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Transportation Impacts on Town of Pe Ell

The draft EIS makes no mention of any traffic impacts to the residential district of Pe Ell. The EIS merely states there are no significant transportation impacts. This may be because the EIS author has never been to Pe Ell.

Hiway 6 enters Pe Ell from Chehalis and is extremely wide through the small business district until you reach the red blinking stop light. At that point of stopping, traffic must make a sharp 90-degree turn to the right. Any flatbed hauling a wide load of construction equipment will temporarily block traffic coming from the west. Dump trucks or tanker trucks with double trailers will likely make that 90-degree turn, but it will take caution.

Heavy truck traffic on the next 2 blocks of Hiway 6 will delay east-bound traffic.

After 2 blocks of houses, the trucks will need to make a left-hand turn onto 3rd street, a residential part of Pe Ell. 3rd street is a narrow street with vehicles parked on both sides initially. Any wide load flatbed will have to swing wide to avoid hitting vehicles. Any wide loads will block on-coming traffic. The narrow bridge across Stowe creek would also be blocked by a wide load flatbed.

3rd Street has no curbs or sidewalks. Lawns go right to the edge of asphalt with nothing to prevent traffic from veering onto lawns. After passing Stowe Creek, there are front yards with children playing, a few feet from the road. This is not a safe residential street for 100 to 300 truck trips a day.

The draft EIS completely ignores this. Again, some EIS authors have never been to Pe Ell and are clueless about the environmental impacts.

3rd Street leaves the residential district and becomes the Muller road in a more spacious rural area south of Pe Ell. This is marked by a double 90-degree jog over an abandoned railroad grade which is now the Chehalis to South Bend trail. This trail is used by hikers and bicyclists.

The problem with wide loads is that the road rises quickly and sharply 90 degrees to the left to get over the railroad grade and then sharply to the right to continue. Every wide load and every double-trailer rig will take up the entire road to navigate this double turn. On-coming traffic will have to stop, except that traffic coming out of the woods to the south has limited visibility of traffic headed into the woods.

With over 100 truck trips a day this jog is a hazard and the road over the trail needs to be adjusted so that heavy equipment and trucks can make the job without blocking on-coming traffic.

The draft EIS offers no mitigation for heavy traffic through the Pe Ell residential district with occasional veering off the asphalt onto people's lawns, sometimes with children playing there.

The sensible mitigation would be to utilize the Mauerman Road off of Hiway 6 at the north edge of Pe Ell. The Mauerman road can be widened and extended to the Wells Road which goes directly to

the dam site without affecting downtown Pe Ell. This would be the perfect mitigation, but is not mentioned in the draft EIS.

First observation: People writing the draft EIS have no clue of road system around Pe Ell.

Second observation: The FCZD and/or Ecology seem quick to label mitigation as economically unfeasible.

Decision makers and Ecology need to recognize that the words "economically unfeasible" are a matter of opinion which should not be used to discard mitigation efforts.

If mitigation efforts are economically unfeasible, then the entire project is economically unfeasible.

I hope that this comment clarifies that the transportation needs of the dam have a significant impact on Pe Ell and that that impact has a simple mitigation, both of which should be documented in the draft EIS for decision makers.