

Vehicle Transportation

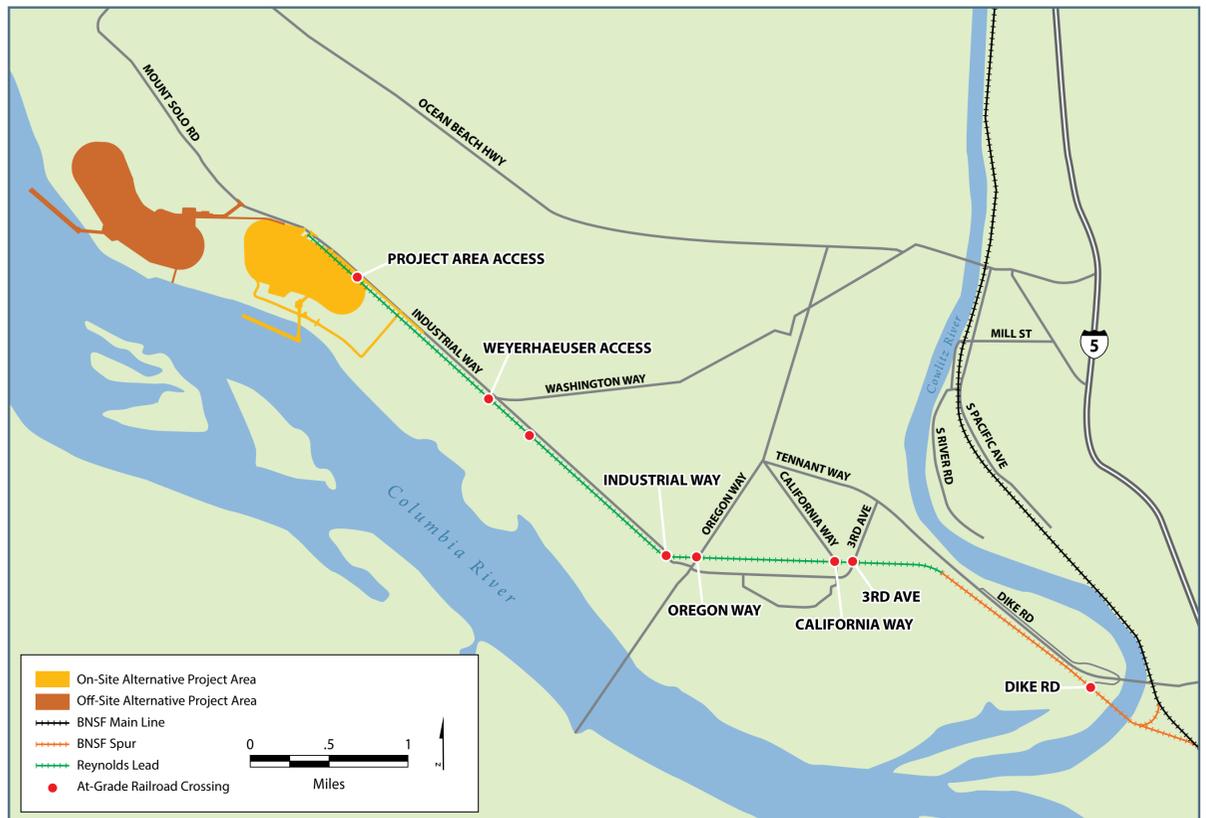
The Reynolds Lead and BNSF Spur rail lines cross multiple roadways along the route to the project areas. The increase in rail traffic for the proposed export terminal would result in vehicle delays and affect movement of emergency vehicles.

The study analyzed:

- Potential impacts related to vehicle delay and vehicle backups at rail/road crossings.
- Changes in the vehicle accident rate from the increased train traffic.

The study found:

- Construction - Project-related trains would not adversely affect vehicle delay unless a project-related construction train travels during rush hour.
- Operations
 - Vehicle Delay – The additional train traffic would not adversely affect vehicle delay at the at-grade crossings on the Reynolds Lead. However, additional train traffic during rush hour would adversely affect vehicle delay depending on whether improvements are made to the BNSF Spur and Reynolds Lead and if one or two project-related trains travel.
 - Emergency Response Vehicles - The increased vehicle delays at rail crossings could also affect emergency service vehicles, such as fire trucks and ambulances.
 - Vehicle Safety - The predicted accident frequency would increase at rail/road crossings because more trains would operate on the Reynolds Lead and BNSF Spur.



At-grade crossings along the Reynolds Lead and BNSF Spur

What could be done to reduce impacts?

- Extend the eastbound left-turn lane from Washington Way to Industrial Way.
- Install crossing gates at the Reynolds Lead crossing of Industrial Way.
- Notify Cowlitz County, City of Longview, and other local jurisdictions before each operational stage that would change average daily rail traffic on the Reynolds Lead and BNSF Spur and prepare a memorandum to document the changes to average daily rail traffic.