

have noted, the corridor is currently congested and has a high rate of collisions, both of which would worsen significantly if the project is not built.

- b.** Washington State Department of Transportation acquires all needed property and property rights in accordance with Federal and State law. Washington State Department of Transportation operates under RCW 47.12 and Washington Administrative Code 468-100. These laws are drawn directly from the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and subsequently amended in 1987. These laws mandate that Washington State Department of Transportation pay just compensation for all property rights acquired. Just compensation is the payment required by law for purchase of property or property rights. If less than an entire parcel is acquired, just compensation also includes losses in value or damages, if any, to the remaining property. These items would be discussed in the appraisal.

Comment P-11: Ruth Zschomler



June 23, 2009 Public Open House

Comment Form

a I think having a barrier in the middle of the road is unfair to people living along the road. I believe U-turns are more dangerous than a turn lane would be.

b My dad was killed in an accident on this road in 1976. Regarding the amount of traffic - I don't think it makes a difference. Also a stoplight at the intersection would have not made a difference. It was at one of the intersections slated for a stoplight, but people run stoplights just as much as stop signs.

c Also I would hate to see O'Brady's Drive in go. It is a nostalgic, historic place for many people. (Continue on back if needed.)

Name: Ruth Zschomler

Address: 14300 NE 20th Ave D-102#235 Vancouver WA 98686
Street/PO Box City/State Zip Code

Phone (optional): _____ E-mail (optional): _____

Comments regarding the DEIS can be submitted during the 45-day comment period (June 5 through July 20, 2009). During this time, interested individuals, groups, and agencies can provide comments by mail or email to:

Chris Tams, WSDOT Columbia Gorge Area Engineer
 PO Box 1709
 Vancouver, Washington 98668-1709
 Phone (toll-free): 866-279-0730
 E-mail: swgorge@wsdot.wa.gov
www.wsdot.wa.gov/Projects/SR502/Widening/

Response to Comment P-11

- a. Thank you for your comment. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502, however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

- b.** While the introduction of traffic signals could create a new risk for rear-end of side impact collisions if drivers run the red lights, the risk of such incidents is expected to be far lower than for the current configuration. Further, the proposed traffic signals at the intersections of NE 29th Avenue, NE 50th Avenue, and NE 72nd Avenue meet established national thresholds (signal

warrants) for implementation as defined in the Federal Highway Administration's *Manual of Uniform Traffic Control Devices* (2003). The intersection at NE 92nd Avenue does not currently meet signal warrants for 2015, but is expected to do so by the year 2033.

- c. Washington State Department of Transportation is currently in the process of working with property owners along the corridor and refining the project design. At this time Washington State Department of Transportation hopes to be able to accommodate O'Brady's, but it is unknown whether O'Brady's Drive-In would be able to remain in its existing location.

Washington State Department of Transportation's goal is to minimize the impacts to homeowners and businesses, and adjustments are made to allow as many residents and businesses to remain as possible while still meeting the needs of the transportation system.

Comment P-12: Anonymous



June 23, 2009 Public Open House
Comment Form

You know you and your "experts" are going
 to be responsible for increased accidents
 allowing only right turns from 67th ave to 502
 a | people will avoid + circumvent devices to force right
 turns.

(Continue on back if needed.)

Name: _____

Address: _____
Street/PO Box City/State Zip Code

Phone (optional): _____ E-mail (optional): _____

Comments regarding the DEIS can be submitted during the 45-day comment period (June 5 through July 20, 2009). During this time, interested individuals, groups, and agencies can provide comments by mail or email to:

Chris Tams, WSDOT Columbia Gorge Area Engineer
 PO Box 1709
 Vancouver, Washington 98668-1709
 Phone (toll-free): 866-279-0730
 E-mail: swgorge@wsdot.wa.gov
www.wsdot.wa.gov/Projects/SR502/Widening/

Response to Comment P-12

- a. Thank you for your concern. Washington State Department of Transportation would locate proper signage informing drivers that only right-turns are permitted. Breaks in the median barrier would be located at the four signalized intersections and the two directional median openings. The signalized intersections would

provide u-turn movements so that drivers who take a right out of their driveway could safely reverse their direction of travel if needed.

The median barrier would eliminate unsafe left turning movements into and out of driveways along SR 502 that contribute to the high collision rate along this roadway.

Comment P-13: Dawn Doutrich



June 23, 2009 Public Open House
Comment Form

a. Think about street signs on 67th ave + 209th st (south of 249th) saying "no thru traffic" ~~that~~. Many people walk 67th which is 2 lanes without sidewalks

(Continue on back if needed.)

Name: Dawn Doutrich

Address: 6505 NE 209th St Battle Ground WA 98604
Street/PO Box City/State Zip Code

Phone (optional): 666 3004 E-mail (optional): _____

Comments regarding the DEIS can be submitted during the 45-day comment period (June 5 through July 20, 2009). During this time, interested individuals, groups, and agencies can provide comments by mail or email to:

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 PO Box 1709
 Vancouver, Washington 98668-1709
 Phone (toll-free): 866-279-0730
 E-mail: swgorge@wsdot.wa.gov
www.wsdot.wa.gov/Projects/SR502/Widening/

Response to Comment P-13

- a. Thank you for your comment. The two roadways mentioned in your comment letter (NE 67th Avenue and NE 209th Street) are under the jurisdiction of Clark County. The Washington State Department of Transportation does not have authority to add or remove signs on these roads.

After the project is built, the intersection of SR 502 and NE 72nd Avenue will operate more smoothly than it currently does today, so fewer drivers are likely to choose to divert their route to NE 67th Avenue. Delays at the intersection of SR 502 and NE 72nd Avenue would be reduced from an average of 59 seconds during the evening peak hour under existing conditions to only 22 seconds in 2015, improving the level of service from E to C, as shown in the transportation report (included in the appendices of the draft and final environmental impact statement). In addition, the extra capacity and protected u-turn movements at the intersection of NE 72nd Avenue and SR 502 would make this a more attractive route.

Comment P-14: Mike Stegelman



June 23, 2009 Public Open House
Comment Form

a | RECONSIDER THE BIKE PATH, ALL THE WAY TO B.G.
ENCOURAGE BIKE AND PEDESTRIAN USE

(Continue on back if needed.)

Name: MIKE STEGELMAN

Address: 6505 NE. 70th St. B.G. 98604
Street/PO Box City/State Zip Code

Phone (optional): _____ E-mail (optional): MAJUS@AOL.NET, COM

Comments regarding the DEIS can be submitted during the 45-day comment period (June 5 through July 20, 2009). During this time, interested individuals, groups, and agencies can provide comments by mail or email to:

Chris Tams, WSDOT Columbia Gorge Area Engineer
 PO Box 1709
 Vancouver, Washington 98668-1709
 Phone (toll-free): 866-279-0730
 E-mail: swgorge@wsdot.wa.gov
www.wsdot.wa.gov/Projects/SR502/Widening/

Response to Comment P-14

- a. Thank you for your comment. The 10-foot paved shoulder on both sides of the proposed Build Alternative is intended for use by bicycles and pedestrians. Washington State Department of Transportation analyzed the possibility of a separated bicycle and pedestrian path, but this option was dismissed because it required

acquisition of additional right of way, which would have had additional wetland and displacement effects.

Through the rural commercial center at Dollars Corner – from NE 67th Avenue to approximately NE 76th Avenue – dedicated sidewalks and bicycle lanes would be provided along SR 502. Sidewalks and bicycle lanes would also be provided on NE 72nd Avenue for approximately 600 feet north and south of the intersection with SR 502.

Comment P-15: Michael J. DeFrees



Columbia Rim Corporation
PMB 204, 13023 NE Hwy 99, # 7
Vancouver, WA 98686

Office: 360-571-0785

Fax: 360-571-2193

June 24, 2009

Mr. Chris Tams
Area Engineer
WSDOT
PO Box 1709
Vancouver, WA 98668-1709

**Re: SR 502 NE 21st Ct. to NE 102nd Ave. MP 2.43 to 6.56
Draft Impact Environmental Statement (DEIS)**

Property: Parcel # 193085-000, Ownership # 4-07729, "Julie's Restaurant"

Chris,

Access and viable parking are crucial to the success of a restaurant property I own on the SW Corner of SR-502 and NE 78th Street (Clark County Tax Parcel # 193085-000). The current plan, as I understand it, involves the condemnation of frontage and a potential median in the center of 72nd Avenue. Both of these could have a tremendous devastating effect on the viability of the business, value of the asset and my ability to further develop the property in the future.

a

Restriction of access to any retail facility does irreparable harm. My entire ability to operate a profitable business at his location will be harmed should any of these changes take effect. I want to make it clear and part of the public record that compromising my location by the condemnation of property, reduction of usable square feet, devaluation of the asset, and the potential of limited access will compromise the property in such a way that I can't properly convey.

In addition it would appear from aerial maps displayed at yesterday's meeting that the Preliminary Draft Environmental Statement is considering possible storm water retention and further use of my parcel along the Dry Creek area. This activity further limits the usable area and reduces property value, viability and future development. Removal of the east frontage, combined with the loss of area to the north makes the parcel virtually useless to me.

Please reconsider your approach to this project and understand that while some public improvements are necessary they can simultaneously be counterproductive to the entrepreneurs who invested, took risks and built this very community.

Thank you,

Michael J. DeFrees
2501 NE 134th Street, Suite 300
Vancouver, WA 9868

CCB: 151005

WA: COLUMRC985D9

Response to Comment P-15

- a. Thank you for your concerns. Washington State Department of Transportation acquires all needed property and property rights in accordance with Federal and State law. Washington State Department of Transportation operates under RCW 47.12 and Washington Administrative Code 468-100. These laws are drawn

directly from the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and subsequently amended in 1987. These laws mandate that Washington State Department of Transportation pay just compensation for all property rights acquired. Just compensation is the payment required by law for purchase of property or property rights. If less than an entire parcel is acquired, just compensation also includes losses in value or damages, if any, to the remaining property. Your comment letter is describing potential damages to the remaining property due to property acquisition. This damage and the cost to cure this damage would be addressed in the appraisal. Washington State Department of Transportation works with property owners to negotiate fair market value for the land needed for the project; the use of condemnation is a last resort.

The median treatment within NE 72nd Avenue would not extend in front of your property. Northbound drivers on NE 72nd Avenue would be able to make a left-turn into your business, and drivers leaving would also be able to make a left-turn out onto NE 72nd Avenue.

Comment P-16: Ralph and Kaye Bovey

From: Kaye Bovey
To: WSDOT SW Columbia Gorge Area Office
Subject: SR 502 Corridor Widening Project
Date: Thursday 6/25/2009

Attention of Chris Tams, Project Mgr.
Good Morning Chris !

Thanks for taking time out of your busy day to listen to my concerns yesterday afternoon regarding the vision for the Mill Creek wetland mitigation on SR502. At your suggestion, we drove immediately to the Burnt Creek Bridge wetlands site and I must agree it is beautiful there indeed !! Thanks for suggesting that comparison with the 29th Street wetland project. This site also will look lovely in about 4 years. (I still don't like those ugly "sticks" for hawks which must cause them to 'laugh'.)

You do very good work and we can trust that the outcome of the SR502 project will look beautiful ! The I-5 interchange is very nice and we love using it. Thank you for your patience in allowing us to work through our emotions & say our piece to the changes happening to us and our way of life. We welcome your coming to the blueberry field for a tasty treat anytime prior to mid- September. This includes your co-workers as well.

Sincerely,

Ralph & Kaye Bovey
Kaye's Blueberry
5406 NE 219th Street
Battle Ground, WA 98604

Response to Comment P-16

Thank you for your comment and for your support of the project.

Comment P-17: Tom and Doris Martin



June 23, 2009 Public Open House

Comment Form

a We spent time looking thru the ~~the~~ book regarding the SR 502 widening. We have attended every open house and meeting concerning it. We were impressed with the thoroughness of the research and input regarding the project. Since we have had great concerns for the fate of our property at 8106 21st Street, it was good to actually see in print the effort that has been put in place to handle a great many problems. Our place is what's left of the original Blair farm - dating back to the 1920's. We have always hoped it would not be destroyed as the highway is widened. We are enclosing a check for the cost of the printed copy.

(Continue on back if needed.)

Name: Tom & Doris Martin P.O. Box 3134

Address: 206 NW 9th St. Battle Ground, Wa. 98604
Street/PO Box City/State Zip Code

Phone (optional): 360-687-3906 E-mail (optional): _____

Comments regarding the DEIS can be submitted during the 45-day comment period (June 5 through July 20, 2009). During this time, interested individuals, groups, and agencies can provide comments by mail or email to:

Chris Tams, WSDOT Columbia Gorge Area Engineer
 PO Box 1709
 Vancouver, Washington 98668-1709
 Phone (toll-free): 866-279-0730
 E-mail: swgorge@wsdot.wa.gov
www.wsdot.wa.gov/Projects/SR502/Widening/

Response to Comment P-17

- a. Thank you for your comment and for reviewing the draft environmental impact statement and draft Section 4(f) evaluation. Washington State Department of Transportation has carefully designed the project to minimize effects to the historic Blair Farmstead (your property). None of the structures on your property would be directly affected by the Build Alternative, and effects would be limited to removal of some of the vegetation adjacent to the roadway.

Comment P-18: Catherine Sims

July 7, 2009

Dear Mr Tams,

I read about the WSDOT's plan to widen 219th St into a four lane highway in a recent copy of the *Reflector*. I availed myself of the opportunity to learn more about the project by reading the Draft Environmental Impact Statement, and now must take advantage of my ability to submit a comment before the July 20 deadline.

a | Although I have driven along and across 219th in recent years, I have not noticed a problematic increase in traffic. After reading more about the project on WSDOT's website, I realize that there is no chance a complaint from me will change anything. There seems to be considerable conviction that this highway is needed, and although the more I hear about it the more upset I become, I suppose I have to accept the inevitable.

b | I am relieved to see that some efforts will be made to mitigate some of the devastation, but as someone who has lived here my whole life (just a little north, on 259th St) I have to say that no mitigation will truly be enough. Apparently more wetlands will be created, and native plants will be replanted in "disturbed" areas. But these attempts to alleviate the sharp downward turn in quality of life for local residents are paltry. Our life will no doubt be faster paced; but it will also become drowned in a blare of noise, choked in fumes and exhaust, and visually

c | cheapened. Up to 60 acres of picturesque rural land will be taken from this area and replaced with asphalt—I see nothing on the plan will mitigate this.

d | While it is true that part of the government's function is to provide safe and appropriately functioning roadways to its citizens, I would venture to remind the Department of Transportation that there is more to a person's life than efficiency. Human beings also have a need to live where they can see and appreciate beauty. Sadly, beauty is becoming a rarer and rarer commodity in this world. I was always glad to know that I lived in a place where it was not so rare, but rather more ubiquitous. As the years pass, and development proceeds apace, the natural beauty of the land is diminishing rapidly, and this road widening project will be a huge blow to a once scenic and lovely place. So I must submit a heartfelt, if ineffectual, plea for the WSDOT to reconsider

e | this project. Please rethink dislocating 30 homes and some historically significant properties.

f | Please reflect a little further before destroying 60 acres of forest and grassland.

Sincerely,

Catherine Sims

RECEIVED

JUL 08 2009

WSDOT COLUMBIA GORGE
AREA ENGINEERING OFFICE

Response to Comment P-18

- a. Thank you for reviewing the draft environmental impact statement. Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, by 2015 traffic volumes are anticipated to increase 40 to 50 percent above 2006 levels, and by 2033, the SR 502 roadway is expected to carry nearly three times more traffic than it currently does. Collision

rates have also increased on SR 502 in recent years as shown in Exhibit 3-6 in the draft environmental impact statement. Segments of SR 502 have been designated as “High Accident Corridors,” and if safety improvements are not made, continuing growth in traffic is expected to further increase collision rates that are already above the statewide average.

- b. The SR 502 Corridor Widening Project is needed in order to improve safety and mobility along the corridor. Although not all impacts could be fully mitigated, Washington State Department of Transportation is attempting to mitigate effects to the extent possible.

A noise study was conducted as part of the environmental review process for the project. The study is described in Chapter 4 of the draft and final environmental impact statement and is included in the appendices to the draft and final environmental impact statement. Washington State Department of Transportation acknowledges that the higher traffic volumes traveling at or near the speed limit under Build Alternative would result in traffic noise, ranging from 66 to 73 decibels for 70 residences and three churches, which is greater than if the project were not built (would affect 34 residences and one church). The study examined noise abatement criteria to determine if any of these measures would be feasible means of reducing noise effects, however, none were found to be feasible and reasonable.

An air quality study was also conducted as part of the draft and final environmental impact statement and is documented in Chapter 4 and in the appendices. The SR 502 Corridor is currently in attainment with the National Ambient Air Quality Standards, and both the Build and No Build alternatives would not cause a violation of these standards. Also, as documented in Chapter 4 of the draft and final environmental impact statement, fuel consumption and greenhouse gas production would not vary significantly between the two alternatives because of the increased fuel efficiency when vehicles move faster and idle less under the Build Alternative, despite the higher volume of traffic.

- c. Washington State Department of Transportation acknowledges that rural land would be converted to roadway; however, the entire right of way would not be converted to impervious surface. As shown in Exhibit 2-11 in the draft environmental impact statement, approximately 82 feet of the 150 foot cross section would be paved as a roadway shoulder, travel lane, or median. The remaining area (approximately 62 feet in width), would remain unpaved and would be used for the utility corridor and for ditches to convey stormwater.

Selection of an on-corridor build alternative minimizes the “footprint” of the project and reduces the area of land that would be converted to roadway; it also reduces the acreage of wetlands that have to be disturbed, and avoids bisecting large wetland complexes, which would result in isolation of some high quality wetlands.

- d. The widened roadway would have some visual impacts to the setting of the SR 502 Corridor. These effects were analyzed in Chapter 4 of the draft and final environmental impact statement and in the visual quality discipline report (included in the appendices). The vegetation removal, widened road and expanded intersections, and the increased bisecting effect of a four-lane highway compared to a two-lane highway would result in a slight decline to the visual quality. However, the improvements would also improve the visual appearance of the SR 502 corridor by reducing or consolidating visual clutter and making the intersections more visually ordered with curbs, sidewalks, crosswalks, and turn lanes.

Selection of an on-corridor Build Alternative minimizes the effects on visual quality. For example, the design minimizes the footprint width and vertical profile, and the alignment meanders slightly to avoid environmentally sensitive areas.

The project is needed to improve safety and mobility, however, Washington State Department of Transportation has taken great strides to minimize the effects of the project on the natural resources in the corridor.

- e. Washington State Department of Transportation examined off-corridor alternatives, which would relocate SR 502 to a new roadway parallel to NE 219th Street, that would have displaced significantly fewer homes and businesses. However, there was overwhelming public support for an on-corridor alternative that makes use of the existing roadway. The on-corridor Build Alternative also impacts approximately seven times fewer wetlands than the off-corridor alternatives would have, and avoids bisecting large intact wetland complexes.

Washington State Department of Transportation is in the process of looking at design options to minimize effects to residences, particularly historic properties. For example, by narrowing the right of way, Washington State Department of Transportation would be able to avoid removal of the barn on the historic Smith Farmstead; and by use of steeper slopes and careful location of the right of way boundaries, Washington State Department of Transportation is able to avoid affecting all structures on the historic Blair Farmstead, only removing some of the non-historic vegetation located along the roadway in front of the home.

Washington State Department of Transportation acquires all needed property and property rights in accordance with Federal and State law. Washington State Department of Transportation operates under RCW 47.12 and Washington Administrative Code 468-100. These laws are drawn directly from the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and subsequently amended in 1987. These laws mandate that Washington State Department of Transportation pay just compensation for all property rights acquired. Just compensation is the payment required by law for purchase of property or property rights. If less than an entire parcel is acquired, just compensation also includes losses in value or damages, if any, to the remaining property.

- f. Washington State Department of Transportation acknowledges that forest and grassland rural land would be converted to roadway; however, the entire right of way would not be converted to impervious surface. As shown in Exhibit 2-11 in the draft environmental impact statement approximately 82 feet of the 150 foot cross section would be paved as a roadway shoulder, travel lane, or median. The remaining area (approximately 62 feet in width), would remain unpaved and would be used for the utility corridor and for ditches to convey stormwater.

Selection of an on-corridor build alternative minimizes the “footprint” of the project and reduces the area of land that has to be converted to roadway; it also reduces the acreage of wetlands that have to be disturbed, and avoids bisecting large wetland complexes, which would result in isolation of some high quality wetlands.

Comment P-19: Ralph and Kaye Bovey

July 14, 2009

RECEIVED
JUL 20 2009
WSDOT COLUMBIA GORGE
AREA ENGINEERING OFFICE

Mr. Christopher Tams,
Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: OFFICIAL PUBLIC COMMENT REGARDING SR 502 CORRIDOR WIDENING -
LIMITED ACCESS CAUSED BY PROPOSED MEDIAN TO KAYE'S BLUEBERRIES

Dear Mr. Tams,

Thank you for this opportunity to comment on the effects of the SR 502 widening to our personal farm business, the inconvenience to our berry customers, and our challenge of dealing with frequent U-turns along this corridor.

a We believe that U-turns are dangerous. These radical left turns, especially for seniors, should be avoided for safety of everyone. We are writing to oppose the proposal of having to make U-turns to travel from our home heading east along the SR 502 corridor and then again returning from the west when we seek to go home.

b The proposed median will require that we drive 2.8 miles further just to return to our own driveway after traveling anywhere on I-5 south. Our very closest exit option from the I-5 freeway will become N.E. 179th Street since the proposed median will block access to our driveway by the most direct route which is the new Battle Ground exit. It is 6 miles one way from the NE 179th Street exit to our home via NE 72nd Ave. to travel home without dangerous U-turns. This is extra time, extra fuel expense, and a personal inconvenience for us as senior citizens, not to mention the inconvenience of our blueberry customers !

c During the blueberry season there are 10% of our customers who discover our berry farm as they are en route to other destination points in the Battle Ground area. Many of these will not make the U-turn required to visit us. We will lose business income because of the median.

d We believe we will be releasing to the State of Washington some portion of our best blueberry growing property for this widening project. This will also require us to move blueberry bushes to other sections of our property of lesser convenience for everyone. We are estimating as much as 4500 lbs. of crop will not be produced due to a need for a buffer zone from the four-lane highway. It will take approximately four years for the transplanted bushes to get back into full production. Our personal income will certainly be affected while we wait for the plants to recover from the transplanting. All of these financial losses may put us out of business after all of these years!! It will be unfortunate for those who enjoy our blueberries, sad for the young people who are employed here every year and sad for us as well.

e The fire, police and ambulance drivers will be delayed 5 minutes or more in coming to our rescue because of this proposed median... just perhaps the difference between life and death!!

Please reconsider the median and we will try to cope as best we can with the other significant changes to our way of life. Thanks for your consideration of this matter.

Sincerely,

Ralph & Kaye Bovey
5406 NE 319th St
Battle Ground

Elizabeth Kaye Bovey

Response to Comment P-19

- a. Thank you for your concern. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502, however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

- b.** Coming east on SR 502 from I-5, under the Build Alternative one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter your driveway on the north side of SR 502. This would require that one drive approximately 0.75 miles past your property to NE 72nd and 0.75 miles from NE 72nd back to your property, for a total of 1.5

miles further than one currently drives when traveling east on SR 502. The new I-5/SR 502 Interchange would still be the closest access to I-5 from your property.

The proposed improvements to SR 502 – the addition of travel lanes, signalized intersections, turn lanes, and so forth would improve traffic flow along the corridor, so travel along SR 502 would require less travel time because of the reduced congestion and improved travel speeds. Fuel usage becomes more efficient when stop and go traffic is reduced and vehicles idle less.

- c. “Before and after” studies of businesses in Florida, Iowa, Minnesota, Kansas, and Texas along highways where median barrier was installed have found that the vast majority of businesses report that the actual impacts (freight and deliveries, customers, and property values) to their businesses were much less than they anticipated.

Customer surveys showed that a majority of drivers will change their driving patterns to continue patronizing specific establishments and have no problem making u-turns to get to businesses on the opposite side of the road. Customers felt the barrier addition and minor inconvenience associated with u-turns was a safer alternative than making left turns into businesses where turns were increasingly difficult as traffic volumes in the opposing lanes increased.

- d. Washington State Department of Transportation acquires all needed property and property rights in accordance with Federal and State law. Washington State Department of Transportation operates under RCW 47.12 and Washington Administrative Code 468-100. These laws are drawn directly from the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and subsequently amended in 1987. These laws mandate that Washington State Department of Transportation pay just compensation for all property rights acquired. Just compensation is the payment required by law for purchase of property or property rights. If less than an entire parcel is acquired, just compensation also includes losses in value or damages, if any, to the remaining property. Washington State Department of Transportation would be acquiring approximately 0.39 acres of your property (approximately five percent) directly adjacent to the SR 502 corridor. Your comment letter is describing compensation due to loss of business, which is a non-compensable item.
- e. A traffic study has been conducted along the corridor to measure the emergency response times along SR 502 for three scenarios in the design year: the project No Build Alternative and the Build

Alternatives with and without a median barrier. The No Build Alternative assumes a lower speed due to projected congestion levels and lack of shoulders for vehicles to pull over and yield to oncoming emergency response vehicles.

It was found that response times for the Build Alternative with the median barrier, on average, was approximately 30 seconds longer than without the barrier. This shows that the median barrier along the SR 502 Corridor has minimal impact on the emergency response time. And, in both cases, the response times for the Build Alternative are substantially improved in the design year over the No Build Alternative where the SR 502 Corridor is not widened at all.

All of the major intersections along the corridor (NE 10th Avenue, NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue) have been designed with signalization and to accommodate the turning radius of a fire truck making a u-turn.

In the Dollars Corner vicinity and within the Battle Ground city limits, the current plans call for a six-inch high median curb which allows emergency vehicles to traverse it to make a turn at any point. In addition, with the directional median break at NE 67th Avenue and at another point east of Dollars Corner (between NE 79th Avenue and NE 82nd Avenue), emergency vehicles would be able to make a left turn off of the highway. While these options were not considered in the traffic study, they would improve response times such that there is a negligible difference between the Build Alternative with median and the Build Alternative without median.

Comment P-20: Sharon Murphin

Chris Tams,
Project Manager
WSDOT S.W. Region
P.O. Box 1709
Vancouver, WA 98668

Dear Mr. Tams,

Please, Please, think about your plans. We have been picking berries here for years and have lived in battle grounds for over 20 years. We are not against growth but medians where you cant turn where you want are Not any safer - they frustrate people and a frustrated driver is unsafe. (Like the median on 119th & 72nd had to be taken out & taxpayers money wasted - just safe us time & money & DO NOT PUT ONE IN

Sharon Murphin
25721 NE 74th Ct
Battle Ground WA 98604

Response to Comment P-20

- a. Thank you for your comment. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502; however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries. Traveling east on SR 502 (coming from the west), one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter the driveway to Kaye's Blueberries on the north side of SR 502. This would require driving approximately 0.75 miles past Kaye's Blueberries to NE 72nd Avenue and 0.75 miles from NE 72nd Avenue back to Kaye's Blueberries for a total of 1.5 miles further than the existing route. Similarly, leaving Kaye's Blueberries to travel back to the west would not require any extra travel as one would still be

able to make a right turn onto SR 502. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total.

Coming west (from the east) one would still be able to make a right turn into Kaye's Blueberries, requiring no extra travel. Leaving to go back to the east one would travel about 0.2 miles west to the intersection of SR 502 and NE 50th Avenue to make a u-turn and then travel east. The extra driving distance for vehicles coming from the east (Battle Ground) would be less than 0.5 miles total.

Comment P-21: Valerie Hooks

RE: Protesting U-Turn required to reach Kaye's Blueberries & limited access along SR 502 Corridor caused by Median.

Dr. Mr. Tams:

As the daughter of Ralph & Kaye Bovey I am concerned about the proposed median that will limit access to their property. During the high season of blueberries a U-turn will create a highly dangerous situation considering that as many as 300 people can come to Kaye's Blueberries in a single day. If even half that many do a U-turn to enter into Kaye's Blueberries it will increase a traffic risk to the general public and to ~~cus~~ customers of Kaye's

Additionally, as Ralph and Kaye's daughter, I am personally concerned with my parents safety as they are in their 60s and 70s and U-turns will be a traffic danger to them as they slow down in life. To avoid U-turns they will be forced to drive far out of their way to be able to turn into their

Comment P-21 (continued)

a own driveway. I would respectfully urge you to allow access to Kaye's Blueberries off of SR 502 and decrease U-turn hazards that can result from a median.

Thank you,
Valerie Hooks

Response to Comment P-21

- a. Thank you for your concern. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502, however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries. Traveling east on SR 502 (coming from the west), one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter the driveway to Kaye's Blueberries on the north side of SR 502. This would require driving approximately 0.75 miles past Kaye's

Blueberries to NE 72nd Avenue and 0.75 miles from NE 72nd Avenue back to Kaye's Blueberries for a total of 1.5 miles further than the existing route. Similarly, leaving Kaye's Blueberries to travel back to the west would not require any extra travel as one would still be able to make a right turn onto SR 502. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total.

Coming west (from the east) one would still be able to make a right turn into Kaye's Blueberries, requiring no extra travel. Leaving to go back to the east one would travel about 0.2 miles west to the intersection of SR 502 and NE 50th Avenue to make a u-turn and then travel east. The extra driving distance for vehicles coming from the east (Battle Ground) would be less than 0.5 miles total.

Comment P-22: Lisa Jones

Chris Tams,
 Project Manager
 WSDot SW Region
 P.O. Box 1709
 Vancouver, WA 98668

Dear Mr. Tams,

a Small businesses are the backbone of this country, and you are once again choking them out of business with decisions such as this right turn only... all the way down a business sector that will have so much long term revenue potential. Shame, shame, shame. Let's remember where the source of the revenue comes from!

Sincerely,

Lisa Jones

Lisa Jones

PO 95 LaCenter, WA 98629

Response to Comment P-22

- a. Thank you for your comment. The SR 502 Corridor Widening Project has had a strong public involvement component from the beginning, and business owners along the corridor have been active participants in public meetings. When Washington State Department of Transportation was examining potential alternatives,

two off-corridor alternatives, which would relocate SR 502 to a new roadway parallel to NE 219th Street, were examined as possibilities that would minimize effects to businesses and residents along the corridor.

As discussed in Chapters 2 and 4 of the draft and final environmental impact statement, business owners at Dollars Corner strongly opposed any off-corridor alternative because it would reduce the visibility and convenience of their businesses to people that commute on SR 502 by routing their potential customers around Dollars Corner. They made it clear that they strongly preferred the effects of an on-corridor alternative (displacement) over the indirect effects of an alternative running north or south of Dollars Corner.

Comment P-23: Kermit Baker

Chris Tams,
Project Manager
WSDOT S.W. Region
P. O. Box 1709
Vancouver, WA 98668

Dear Mr. Tams,

a | Forcing the residents to make U-turns to access their property is ill-advised. I suggest a left turn lane on a 'refuge' lane be incorporated.

Kermit Baker
Battle Ground

Response to Comment P-23

- a. Thank you for your comment. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502; however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries. Traveling east on SR 502 (coming from the west), one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter the driveway to Kaye's Blueberries on the north side of SR 502. This would require driving approximately 0.75 miles past Kaye's

Blueberries to NE 72nd Avenue and 0.75 miles from NE 72nd Avenue back to Kaye's Blueberries for a total of 1.5 miles further than the existing route. Similarly, leaving Kaye's Blueberries to travel back to the west would not require any extra travel as one would still be able to make a right turn onto SR 502. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total.

Coming west (from the east) one would still be able to make a right turn into Kaye's Blueberries, requiring no extra travel. Leaving to go back to the east one would travel about 0.2 miles west to the intersection of SR 502 and NE 50th Avenue to make a u-turn and then travel east. The extra driving distance for vehicles coming from the east (Battle Ground) would be less than 0.5 miles total.

Comment P-24: Carol Eckert

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

a *Even though I don't know all of the details of this decision I do know that this berry farm & its owners have served this community in a fine responsible and Christian way for many years. This project is going to impact on their business and cause a severe inconvenience to long time customers like myself. Please reconsider any other options that might be available.*

Sincerely,

Carol Eckert

Response to Comment P-24

- a. Thank you for your concern. "Before and after" studies of businesses in Florida, Iowa, Minnesota, Kansas, and Texas along highways where median barrier was installed have found that the vast majority of businesses report that the actual impacts (freight and deliveries, customers, and property values) to their businesses were much less than they anticipated.

Customer surveys showed that a majority of drivers will change their driving patterns to continue patronizing specific establishments and have no problem making u-turns to get to businesses on the opposite side of the road. Customers felt the barrier addition and minor inconvenience associated with u-turns was a safer alternative than making left turns into businesses where turns were increasingly difficult as traffic volumes in the opposing lanes increased.

As demonstrated in Chapter 2 of the draft and final environmental impact statement, Washington State Department of Transportation examined a number of alternatives for this project. However, the projected traffic volumes necessitate the installation of median barrier as a safety precaution to protect the lives of those traveling on SR 502.

The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries. Traveling east on SR 502 (coming from the west), one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter the driveway to Kaye's Blueberries on the north side of SR 502. This would require driving approximately 0.75 miles past Kaye's Blueberries to NE 72nd Avenue and 0.75 miles from NE 72nd Avenue back to Kaye's Blueberries for a total of 1.5 miles further than the existing route. Similarly, leaving Kaye's Blueberries to travel back to the west would not require any extra travel as one would still be able to make a right turn onto SR 502. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total.

Coming west (from the east) one would still be able to make a right turn into Kaye's Blueberries, requiring no extra travel. Leaving to go back to the east one would travel about 0.2 miles west to the intersection of SR 502 and NE 50th Avenue to make a u-turn and then travel east. The extra driving distance for vehicles coming from the east (Battle Ground) would be less than 0.5 miles total.

Comment P-25: Catherine Ryan

OFFICIAL PUBLIC COMMENT
REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

a | I have experienced U Turns they are dangerous. When I try to make a U Turn on 12th people also try to make a right turn off 12th. I have almost been hit 3 times.

Sincerely,
Catherine A. Ryan

Response to Comment P-25

- a. Thank you for your comment. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502; however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

Comment P-26: Colleen Larson

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

a *Please consider the inconvenience to this farm's customer base, as many are just driving by and this will have a major impact on this business. There are other businesses impacted as well.*

Sincerely,
Colleen Larson

Response to Comment P-26

- a. Thank you for your comment. "Before and after" studies of businesses in Florida, Iowa, Minnesota, Kansas, and Texas along highways where median barrier was installed have found that the vast majority of businesses report that the actual impacts (freight and deliveries, customers, and property values) to their businesses were much less than they anticipated.

Customer surveys showed that a majority of drivers will change their driving patterns to continue patronizing specific establishments and have no problem making u-turns to get to businesses on the opposite side of the road. Customers felt the barrier addition and minor inconvenience associated with u-turns was a safer alternative than making left turns into businesses where turns were increasingly difficult as traffic volumes in the opposing lanes increased.

The SR 502 Corridor Widening Project has had a strong public involvement component from the beginning, and business owners along the corridor have been active participants in public meetings. When Washington State Department of Transportation was examining potential alternatives, two off-corridor alternatives, which would relocate SR 502 to a new roadway parallel to NE 219th Street, were examined as possibilities that would minimize effects to businesses and residents along the corridor.

As discussed in Chapters 2 and 4 of the draft and final environmental impact statement, business owners at Dollars Corner strongly opposed any off-corridor alternative because it would reduce the visibility and convenience of their businesses to people that commute on SR 502 by routing their potential customers around Dollars Corner. They made it clear that they strongly preferred the effects of an on-corridor alternative (displacement) over the indirect effects of an alternative running north or south of Dollars Corner.

The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries. Traveling east on SR 502 (coming from the west), one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter the driveway to Kaye's Blueberries on the north side of SR 502. This would require driving approximately 0.75 miles past Kaye's Blueberries to NE 72nd Avenue and 0.75 miles from NE 72nd Avenue back to Kaye's Blueberries for a total of 1.5 miles further than the existing route. Similarly, leaving Kaye's Blueberries to travel back to the west would not require any extra travel as one would still be able to make a right turn onto SR 502. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total.

Coming west (from the east) one would still be able to make a right turn into Kaye's Blueberries, requiring no extra travel. Leaving to go back to the east one would travel about 0.2 miles west to the intersection of SR 502 and NE 50th Avenue to make a u-turn and then travel east. The extra driving distance for vehicles coming from the east (Battle Ground) would be less than 0.5 miles total.

Comment P-27: Judith Gustafson

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

a | *This business will be hurt by
this traffic change. Please consider
an alternate plan. all the businesses
will feel the effect. We protest
this decision and urge you to
re-consider.*

Sincerely,
Judith Gustafson

Response to Comment P-27

- a. Thank you for your concern. "Before and after" studies of businesses in Florida, Iowa, Minnesota, Kansas, and Texas along highways where median barrier was installed have found that the vast majority of businesses report that the actual impacts (freight and deliveries, customers, and property values) to their businesses were much less than they anticipated.

Customer surveys showed that a majority of drivers will change their driving patterns to continue patronizing specific establishments and have no problem making u-turns to get to businesses on the opposite side of the road. Customers felt the barrier addition and minor inconvenience associated with u-turns was a safer alternative than making left turns into businesses where turns were increasingly difficult as traffic volumes in the opposing lanes increased.

The SR 502 Corridor Widening Project has had a strong public involvement component from the beginning, and business owners along the corridor have been active participants in public meetings. When Washington State Department of Transportation was examining potential alternatives, two off-corridor alternatives, which would relocate SR 502 to a new roadway parallel to NE 219th Street, were examined as possibilities that would minimize effects to businesses and residents along the corridor.

As discussed in Chapters 2 and 4 of the draft and final environmental impact statement, business owners at Dollars Corner strongly opposed any off-corridor alternative because it would reduce the visibility and convenience of their businesses to people that commute on SR 502 by routing their potential customers around Dollars Corner. They made it clear that they strongly preferred the effects of an on-corridor alternative (displacement) over the indirect effects of an alternative running north or south of Dollars Corner.

The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries. Traveling east on SR 502 (coming from the west), one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter the driveway to Kaye's Blueberries on the north side of SR 502. This would require driving approximately 0.75 miles past Kaye's Blueberries to NE 72nd Avenue and 0.75 miles from NE 72nd Avenue back to Kaye's Blueberries for a total of 1.5 miles further than the existing route. Similarly, leaving Kaye's Blueberries to travel back to the west would not require any extra travel as one would still be able to make a right turn onto SR 502. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total.

Coming west (from the east) one would still be able to make a right turn into Kaye's Blueberries, requiring no extra travel. Leaving to go back to the east one would travel about 0.2 miles west to the intersection of SR 502 and NE 50th Avenue to make a u-turn and then travel east. The extra driving distance for vehicles coming from the east (Battle Ground) would be less than 0.5 miles total.

Comment P-28: Jackie Haskell

Chris Tams,
 Project Manager
 WSDOT S.W. Region
 P.O. Box 1709
 Vancouver, WA 98668

Dear Mr. Tams,

a I feel the new median going in will be very frustrating for all who live in our area, there is really no need for it versus how it will affect the residents, How would you feel and those deciding on this if it "affected" you, I don't think you would want to have to do u-turns and travel way out of your way to get home... Please consider those who will be affected,

Sincerely,
 Jackie B. Haskell

Response to Comment P-28

- a. Thank you for your comment. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502, however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries and other homes and businesses on the corridor. Traveling east on SR 502 (coming from the west) to Kaye's Blueberries, one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter the driveway to Kaye's Blueberries on the north side of SR 502.

This would require driving approximately 0.75 miles past Kaye's Blueberries to NE 72nd Avenue and 0.75 miles from NE 72nd Avenue back to Kaye's Blueberries for a total of 1.5 miles further than the existing route. Similarly, leaving Kaye's Blueberries to travel back to the west would not require any extra travel as one would still be able to make a right turn onto SR 502. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total.

Coming west (from the east) one would still be able to make a right turn into Kaye's Blueberries, requiring no extra travel. Leaving to go back to the east one would travel about 0.2 miles west to the intersection of SR 502 and NE 50th Avenue to make a u-turn and then travel east. The extra driving distance for vehicles coming from the east (Battle Ground) would be less than 0.5 miles total.

Comment P-29: Sergey Sivloi

OFFICIAL PUBLIC COMMENT
REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

a. It would be a great inconvenience to make a U-turn in order to get to Kaye's Blueberry Farm.

Sincerely, *Sergey Sivloi*

Response to Comment P-29

- a. Thank you for your comment. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day, by 2033 so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502; however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries. Traveling east on SR 502 (coming from the west), one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter the driveway to Kaye's Blueberries on the north side of SR 502. This would require driving approximately 0.75 miles past Kaye's

Blueberries to NE 72nd Avenue and 0.75 miles from NE 72nd Avenue back to Kaye's Blueberries for a total of 1.5 miles further than the existing route. Similarly, leaving Kaye's Blueberries to travel back to the west would not require any extra travel as one would still be able to make a right turn onto SR 502. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total.

Coming west (from the east) one would still be able to make a right turn into Kaye's Blueberries, requiring no extra travel. Leaving to go back to the east one would travel about 0.2 miles west to the intersection of SR 502 and NE 50th Avenue to make a u-turn and then travel east. The extra driving distance for vehicles coming from the east (Battle Ground) would be less than 0.5 miles total.

Comment P-30: Joanne Ortiz

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

a | Our family has picked blueberries at Kaye's for years and we would be greatly inconvenienced by the barrier and limited access road changes.

Sincerely,

Joanne Ortiz
30403 NE 132nd Ave
Battle Ground, WA 98604

Response to Comment P-30

- a. Thank you for your comment. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502; however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries. Traveling east on SR 502 (coming from the west), one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter the driveway to Kaye's Blueberries on the north side of SR 502. This would require driving approximately 0.75 miles past Kaye's

Blueberries to NE 72nd Avenue and 0.75 miles from NE 72nd Avenue back to Kaye's Blueberries for a total of 1.5 miles further than the existing route. Similarly, leaving Kaye's Blueberries to travel back to the west would not require any extra travel as one would still be able to make a right turn onto SR 502. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total.

Coming west (from the east) one would still be able to make a right turn into Kaye's Blueberries, requiring no extra travel. Leaving to go back to the east one would travel about 0.2 miles west to the intersection of SR 502 and NE 50th Avenue to make a u-turn and then travel east. The extra driving distance for vehicles coming from the east (Battle Ground) would be less than 0.5 miles total.

Comment P-31: Robin Steinborn

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

a I would beg you to consider the impact
a Median would have on a local business as
access would become more difficult to Kaye's Blueberries.
Kaye has been in business for many years and it
would be very sad to watch a decision like this
harm her. This would be very inconvenient for
b many people coming from Battle Ground and
Brush Prairie trying to return home.

Sincerely,


Robin E. Steinborn

Response to Comment P-31

- a. Thank you for your comment. "Before and after" studies of businesses in Florida, Iowa, Minnesota, Kansas, and Texas along highways where median barrier was installed have found that the vast majority of businesses report that the actual impacts (freight and deliveries, customers, and property values) to their businesses were much less than they anticipated.

Customer surveys showed that a majority of drivers will change their driving patterns to continue patronizing specific establishments and have no problem making u-turns to get to businesses on the opposite side of the road. Customers felt the barrier addition and minor inconvenience associated with u-turns was a safer alternative than making left turns into businesses where turns were increasingly difficult as traffic volumes in the opposing lanes increased.

- b. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502; however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements

have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

Coming west (from Battle Ground and Brush Prairie) one would still be able to make a right turn into Kaye's Blueberries, requiring no extra travel. Leaving to go back to the east one would travel about 0.2 miles west to the intersection of SR 502 and NE 50th Avenue to make a u-turn and then travel east. The extra driving distance for vehicles coming from the east (Battle Ground and Brush Prairie) would be less than 0.5 miles total.

Comment P-32: Nolan Hostetler

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

a *I find it a significant hindrance to access Kaye's Blueberries if a center median were to be installed on 219th St. in front of their business and home. A left turn lane, both into and out of the property would make much more sense.*

Sincerely,

Nolan Hostetler
(Nolan Hostetler)

Response to Comment P-32

- a. Thank you for your concern. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502, however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

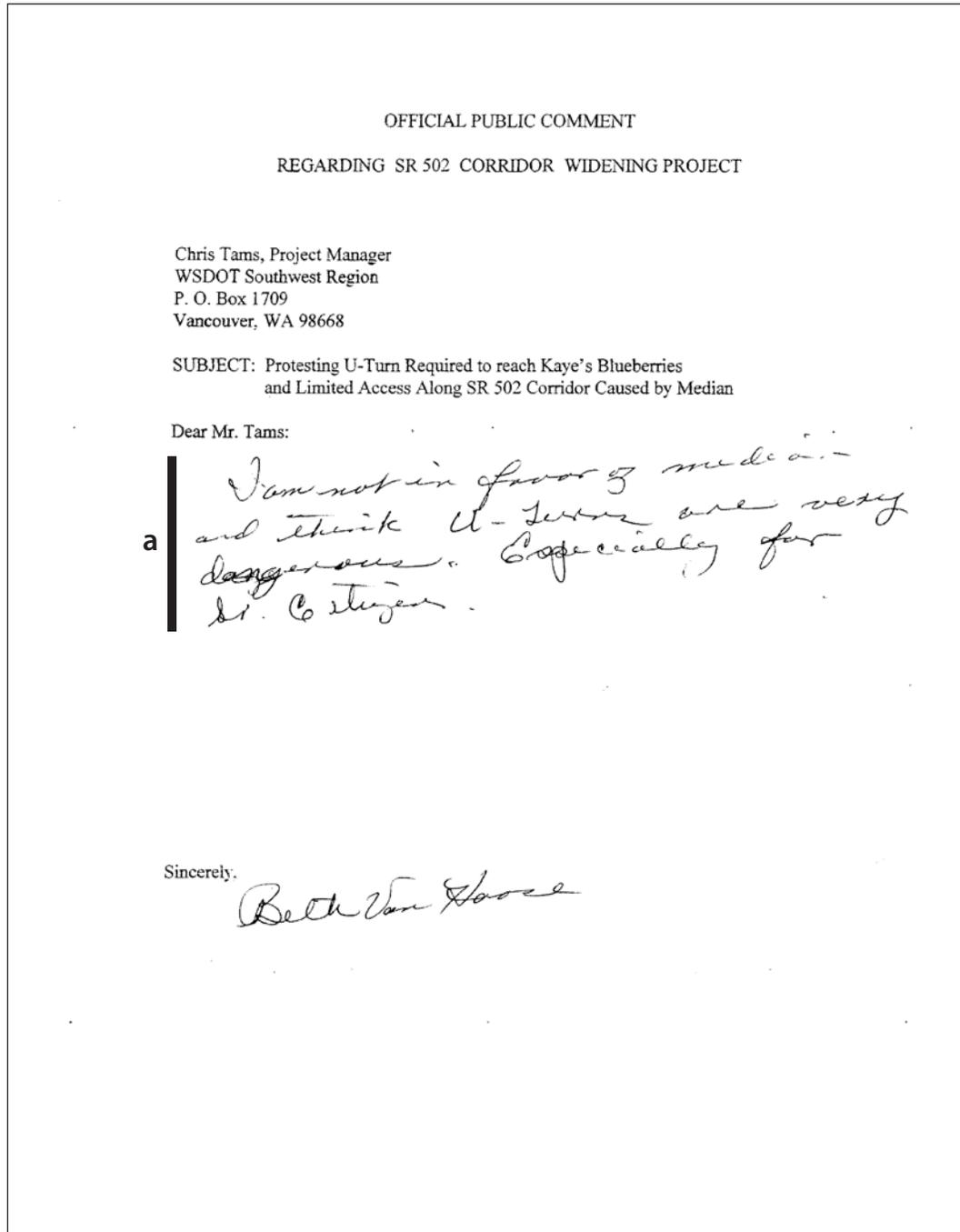
The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries. Traveling east on SR 502 (coming from the west), one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter the driveway to Kaye's Blueberries on the north side of SR 502. This would require driving approximately 0.75 miles past Kaye's

Blueberries to NE 72nd Avenue and 0.75 miles from NE 72nd Avenue back to Kaye's Blueberries for a total of 1.5 miles further than the existing route. Similarly, leaving Kaye's Blueberries to travel back to the west would not require any extra travel as one would still be able to make a right turn onto SR 502. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total.

Coming west (from the east) one would still be able to make a right turn into Kaye's Blueberries, requiring no extra travel. Leaving to go back to the east one would travel about 0.2 miles west to the intersection of SR 502 and NE 50th Avenue to make a u-turn and then travel east. The extra driving distance for vehicles coming from the east (Battle Ground) would be less than 0.5 miles total.

Comment P-33: Beth Van Hoose



Response to Comment P-33

- a. Thank you for your concern. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier SR 502, however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

Comment P-34: Tom and Sue Croley

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

a We Think it is A BAD IDEA to
Restrict Access to Kay's Blue Berries,
it will cause Lots of People to
Make Dangerous U-Turn instead.
Please Do not Prevent Left Turns into
Their place.

Sincerely,

Tom & Sue Croley

Response to Comment P-34

- a. Thank you for your comment. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502; however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

Comment P-35: Eileen Christensen

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

a | *I don't agree for the median on 502. U turns are dangerous. Eileen Christensen*

Sincerely,

Eileen Christensen

Response to Comment P-35

- a. Thank you for your comment. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502; however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

Comment P-36: Donna and Billie Hill

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

a | NO Median!

Sincerely,

Donna Hill
Billie Hill

Response to Comment P-36

- a. Thank you for your comment. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502, however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries. Traveling east on SR 502 (coming from the west), one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter the driveway to Kaye's Blueberries on the north side of SR 502. This would require driving approximately 0.75 miles past Kaye's

Blueberries to NE 72nd Avenue and 0.75 miles from NE 72nd Avenue back to Kaye's Blueberries for a total of 1.5 miles further than the existing route. Similarly, leaving Kaye's Blueberries to travel back to the west would not require any extra travel as one would still be able to make a right turn onto SR 502. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total.

Coming west (from the east) one would still be able to make a right turn into Kaye's Blueberries, requiring no extra travel. Leaving to go back to the east one would travel about 0.2 miles west to the intersection of SR 502 and NE 50th Avenue to make a u-turn and then travel east. The extra driving distance for vehicles coming from the east (Battle Ground) would be less than 0.5 miles total.

Comment P-37: Paul Richardson

OFFICIAL PUBLIC COMMENT
REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

a | Please dont cut off Kaye's blueberries from the
north side of 502.

Sincerely,

Paul Richardson
Andrew [Signature]

Response to Comment P-37

- a. Thank you for your concern. The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries. Traveling east on SR 502 (coming from the west), one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter the driveway to Kaye's Blueberries on

the north side of SR 502. This would require driving approximately 0.75 miles past Kaye's Blueberries to NE 72nd Avenue and 0.75 miles from NE 72nd Avenue back to Kaye's Blueberries for a total of 1.5 miles further than the existing route. Similarly, leaving Kaye's Blueberries to travel back to the west would not require any extra travel as one would still be able to make a right turn onto SR 502. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total.

Coming west (from the east) one would still be able to make a right turn into Kaye's Blueberries, requiring no extra travel. Leaving to go back to the east one would travel about 0.2 miles west to the intersection of SR 502 and NE 50th Avenue to make a u-turn and then travel east. The extra driving distance for vehicles coming from the east (Battle Ground) would be less than 0.5 miles total.

Comment P-38: Cynthia L.

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

a There are many residents besides Kaye's which ~~would~~
will be adversely affected by a median. - will there be
a turn lane available? - The extra width for a turn
lane would make access much easier. - We visit
b Kaye's a couple times a year. - with the extra distance
to drive we may not be able to support their business. -
Please consider NOT having a median along SR 502
in this area.

Sincerely,

Cynthia L. Johnson

Response to Comment P-38

- a. Thank you for your comment. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502, however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

- b. The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries. Traveling east on SR 502 (coming from the west), one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter the driveway to Kaye's Blueberries on the north side of SR 502. This would require driving approximately 0.75 miles past Kaye's

Blueberries to NE 72nd Avenue and 0.75 miles from NE 72nd Avenue back to Kaye's Blueberries for a total of 1.5 miles further than the existing route. Similarly, leaving Kaye's Blueberries to travel back to the west would not require any extra travel as one would still be able to make a right turn onto SR 502. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total.

Coming west (from the east) one would still be able to make a right turn into Kaye's Blueberries, requiring no extra travel. Leaving to go back to the east one would travel about 0.2 miles west to the intersection of SR 502 and NE 50th Avenue to make a u-turn and then travel east. The extra driving distance for vehicles coming from the east (Battle Ground) would be less than 0.5 miles total.

Comment P-39: Richard and Terry Rose

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

- a | We are concerned about the proposed U-Turn that would be necessary to reach Kaye's Blueberries. We have come up every year from the Felida area north of Vancouver to get berries.
- b | The limited access for area residents as well as visitors like us will impact businesses.
- a | We need our local businesses and to be able to reach them easily!

Sincerely,

Richard & Terry Rose
11213 NW 29th Ave.
Vancouver WA 98685

Response to Comment P-39

- a. Thank you for your concern. "Before and after" studies of businesses in Florida, Iowa, Minnesota, Kansas, and Texas along highways where median barrier was installed have found that the vast majority of businesses report that the actual impacts (freight and deliveries, customers, and property values) to their businesses were much less than they anticipated.

Customer surveys showed that a majority of drivers will change their driving patterns to continue patronizing specific establishments and have no problem making u-turns to get to businesses on the opposite side of the road. Customers felt the barrier addition and minor inconvenience associated with u-turns was a safer alternative than making left turns into businesses where turns were increasingly difficult as traffic volumes in the opposing lanes increased.

- b. The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries. Traveling east on SR 502 (coming from Felida), one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter the driveway to Kaye's Blueberries on the north side of SR 502. This would require driving approximately 0.75 miles past Kaye's Blueberries to NE 72nd Avenue and 0.75 miles from NE 72nd Avenue back to Kaye's Blueberries for a total of 1.5 miles further than the existing route. Similarly, leaving Kaye's Blueberries to travel back to the west would not require any extra travel as one would still be able to make a right turn onto SR 502. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total.

Comment P-40: Nichole Sturges

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

a. We come pick blueberries every summer and turning left is much more convenient. For the people who live on this street, it is unreasonable for them to have to use alternate routes just to get home.

Sincerely,



Response to Comment P-40

- a. Thank you for your comment. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502; however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries. Traveling east on SR 502 (coming from the west), one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter the driveway to Kaye's Blueberries on the north side of SR 502. This would require driving approximately 0.75 miles past Kaye's

Blueberries to NE 72nd Avenue and 0.75 miles from NE 72nd Avenue back to Kaye's Blueberries for a total of 1.5 miles further than the existing route. Similarly, leaving Kaye's Blueberries to travel back to the west would not require any extra travel as one would still be able to make a right turn onto SR 502. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total.

Coming west (from the east) one would still be able to make a right turn into Kaye's Blueberries, requiring no extra travel. Leaving to go back to the east one would travel about 0.2 miles west to the intersection of SR 502 and NE 50th Avenue to make a u-turn and then travel east. The extra driving distance for vehicles coming from the east (Battle Ground) would be less than 0.5 miles total.

Comment P-41: Katrina Wilson

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

- a | Building 4 lanes along 502 is not necessary.
b | Not only is it not necessary but it will create excessive traffic on private roads. This creates hazards to neighborhoods where there are children present and to traffic conditions in which u-turns will become a recurring problem. Please think about spending money on another problem instead of wasting it on SR-502.

Sincerely,

Katrina Wilson

Katrina Wilson

Response to Comment P-41

- a. Thank you for your comment. As discussed in Chapter 3 of the draft environmental impact statement, by 2033 SR 502 is anticipated to carry nearly three times more traffic than it does today. If the project were not constructed (No Build Alternative), the commute time between I-5 and Battle Ground would more than double and traffic

volumes in both directions would exceed capacity for more than 10 hours each day.

The proposed improvements would improve capacity and driving speeds, reducing congestion and travel time.

- b.** The Build Alternative is actually expected to attract some traffic from nearby roads on to the SR 502 Corridor. This would reduce traffic volumes slightly on routes running parallel to SR 502. In general, nearby parallel roads are expected to operate similarly whether the project is built or not.

Additional traffic would not be expected on private roads that intersect SR 502 because drivers would only be able to make right turns in and out of these roads due to the access restrictions of the median barrier. Thus, drivers would not be able to use private roads as turn around to reverse direction on SR 502, so one would not expect additional traffic to use the private roads.

Comment P-42: Kathleen Allen

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

SUBJECT: Protesting U-Turn Required to reach Kaye's Blueberries
and Limited Access Along SR 502 Corridor Caused by Median

Dear Mr. Tams:

a | Do not understand the reasoning
for the median. I am against putting
the median

Sincerely,
Kathleen J Allen
28401 NE 132 Ave
Bettie Ground WA
98604 7533

Response to Comment P-42

- a. Thank you for your comment. The purpose of the SR 502 Corridor Widening Project is to improve safety and mobility along the SR 502 corridor. Median barrier is a proven safety technology that provides a positive separation of opposing vehicle movements and eliminates left turns. Median barriers are recommended for use on multilane

roadways with projected traffic volumes of greater than 24,000 vehicles per day and design speeds greater than 40 miles per hour. Research from many states indicates that raised medians are safer than two-way left-turn lanes.

Based on historic growth patterns and the land use plans implemented by Clark County and the City of Battle Ground, population in Battle Ground and north Clark County is expected to continue to grow. With this growth, the SR 502 roadway is expected to accommodate 42,000 vehicles per day by 2033, so median barriers are the appropriate safety technology for this roadway, especially with the addition of another travel lane in each direction, which would provide mobility on SR 502.

The need for a median barrier on SR 502, however, also necessitates the use of u-turns to travel to locations on the opposite side of the highway. Left turns into and out of driveways are less safe than u-turns and comprise the majority of driveway crashes. Studies have shown that making a u-turn at a median opening to get to the opposite side of a busy highway is about 25 percent safer than a direct left turn from an access point.

The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such as fire trucks or a pickup with a 31-foot trailer, making a left turn or a u-turn.

The u-turns would be managed by the traffic signals in the same manner as left turns – typically a green arrow allows the left and u-turning vehicles their own movement during the signal cycle while opposing through traffic and conflicting right turn movements have red signals. This would eliminate the other conflicting movements at the same time that would require quick reaction time or judgment. Further, since driveway movements would be limited to right turns only, drivers leaving driveways along the SR 502 corridor would wait for a gap in traffic in only one direction rather than two directions in order to travel to the left.

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