

Element 6 Transportation

Winlock is a commuter town, as current travel patterns and home and business locations indicate. Although Winlock does have viable businesses and industries located within its corporate limits, a large number of Winlock citizens commute to other areas for work. All this travel is accomplished by personal automobile. The City does recognize the need for a public transportation system as well as for non-motorized transportation modes and will work with Lewis County and Twin Transit towards accomplishing that.

6.1 Major Transportation Considerations

This Transportation Element considers the location and condition of the existing traffic circulation system; the cause, scope and nature of transportation problems. It also explores future transportation needs based on the type of use and direction of growth. The City's challenge in addressing transportation systems will be the impact of the vacated streets on the circulation pattern.

- ❖ Plan for a transportation network that ensures the safety of area citizens and provides a logical pattern to meet anticipated growth that includes railway and ground travel.
- ❖ Design a transportation system that maintains the condition of city streets in a cost-effective manner with minimal impact to the environment.
- ❖ Provide parking access to downtown businesses.
- ❖ Encourage and plan for mass-transit that meets ADA requirements and is accessible to all citizens.
- ❖ Ensure coordination of transportation plans with other jurisdictions.
- ❖ Encourage and plan for a mass transit station for bus and train stops in Winlock to provide commuter travel options.

6.2 Transportation Inventory

Winlock's traffic system is based on main arterials, collector streets and local access streets. Winlock's main arterials consist of State Route 505 and Kerron Avenue. State Route 505 connects Winlock to Interstate 5, Kerron Avenue becomes State Route 603 which connects Winlock to Napavine to the north, Kerron Avenue also connects to Vader to the south via Winlock-Vader Road.

Winlock has approximately 15 miles of roadways, railways, switching yards, and maintenance yards.

Collector streets include West Front Street, Campbell Street from West Front to First Street, First Street, Nevil Road, Walnut Street and King Road. Collector streets are the responsibility of the City. Other streets and roads within the City are classified as local access streets.

6.2.1 Influence of Regional Traffic

Although Interstate 5 is the main highway to travel North and South, Winlock is accessible by other routes. Travelers heading south from Winlock can use the Winlock-Vader Road or South Military Road. Napavine is accessible via State Route 603. State Route 505 is the main east-west route into and out of Winlock and connects commuters with Interstate 5.

6.3 Pedestrians, Sidewalks, and Bike Routes

Winlock encourages a pedestrian friendly city that promotes walking and biking. At present, few streets have adequate sidewalks, curbs and gutters. The community has many children that walk to school and lack of sidewalks is a safety hazard. It will be essential for the City to pursue any available grants or funds for sidewalk construction.

Sidewalks are needed to connect the Senior Center with residential parts of town, in the vicinity of the elementary school extending outward through residential areas and along roads frequented by school children. In the future, sidewalks will be needed along both sides of the arterials and on one side of the street for all other areas.

6.3.1 Future Development

Winlock Development Code and Standards require new developments to install curbs, gutters and sidewalks at the time of buildout. As development continues throughout the City, sidewalks will be connected and allow safe travel ways for pedestrians.

Winlock residents would like to have a sidewalk system linking all schools to residential areas, the senior center to residential areas and Allegre Villa (senior/disabled housing) to the grocery store and downtown area.

Residents would also like pedestrian and bicycle trails in Winlock as currently there are none.

6.4 Adequacy of Parking Facilities

Lack of public parking is a concern to Winlock business owners and shoppers. There is curbside parking along most of First Street within the Downtown Corridor; however, there are few public parking areas.

There is a designated public parking area on First Street and SE Front Street as well as limited parking available along the side streets. There are minimal public parking spaces behind the businesses on Front Street.

Visitors to Winlock will find it difficult to find parking unless there are curbside parking spaces available.

6.5 Natural Traffic Barriers

Undeveloped, platted streets can be found on the fringes of the developed areas, generally on the hillside. When Winlock was first platted, the surveyors laid out the streets on a grid pattern, ignoring the fact that the City is located in a valley surrounded by steep hills. Development of many of the hillsides for any use other than open space is unlikely due to the topography. The ones that can support development, shall be required to adhere to strict development and storm drain regulations found in the city's ordinances.

The area above the valley floor on the west side of town, there are areas of existing plats that have not been developed and where some of the platted streets have been vacated. In order to support development in this area the City will need to obtain legal rights to those vacated streets.

Approximately three miles of local access streets and alleys have been vacated over the past twenty (20) years. Some of those streets were located on steep hillsides; others, however, could have served new developments. In some cases, the City has allowed a single homeowner to develop their home in vacated street areas, cutting off local access to other parts of that street.

With the increased future growth in the City, it would be advisable to stop the practice of street vacates until a pattern on in-fill development becomes clear and to begin the process of deciding which streets to retain for future circulation.

6.6 Railways

The Burlington Northern Pacific Railway runs through the center of Winlock with an average of fifty (50) trains per day traveling through the City. The railways carry freight and passengers but currently, does not stop in Winlock. The Union Pacific Railway also uses the main line through town as well as having spur lines serving Winlock industries.

There are two railroad crossings within Winlock's city limits. The primary crossing is across Walnut Street from Front Street to Kerron Street. This is the extension of SR-505 and carries the bulk of traffic from I-5 and from the west side of town. The second crossing is located on the north end of the downtown area on Fir Street. Both crossings have warning lights and gates. With the high volume of daily trains travelling through town can be tome consuming.

Lewis County Fire District 15 is located on the west side of the railroad tracks, the trains delay emergency services. There are crossing options to the north and south of Winlock that can reroute emergency services. However, that adds twelve (12) to fourteen (14) minutes to the response time. If there is a fire, standard response plan is from Fire District 2 out of Toledo and Fire District 5 out of Napavine to respond along with Fire District 15.

6.7 Future Transportation Needs

The Capitol Facilities element will address future road needs. The staff and Planning Commission will track needs on a regular basis.

6.7.1 Local Streets

Development regulations require that all future street development shall conform to City standards, including sidewalk construction. There are numerous streets throughout the city that need sidewalks to ensure pedestrian safety.

6.7.2 Arterials

As with local streets, development shall be required to provide future arterials because of the limited infrastructure within this currently rural area. SR 505, which enters Winlock from the east and connects the city to I-5, will require certain safety improvements.