

## Industrial Way / Oregon Way Intersection Project

Sandra Davis [REDACTED]

You forwarded this message on 10/8/2015 8:06 AM.

**Sent:** Wednesday, October 07, 2015 7:30 PM

**To:** [Industrialoregonway](#)

**Cc:** [Sakr, Claude](#)

October 7, 2015

RE: Public Scoping Comments on the Industrial Way/Oregon Way Intersection Project

Thank you for allowing me to comment on this important project in Longview.

1. Your May 2014 studies show three intersections at a critical Level of Service by 2035 - SR432/SR433 was not one of them. The City of Longview's Comprehensive Plan establishes an overall standard of LOS D or better for urban area arterials. These three intersections were reported to be below LOS D Standard by 2035: Oregon Way/Alabama Street, SR433 (Oregon Way)/ Port Way, and 3rd Avenue/SR432 Westbound Ramp. Please review why the SR432/SR433 intersection project has received priority over these three roadways.

2. Please review whether the proposed design for this grade separation will actually improve the LOS D. In twenty years, will the County be addressing this same issue of the need for more improvements and requesting more public funds for this same intersection?

3. The SR432/SR433 grade separation would have the highest level of impacts to environmental justice areas compared to all other studied roadway improvements in this corridor area. There would be impacts to the low-income neighborhood of the Highlands, the possible displacement of twenty-four residents and the possible displacement of nineteen businesses. Please review if there are other improvements that can be made without a grade separation that would have less critical effects.

4. Please continue to study other ways to divert vehicle traffic from the SR432/SR433 intersection. The Industrial Way Bypass option would seem to be of more benefit by moving traffic away from the intersection. There would be the added benefit of limiting the displacement of existing businesses and having fewer impacts to environmental justice areas.

5. The Lewis & Clark Bridge is now an antiquated two-lane bridge. In order to increase traffic pass through at SR432/SR433 from a two-lane bridge connecting to a four-lane roadway, a new four-lane bridge would be needed. Please be prepared to explain to taxpayers if an SR432 grade separation is constructed and in the future this project must be redone if a new four-lane bridge is built.

6. Please review the projected increase in truck volumes in this corridor. Figures reported in numerous flyers do not match figures in studies of the projected increase in truck traffic. A study completed by Parsons Brinckerhoff in January 2014 entitled Final Goods Movement Survey Results lists the current and projected volume of trucks per day in 2012 of 2,000-2,850 and in 2035 increasing to 2,300-3,200 trucks per day. Truck traffic was projected to grow at an annual rate of 1.2% to 1.4%.

7. Changing the name applied to these studies and proposals to the Industrial Way/Oregon Way Intersection Project will not change the true purpose of this grade separation and the corridor improvements. All past studies, all public meetings and Open Houses have suggested a grade separation at this intersection due to projected increases in unit train traffic and the need to separate these trains from vehicle traffic.

8. This project is expected to cost approximately \$90 million. If the total valuation grows to more than \$100 million it will require the Washington State Department of Transportation to perform a Cost Benefits Analysis study as outlined in RCW 47.06.130.

9. The five Market-Driven Improvements must all be improved in order to prevent unit trains traveling west from impacting vehicle traffic. Without all five being completed in a timely manner, you are subjecting the citizens and businesses to a vehicle traffic gridlock in this corridor caused by one industry's sixteen unit trains a day. Your funding sources evidently have not been secured for any of the other four Market-Driven Improvements. Please review the outcome to vehicle traffic delays, safety issues, and economic impacts if improvements are only partially completed.

10. The industrialoregonway.org website shows extreme bias supporting the purpose and need for this grade separation. Only TDN opinions and TDN guest articles in support of the grade separation are included on your website. The government SEPA/NEPA process should be an open review for the public without showing partiality.

Sincerely,

Sandra Davis

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