30 days, causing some inconveniences for transit users and agencies that provide free passes to transit-dependent populations.

16. RiverCities needs to replace its aging fleet with newer vehicles.

17. There is a need for more options for intercity services to the Vancouver and Olympia areas for medical appointments.


19. There is a need for improved lighting, benches, and shelters at bus stops for improved safety, protection from the elements, and a place for the elderly and persons with disabilities to rest.

20. Improved active transportation facilities leading to bus stops to improve the beginning and end segment of transit trips and encourage the use of two or more modes of transportation.

21. Restore sections of RiverCities Route 56 in Kelso where there is the highest need.

Grays Harbor County

1. Regional employment transportation efforts need to be expanded and improved by greater coordination between Pacific Transit and Grays Harbor Transit, as well as between Grays Harbor Transit and Jefferson Transit, with support from Coastal CAP and Rez Racer.

2. There is a lack of specialized medical services and higher educational facilities within this rural county requiring residents to travel to out-of-county destinations for medical needs and continuing education.

3. Fixed-route services are not in sync with many work shift schedules, which creates challenges for transit dependent workers.

4. Grays Harbor Transit has outgrown their current facility and needs to expand or replace existing administration and maintenance facility, which was constructed in 1974.

5. Better networking/coordination among transportation providers is needed to ensure that services are not being duplicated and dependent populations are being served.

6. Demand is growing faster than most agencies can meet. More volunteer drivers are needed to meet the demand.

7. Grays Harbor Transit has a rapidly aging vehicle fleet.
8. Transportation for medical and other essential services for non-Medicaid patients and people under the age of 60 is a major need.

9. With Medicaid transport, the cost of attendants is paid for, but the cost of escorts such as family members is not; and there is a gap in service for folks who need a ride home from the hospital after being discharged.

10. Short trips for Medicaid do not cover the cost because only the trip is reimbursed, not mileage and time from the point of origin.

11. Public transit cannot get reimbursed for Medicaid client transport. A new policy is needed to allow Grays Harbor Transit to provide service.

12. Paratransit wait times are very long. Paratransit Services cannot handle the volume. New brokerage systems and/or increased staffing are critical.

13. There is a gap in service for getting people from the Quinault and Taholah Indian Nations to Aberdeen for services.


15. Outreach to transit-dependent populations and the general public needs to be increased so they are better informed on available services and how to use them.

16. There is a need for additional service to the Central Park area of Aberdeen.

17. There is a need to provide transportation services for people working in Ocean Shores, but live elsewhere due to the cost of living.

18. Additional service is needed in the Oakville/Rochester area.

19. Limited transportation services from Aberdeen to the Satsop Business Park may be needed as the business park continues to see job growth.

20. Indoor waiting area for passengers at the Grays Harbor Transit Station.

21. One fare system for intercity travel.

22. Expanded paratransit services for rural areas and beyond the ¾ mile nearest bus route.

23. More reliable transportation services are needed for getting to and from medical appointments and work.

24. There is a need for improved lighting, benches, and shelters at bus stops for improved safety, protection from the elements, and a place for the elderly and persons with disabilities to rest.

25. Make more sidewalks user friendly to persons relying on mobility aids.

**Lewis County**

1. There is no public transportation to or in western Lewis County and very limited dial-a-ride service to southern Lewis County and portions of US 12 west of Mossyrock to I-5 and west of
Cinebar on SR 508. This includes no dial-a-ride service west of Chehalis on SR 6 to Pe Ell.

2. Potential loss of service to east county communities along Highway 12 currently served by LEWIS Mountain Transit. The future of LEWIS Mountain Transit services is unclear at this time. There are efforts being made to preserve services to communities along Highway 12 on the east side of the county.

3. There is interest for expanding Twin Transit services countywide which will require acquisition of additional assets.

4. Medical transportation for non-Medicaid patients and people under the age of 60 is a major need.

5. There is a need for services to get students from the smaller communities to Centralia College. This includes students participating in the Running Start Program.

6. There is a need to get senior citizens from smaller cities to medical appointments in Centralia/Chehalis and the Olympia area.

7. Transportation services are limited on the weekend, with the exception of Centralia and Chehalis which now has expanded fixed-route service on the weekends.

8. Technology that assists with the use of and access to public transportation is not sufficiently used.

9. Transit pullouts and related infrastructure are needed in and around Centralia/Chehalis.

10. A more efficient community transit center is needed to support transit services in Centralia/Chehalis.

11. There is a need for a mobility trainer to help with more outreach to transit users, so they can be made more aware of available transportation services and how to take advantage of those services. Existing resources include the Centralia College transportation website, LEWIS Mountain Highway Transit Agency's Community Resource Guide, and DSHS's General Resources and Supportive Services of Lewis County Guide.

12. There is a need for out-of-county connections, especially medical trips to Olympia.

13. Improved intercity connections with transit services in surrounding counties.

14. There is a need for additional volunteer drivers, especially for non-medical trips.

15. There is a need for improved lighting, benches, and shelters at bus stops for improved safety, protection from the elements, and a place for the elderly and persons with disabilities to rest.

16. There is a need for a site/application that public transportation providers can use to acquire used assets at lower costs.

17. There is a lack of formal agreements for use of transit and transportation providers in the event of an emergency.

**Pacific County**

1. Level and frequency of public transit services in all parts of the county need to be increased.

2. Greater coordination between Pacific Transit and Grays Harbor Transit needs to expand regional employment transportation efforts and this should be supported by Coastal CAP.
3. There is a lack of specialized medical services and higher educational facilities within this rural county requiring residents to travel to out-of-county destinations for medical needs and continuing education.

4. Expanded intercity services for out of county connections, especially medical trips to Aberdeen, Centralia, and Astoria, Oregon.

5. Access to jobs (especially in the southern part of county, and for Shoalwater Bay Tribal members) and job training (Grays Harbor Community College in Aberdeen) needs to be expanded.

6. Seasonal jobs along the coast and in Shoalwater Bay create the need for fixed, seasonal routes.

7. Transportation for medical and other essential services for non-Medicaid patients and people under the age of 60 is a major need.

8. Lack of accessible vehicles. Coastal CAP only has one accessible vehicle, which is only authorized to take passengers to work or training, not medical appointments.

9. Lack of volunteer drivers for Coastal CAP and Catholic Community Services (CCS) transportation programs.

10. Lack of local taxi providers.

11. Lack of fixed transit service during evenings and weekends to Astoria, Oregon and during community events or festivals.

12. Outreach to transit-dependent populations and the general public needs to be increased so they are better informed on available services and how to use them.

13. Pacific Transit is one of the only providers in the RTPO that participates in a coordinated emergency evacuation scenario plan.

14. There is a need for improved lighting, benches, and shelters at bus stops for improved safety, protection from the elements, and a place for the elderly and persons with disabilities to rest.

**Wahkiakum County**

1. Limited family jobs and affordable housing within Cathlamet force residents to move to rural locations that often are not easily served by transit.

2. Service to Naselle needs to expand so that workers can make the connection on Pacific Transit to jobs and services in the Long Beach and Astoria areas.

3. Wahkiakum County is experiencing out-migration of working families and in-migration of retirees as well as telecommuters.

4. There are limited transportation services for people needing to commute to work or get to educational opportunities. The current routing of WOTM covers minimal need for commutes to work and school.

5. The geography of Wahkiakum County makes it difficult for transit to serve residents who do not live adjacent to SR 4.
6. When SR 4 closes because of slides, alternative transportation routes are a challenge. This poses a huge threat to lifeline medical services.

7. Transportation to social service programs is very difficult, limiting participation. Specific examples include parenting programs, the Wahkiakum County Chemical Dependency Program, and mental health services. Extended hours of service to cover evening sessions is needed to meet this need.

8. There is a lack of transportation service for youth to get to after school activities.

9. Lack of regular coordination with other service providers. Transit users have difficulty making connections to other counties and transit agencies in sufficient time. Better information on intercity bus connections and schedules is needed.

10. Provide transit services during summer events and festivals to help bring in more visitors.

11. There is a need for more services for people to get into town for special events.

12. Lack of a central source for information to advertise services offered by Wahkiakum on the Move, CAP, Catholic Community Services, and Human Services Council which results in a lack of awareness of available transportation service providers and the services they provide.

13. There is a growing need for transportation services for seniors across Wahkiakum County. This need will continue to grow. There will be a significant increase in 65 and older population in Wahkiakum County over the next 10-15 years with the fastest growing segment of the population being 85 and older.

14. There is a need for Wahkiakum on the Move (WOTM) to provide service to the Kaiser medical facility in Longview.

15. There is a need for better signage indicating where WOTM bus stops are located in Longview/Kelso and connections with RiverCities bus lines.

16. Improved wait times for returning trips from Longview/Kelso area so that going to an appointment does not turn into an all-day affair.

17. There is a growing need for recruiting more volunteer drivers to expand service levels for transportation services reliant on volunteers.

18. Formal agreements need to be finalized for use of transit in the event of an emergency.


20. There is a need for improved lighting, benches, and shelters at bus stops for improved safety, protection from the elements, and a place for the elderly and persons with disabilities to rest.
Travel Demand Model Assumptions for 2045 Regional Transportation Plan

2025 & 2045 No Build and Build Models

1. Land use data sets generally assume 1 percent growth annually.

2. Selected areas of the model had additional growth assumed based on feedback from Cowlitz Area Technical Advisory Committee as follows:
   
   A. West Longview areas had 270 single-family units, 769 multi-family units, 150 industrial employees, and 100 service employees.
   
   B. Other Longview areas had 621 industrial employees, 430 service employees, and 200 retail employees.
   
   C. Southwest Kelso area had 40 single-family units.
   
   D. Lexington area had 1,750 multi-family units, a fire station, and an elementary school.

3. All land use was interpolated to 2045 conditions based on the previous 2050 and 2025 travel demand models. [2045 Only]

4. Started with the previous 2025 land use data set. [2025 Only]

5. For 2025 assumed the same additional growth areas as 2045, but reduced to 26% of the 2045 additional growth amounts. [2025 Only]

2025 & 2045 Build Models

1. Planned street improvements included in both 2025 and 2045 Build models included:
   
   A. Industrial Way (SR432)/Oregon Way (SR433) intersection area improvements. Assumed the “PGSB Alternative”.
   
   B. SR 432/California Way intersection realignment
   
   C. SR 4 Ocean Beach Highway segment signal improvements (15th Ave to 32nd Ave)
   
   D. SR 432/SR 411 interchange ramp improvements
   
   E. Washington Way/15th Avenue intersection signal improvements
   
   F. West Main Street Realignment Phase 2
   
   G. Grade Street road diet improvements, 5th Avenue to 13th Avenue
   
   H. Beech Street segment extension, Oregon Way and California Way
   
   I. Olive Way segment extension, 35th Avenue to Mt Solo Road

Table 8A-1: Travel Demand Model Assumptions for 2045 Regional Transportation Plan
Environmental Constraints

Cowlitz County

Figure 8A-6: SWRTPO Environmental Constraints – Cowlitz County (Local Agencies & WSDOT)
Figure 8A-7: SWRTPO Environmental Constraints – North Grays Harbor County (Local Agencies Only)
Map Note: Due to the large number of transportation improvements within the Cities of Aberdeen and Hoquiam, not all of them are labeled. Please refer to the Grays Harbor County and WSDOT tables in the Chapter 6 Appendix for details on improvements within these cities.
Lewis County

Figure 8A-9: SWRTPO Environmental Constraints – East Lewis County (Local Agencies Only)
Figure 8A-10: SWRTPO Environmental Constraints – West Lewis County (WSDOT Only)
Pacific County

Figure 8A-11: SWRTPO Environmental Constraints – Pacific County (Local Agencies Only)
Figure 8A-12: SWRTPO Environmental Constraints – Wahkiakum County (Local Agencies & WSDOT)
Figure 8A-13: SWRTPO Environmental Constraints – Longview-Kelso-Rainier MPO (Local Agencies & WSDOT)