


**East-West Corridor Project
Final Alignment Alternatives Study**

**Appendix A
Stakeholders Advisory Committee Meeting No. 1**

MEETING MINUTES

Date: May 6, 2010
 Time: 1:00-3:00PM
 Meeting: Stakeholders' Advisory Committee (SAC) Meeting
 Location: Yakima County's 1st Street Conference Center
 Southeast Corner of 1st Street & Lincoln Avenue
 Yakima, Washington
 From: Marcus Elliott 

ATTENDANCE

<u>Name</u>	<u>Initials</u>	<u>Representing</u>	<u>Phone</u>	<u>Email</u>
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Brig Temple	BT	Columbia Basin Railroad	(509) 388-6602	brigtemple@cbrr.com
J. Page Scott	JPS	YVCoG	(509) 574-1550	scottj@yvcog.org
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Mike Dooley	MD	Terrace Heights Impr. Assoc.	(509) 480-1100	mike@wilbertprecast.com
Bob Washburn	BLW	Terrace Heights Impr. Assoc.	(509) 453-1396	wwnanw@charter.net

NOT IN ATTENDANCE

<u>Name</u>	<u>Initials</u>	<u>Representing</u>	<u>Phone</u>	<u>Email</u>
Ken Mitchell	KCM	Selah-Moxee Irrigation Dist.	(509) 469-0489	smidistrict@qwestoffice.net
Bob Hall	BH	Bob Hall Auto	(509) 248-7600	bhall@bobhallauto.com

DISCUSSION

Introductions

GNE welcomed everyone to the meeting. He explained that the County had identified each of the organizations represented at the meeting as stakeholders in the project. Each of these organizations will play an important role in the eventual success of the East-West Corridor (EWC). Consequently, the Stakeholders Advisory Committee (SAC) was convened to provide a forum for these organizations to provide feedback they have about the project.

History of East-West Corridor Development

GNE spoke briefly about the work that had been done on the project to date. He began with the preliminary studies performed in the early 1990s, continued through the 2001 Terrace Heights Corridor Study (THCS), and brought the SAC up to speed with the County's current work with BergerABAM (BA).

Overview of Cascade Mill Redevelopment

BAH spoke briefly about the Boise Cascade Mill Redevelopment (Redevelopment) currently proceeding in the northeast portion of the City of Yakima (City). They recalled the decline of timber production in the region and the shuttering of the Boise Cascade sawmill, as well as the development opportunities the area offers. MM expressed the City's concerns over the eventuality of urban blight if the area was left in its current condition. They also discussed the ultimate plan for the development regarding commerce, jobs, and entertainment venues.

Disposition of Planned WSDOT Projects

TS and JM spoke briefly about plans for the region developed by WSDOT. They discussed ongoing projects designed to better integrate Yakima's existing street network with the I-82 corridor, as well as the eventual six-laning of I-82 itself. They also discussed the extensive traffic modeling conducted by WSDOT and described a number of the model's parameters.

Project Overview

CCW directed the SAC's attention to the "Braided Swath" exhibit which illustrated a number of different alignment alternatives that BA was in the process of evaluating. He pointed out serious obstacles in the project location, notably the US Bureau of Reclamation complex, a number of canals maintained by the Roza and Selah-Moxee Irrigation Districts and their accompanying spillway, the Skyline Mobile Estates trailer park, and the abrupt elevation rise to the ridge top.

CCW discussed pros and cons of several individual alignments, explaining how the cost basis shifted as the alignments migrated north. The southernmost alignments are located predominantly in the lowlands and thus considerably less expensive from a construction standpoint, but this savings will be offset by the increased costs associated with the right-of-way acquisition process. The northernmost alignments lie almost entirely in undeveloped areas that will be less expensive to acquire, but any savings in right-of-way costs will be offset by the more complicated construction required to build 60'-75' cuts and fills.

CCW produced a second exhibit detailing the likely schedule for selecting the preferred alignment. He explained the various stages of project development and the four different types of input the team will seek from interested parties: SAC, Open House, Technical Advisory Committee (TAC), and County Commission (Commission). (See attachments.)

Environmental Overview

RW discussed the environmental and cultural aspects of the project, noting that the cultural obstacles were more crucial to the ultimate adoption and approval of the EWC. He discussed the logical termini of the EWC and how they were established. He briefly touched on the concept of environmental justice and noted the corridor's demographics and the

presence of the Skyline Mobile Estates trailer park. He also described the likely extent of noise walls required in the final configuration.

Planning for Upcoming Open House

CCW announced to the SAC that the County will host an Open House for the general public on June 9, 2010. The event will be held at the Oxford Suites Hotel and will run from 5:00-7:00PM. It will feature representatives from the County, the City, WSDOT, and BA at various stations discussing different aspects of the project. Spanish translators will be on hand at the event.

The County is currently in the process of compiling a project newsletter with a list of frequently asked questions (FAQ) to advertise the Open House. The County will publish this document in both English and Spanish and distribute it two (2) weeks prior to the Open House through media advertisement, direct mailings, public postings, and local circulation through various community locations.

Discussion

KLM asked the SAC members for feedback on anything the presenters discussed, including questions regarding their constituent organizations and general impressions of the project as a whole.

MM expressed his concern that the County's EWC project would not stand alone as proposed. He felt the project should include some or all of the following in order to be a viable project:

- Interchange with I-82
- Removal or relocation of the Moxee railroad spur
- Extension to the roundabout at the east end of Fruitvale Blvd.

JPS asked for a copy of the schedule, explaining that the Yakima Valley Conference of Governments (YVCoG) would begin updating its Metropolitan Transportation Plan (MTP) in late summer. She assured the SAC that YVCoG will make sure to place the EWC into the schedule at this time.

BT voiced his support for the EWC but expressed concern that not enough attention was focused on connecting it to the existing Terrace Heights street network with north-south arterial connections. CCW and GNE discussed the possible connections the project team had considered to date, including improvements to Butterfield Road and the extension of Keys Road through Cut Off Road. BT stressed that the north-south arterial connections were important for the sustainability of not only the existing Terrace Heights neighborhood but also for future growth in the area. KLM agreed and recognized some of the engineering challenges associated with the existing north-south arterials, notably the cemetery which prevents expansion of 33rd Street.

MD expressed that he did not oppose the EWC, but rather questioned its priority alongside the more pressing traffic congestion in the City. He explained that getting from Terrace Heights to Yakima was not currently a problem for him or the other Terrace Heights residents he represents, but that moving through Yakima to the west was considerably more time-consuming. He didn't see the current level of congestion on Yakima Avenue/Terrace Heights Drive or the associated Terrace Heights Bridge being a large enough problem to justify building the EWC. CCW and GNE illustrated the project was being driven more by predicted future growth in the area than by the current conditions. KLM explained that an expansion of the existing Yakima Avenue/Terrace Heights Drive connection was not feasible due to existing commercial development hemming the road in on both sides. He reasoned that expanding the road would, in effect, wipe out the very businesses the road exists to serve. He also noted that maintenance operations on the existing Terrace Heights Bridge had identified "scour-critical" conditions and slated the bridge for replacement. The corridor will be improved when the bridge is replaced, but no capacity will be added.

JF asked whether the project team had considered an alternate bridge location. CCW responded that the location adjacent to the CBRR railroad bridge was the most economical location to cross the river due to the width of the active channels and flood plain at that location.

JPS asked whether any aspects of the project will trigger the Environmental Justice (EJ) process. RW explained that the project team was proceeding along the guidelines of the National Environmental Policy Act (NEPA) process, and that EJ was a part of the NEPA process. Consequently, EJ will be addressed by the project design report.

BLW suggested that there were significant slope instability issues throughout the project location. KLM explained that there was a geotechnical engineering firm attached to the project team.

JG provided an exhibit detailing all federally-owned properties in the project corridor.

CCW noted that all of the proposed alignment alternatives had extensive impacts to the existing network of irrigation canals in the project corridor and solicited comments from the irrigation authorities. WS explained that Roza Irrigation District's (RID) position was that enclosing their canals in a pipe was a better option than carrying a bridge over them. He was concerned that vibrations from the road construction would cause slope instability along the canal sideslopes.

Although he was unable to attend the SAC Meeting, KCM provided a document summarizing the Selah-Moxee Irrigation District's (SMID) position on a number of engineering options currently being considered by the project team.

ATTACHMENTS

Attachment 1

Plan View - Alternatives Envelope Exhibit

"Braided Swath"

<http://ftp.abam.com:8021/>

username: stakeholder

password: SAC

Attachment 2

Preferred Alignment Schedule Exhibit

Attachment 3

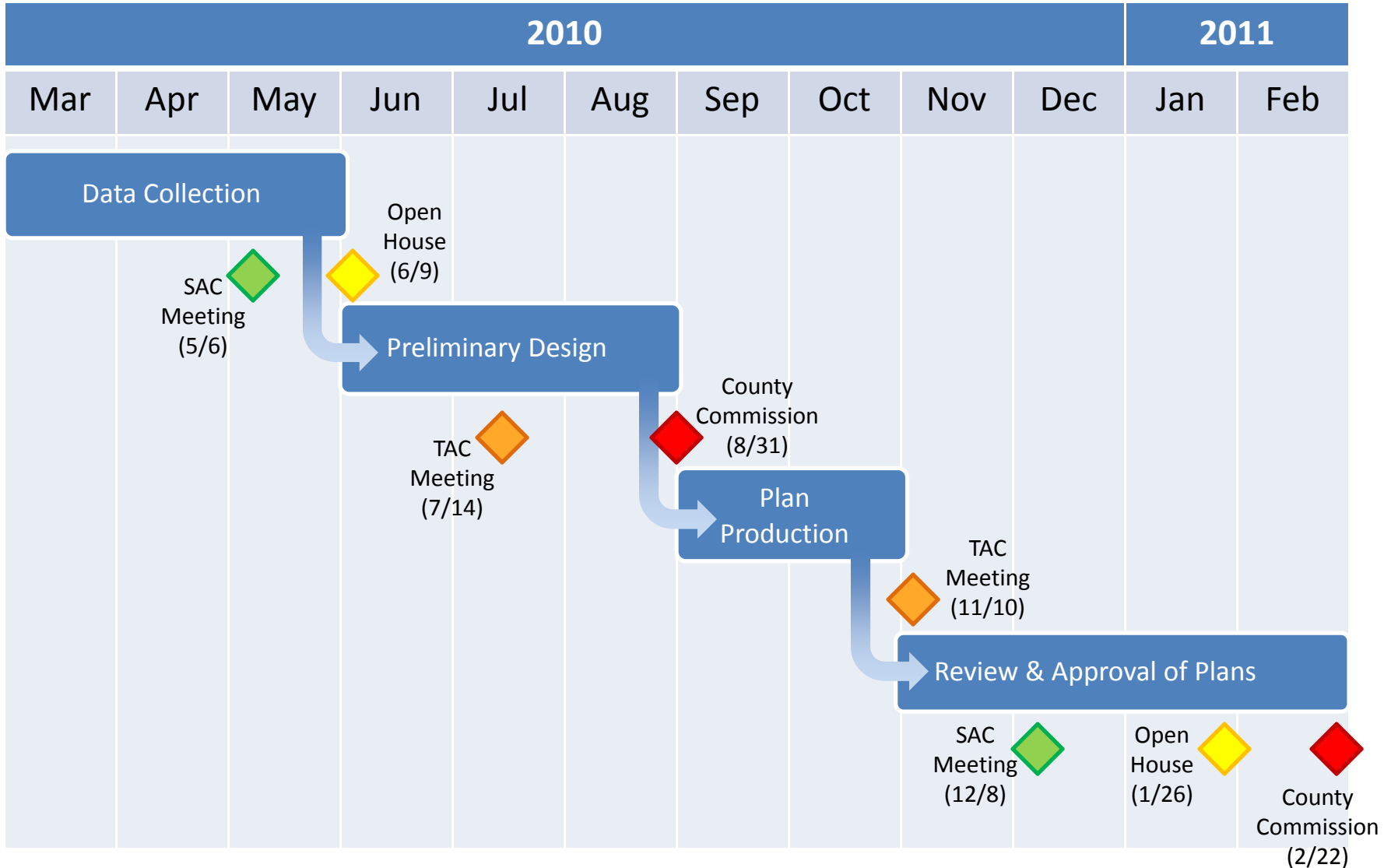
Meeting Agenda

Attachment 4

Meeting Sign-In Sheet

Yakima County East-West Corridor

Preferred Alternative Development Schedule



MEETING AGENDA

Date: May 6, 2010

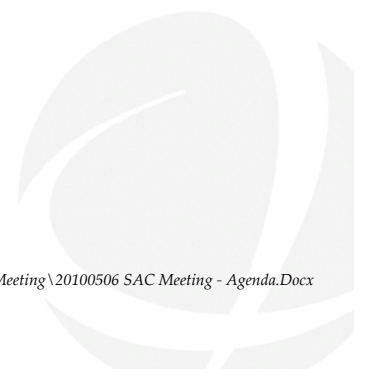
Time: 1:00-3:00PM

Meeting: Stakeholders' Advisory Committee (SAC) Meeting

Location: Yakima County's 1st Street Conference Center
Southeast Corner of 1st Street & Lincoln Avenue
Yakima, Washington

SCHEDULE

1. Introductions
2. History of East-West Corridor Development
3. Overview of Cascade Mill Redevelopment
4. Disposition of Planned WSDOT Projects
5. Project Overview
6. Environmental Overview
7. Planning for Upcoming Open House
 - a. Date, Venue, Schedule, Language
 - b. Newsletter, Exhibits
8. Discussion
 - a. Local Government Concerns & Coordination
 - b. Irrigation District Concerns & Coordination
 - c. Resident Concerns & Coordination
 - d. Developer Concerns & Coordination



MEETING SIGN-IN SHEET

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 Yakima, Washington

ATTENDANCE

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