

From: . They [REDACTED]  
Sent: Monday, October 12, 2015 4:50 PM  
To: Industrialoregonway  
Subject: Scoping Comments on Industrial Way/Oregon Way Intersection Improvement Plans

October 12, 2015  
Scoping Comments - Oregon Way/Industrial Way Intersection Redevelopment

1. Documentation - Even though the web site has much supporting data, the copies provided the Longview Public Library for public review are sorely lacking, in particular, missing are the 840 page 2014 study, 341page 2009 study, and the 166 page 2001 study. This limits information available to those accessing the documents via hard copy and hinders their ability for informed comment. I also question the inclusion of newspaper op-ed pieces as informational.
2. The amount of information surrounding the various configurations is too minimal to support proper analysis and evaluation of these configurations. Because the level of service of these is still unknown, at least one option of each configuration "at-grade", "above-grade", and "combo at and above-grade" must move forward to the next phase for consideration. More information is necessary to evaluate the benefits and detriments associated with each. Only an increase in the level of service is worth a public expenditure of \$85 million.
3. The above-grade configurations cause me great concern: The interruption and dislocation(19) of existing businesses is a negative economic impact that needs to be considered. A cost/benefit analysis should be conducted to study these impacts.
4. The above-grade configurations will also displace existing residences (24). This, as well as the massive relocation of existing roadways for detours during construction will cause disproportionate impact to at-risk communities. Traffic disruption will impact all users of these roadways. The benefits of these options must be weighed against these negative impacts.
5. The traffic studies cited 3 intersections other than the project intersection as areas of concern: OR Way/Alabama, OR Way/Port Way, and 3rd Ave/SR432 Westbound Ramp. If these intersections are not improved, their level of service in 2035 will be unacceptable (E, F) (May 2014 p103), whereas the project intersection in a No Build scenario maintains a level D and E level of service. It seems very foolish to correct one intersection but not others in this corridor which impact the flow of traffic and commerce. Why was this intersection chosen above the others for redevelopment? The piece meal approach does not accomplish the purpose or service the need as proposed.
6. The traffic flow studies for current and 2035 show highest volume of flow through the project intersection as N/S on SR433 (Oregon Way). This indicates that the two-lane bridge may in fact be the problem creating existing and future bottlenecks. Without addressing this issue, future traffic congestion may never be solved.

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