



Industrial Way / Oregon Way Intersection Project

Cowlitz-Wahkiakum Council of Governments, February 22, 2018

Project Purpose and Need

Purpose [An affordable long-term solution that]:

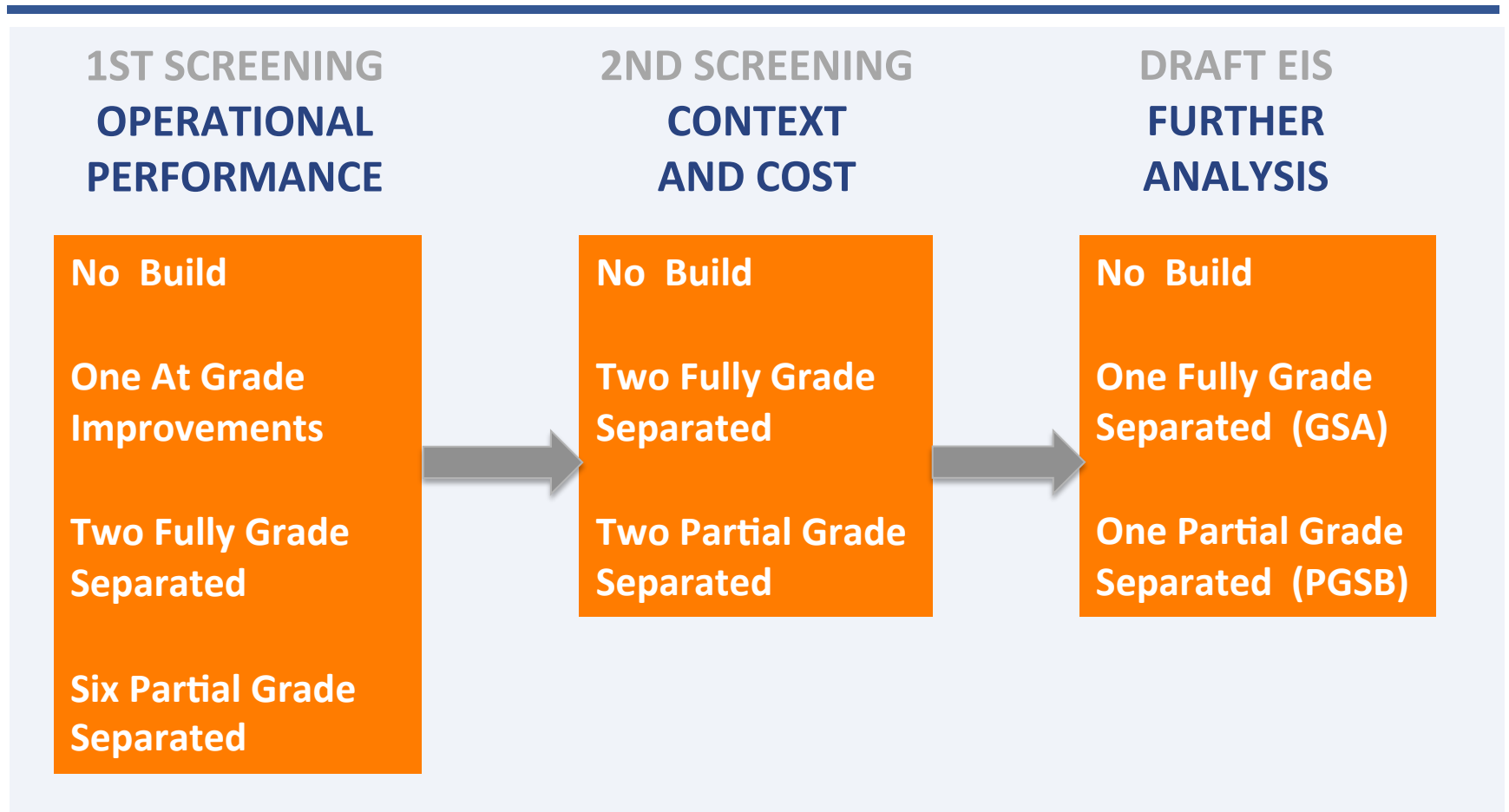
- Maintains or improves emergency response
- Improves travel reliability for all vehicles
- Accommodates current and future vehicle movement

Need

- Growing vehicular demand and congestion
- Reduced reliability for vehicles
- Delayed response for emergency service providers
- Impaired freight truck movement
- Decreased safety

What Alternatives Were Looked At?

Design Alternatives Evaluation and Screening Process



Alternatives Advanced to Draft EIS

No-Build
Alternative



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Alternatives Advanced to Draft EIS

Grade
Separated
Option A
(GSA)



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Alternatives Advanced to Draft EIS

Partial Grade Separated Option B (PGSB)



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Environmental Impact Analysis

Topics Addressed in the Draft EIS

- Traffic
- Safety and Emergency Access
- Pedestrians, Bike and Transit
- Neighborhoods, Community Resources, and Protected Populations
- Businesses and Economy
- Visual Resources
- Cultural Resources
- Fish, Wildlife, and Vegetation
- Land Use
- Noise
- Parks and Recreation
- Hazardous Materials
- Railroads and Utilities
- Soils and Geology
- Water, Wetlands, and Floodplains
- Air Quality
- Energy and Greenhouse Gas
- Cumulative Effects



Summary of Environmental Impacts

Traffic

	No Build Alternative <i>Compared to existing conditions</i>	GSA Alternative <i>Compared to No Build</i>	PGSB Alternative <i>Compared to No Build</i>
Traffic (2040)	<ul style="list-style-type: none">▪ Congestion 4 times more during the PM peak period▪ Average travel times up to 5 times longer during a train blockage	<ul style="list-style-type: none">▪ 40% to 60% reduction in delay▪ Improved travel reliability and travel times	

Summary of Environmental Impacts

Safety & Emergency Access

	No Build Alternative <i>Compared to existing conditions</i>	GSA Alternative <i>Compared to No Build</i>	PGSB Alternative <i>Compared to No Build</i>
 Roadway Safety	<ul style="list-style-type: none">▪ Likely increase in vehicle crashes▪ Increased potential for vehicle-train conflicts	<ul style="list-style-type: none">▪ Likely reduction in vehicle crashes▪ Elimination of all or most vehicle-train conflicts	
 Emergency Response	<ul style="list-style-type: none">▪ Slower response times as congestion increases▪ All emergency routes blocked when trains are present	<ul style="list-style-type: none">▪ Improved response times▪ No emergency routes blocked when trains are present	

Summary of Environmental Impacts

Businesses & Economy

	No Build Alternative <i>Compared to existing conditions</i>	GSA Alternative <i>Compared to No Build</i>	PGSB Alternative <i>Compared to No Build</i>
Travel Time Reliability for Trucks and Automobiles	Worsened: all vehicular traffic would be affected by rail operations	Improved: all vehicular traffic would be separated from rail operations	Improved: most vehicular traffic would be separated from rail operations
Out-of-Direction Travel	None	Some out-of-direction travel	
Business Displacements	None	10 businesses	7 businesses
Job Displacements	None	121 jobs	65 jobs

Summary of Environmental Impacts

Pedestrians, Bicycles, & Transit

	No Build Alternative <i>Compared to existing conditions</i>	GSA Alternative <i>Compared to No Build</i>	PGSB Alternative <i>Compared to No Build</i>
➔ Bicycle and pedestrian connectivity	Limited/disconnected bicycle and pedestrian facilities	<ul style="list-style-type: none"> Improved pedestrian crossings, additional sidewalks Expanded North-South bicycle and pedestrian facility 	
➔ Transit	Increased delays and reduced travel reliability by transit	<ul style="list-style-type: none"> Improved on-time bus performance due to decreased congestion Possible relocation of River Cities Transit bus barn (GSA Alternative) 	<ul style="list-style-type: none"> Improved on-time bus performance due to decreased congestion

Summary of Environmental Impacts

Neighborhoods, Community Resources, Low Income and Minority Populations

	No Build Alternative <i>Compared to existing conditions</i>	GSA Alternative <i>Compared to No Build</i>	PGSB Alternative <i>Compared to No Build</i>
Residential Displacements	No residences displaced		
Security Concern	Not applicable	Elevated portions of intersection may create isolated spaces underneath that could attract crime	
On-Street Parking and Driveway Connections to Oregon Way	Not applicable	<ul style="list-style-type: none"> ▪ Loss of on-street parking along Oregon Way ▪ 2 residential driveway connections to Oregon Way possibly closed 	<ul style="list-style-type: none"> ▪ Loss of on-street parking along Oregon Way

Summary of Environmental Impacts

Visual Resources

	No Build Alternative <i>Compared to existing conditions</i>	GSA Alternative <i>Compared to No Build</i>	PGSB Alternative <i>Compared to No Build</i>
Visual Quality Effect on Neighbors	None	<ul style="list-style-type: none">• Large retaining walls viewed by residences along Oregon Way• Mature trees removed	

Draft Environmental Impact Statement



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Draft Environmental Impact Statement



How to Comment on the Draft EIS



The 45-day public comment period on the Draft EIS ends on April 16, 2018.

- Attend the March 20th open house / public hearing at:
St. Helens Elementary School
431 27th Avenue, Longview
5–7 p.m.
- Send us comments to our project email address:
IndustrialOregonWay@co.cowlitz.wa.us
- Access our project website and comment online at:
www.IndustrialOregonWay.org.

Thank you



Questions or Comments?

For more in formation:

www.IndustrialOregonWay.org

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