

Purpose of Tonight's Meeting

- Display the seven alternatives shown at the March 27 open house
- Explain and discuss the criteria and measurements used to evaluate the alternatives
- Provide results of the first level of screening
- Acknowledge the community input we have heard so far at open houses #1 and #2
- Hear your comments and concerns on the alternatives and evaluation process

Other WSDOT projects featured this evening include:

- *I-5/SR 502 Interchange*
- *I-5/SR 501 Ridgefield Interchange*
- *Columbia River Crossing*
- *Salmon Creek Interchange*
- *SR 503 - Lewisville Park - Climbing Lane*
- *SR 502/199th Street Signal*

The Regional Transportation Council, Clark County, and City of Battle Ground are also staffing information tables.

What's New?

- When we measured the alternatives, two previously off-corridor alternatives (North Dollars Corner and South Dollars Corner) were found to function much more like on-corridor alternatives.
 - *For a majority of their length, both of these alternatives are on-corridor.*
 - *Although the potential collisions per mile for the North (red/brown) and South (orange) Dollars Corner alternatives are lower than the other on-corridor alternatives, they are not nearly as low as the off-corridor alternatives (blue and aqua).*
 - *Consequently, these two alternatives are now grouped with the other on-corridor alternatives.*



Input We Need From You Tonight

- Are we missing any further critical elements that should be measured?
 - *For example, are there additional environmental concerns or any previous uses on properties along the corridor that we should know about?*
- Are there any other major issues or criteria that should be considered and measured?



What You'll See at the Next Open House on June 14

- Based on findings from the next level of screening and input from tonight's meeting, you will see two or three alternatives that have combined the best elements of the seven alternatives presented tonight.
 - *These alternatives will move forward to the next level of screening over the summer/fall.*



What Will Occur Between Tonight and June 14

- After tonight's open house, we will conduct further analysis on the seven alternatives.
- Based on this new analysis, we will apply the following criteria measures to the alternatives:
 - *Water bodies*
 - *Stream crossings*
 - *Potential contaminated sites*
 - *Floodplains*
 - *Operational performance*
- Based on the expanded criteria, we will identify the best elements from the seven alternatives and narrow them to two or three alternatives based on the criteria above.
- What other criteria or measures do you recommend?

What Will Occur During Summer 2007

- Refine alternatives
- Develop and review possible intersection designs to be used on the project
- Value Engineering (VE) Study
 - *A group of experts not directly involved in the project will meet over two-three days to look at the work conducted to date and the direction the project is heading. They will make recommendations on the project and possible ways to save time and money.*

Additionally, the VE team will be looking for better options to meet both the project purpose and need and goals and objectives that may not have been considered already.

What We Have Heard

A summary sample of comments received from local residents to date include:

- Use existing highway. Most people expect this....
- The road should run straight through on the present 219th Street....
- Any such move, north or south, is ridiculous. How could it possibly be less costly or less disruptive?...
- Widening of the existing road is the preferred option.... When weighing cost and benefits, (consider) the cost of the alternatives that slice through neighborhoods, cut into farm lands, destroy important wetlands and habitat....
- Simply widen 219th. Please do not use the south off-corridor option....
- The main focus when widening 219th should be preserving neighborhoods and fish and wildlife habitat.... Symmetrical widening is the best plan.
- The north and south options are absolutely devastating...The amount of environmental destruction and impact on families is too great to have. (If) widening the road...costs more, so be it.
- ...Widening 219th down the center line would greatly impact or destroy our house....

Some comments edited for brevity and clarity.

What We Have Heard - 2

- Our druthers would be that the “widening” occur on the south side...but widening down the middle might be acceptable.
- Alignment preference: South off-corridor alternative.
- The route that has minimum impacts on safety, private residences, business access is the south off-corridor alternative....
- The north off-corridor alignment cuts too many properties in half and crosses too much wetland....
- The south off-corridor alignment seems to provide the least impacts to residents and businesses....
-I am favorable of anything that is from the existing SR 502 center line and south.
-Southern off-corridor alternatives... would destroy the livability of long established neighborhoods....
- Go north or through the center. Please do not go south!... Don't ruin the wonderful community on the south side of 219th St.
- ...The best long-term solution is to move off the existing alignment and have full access control.
- It makes much more sense to build a new (faster) highway on a new right of way. Leave old highway as a frontage road.

Some comments edited for brevity and clarity.

What We Have Heard - 3

- The Mill Creek Basin is a precious and rare resource.... The alternatives proposed would hinder further efforts to restore the Creek and the fish runs.
- ...In general, on-corridor expansion disrupts the least amount of previously undisturbed wetlands....
- I implore you...to not add signaled intersections to this route.
- ...use other traffic engineering solutions to get the cross traffic circulation.
- Plan dedicated right- and left-turn lanes.
- Allow all left turns to county roads.
- Please take into consideration how (people will get into and out of their properties)....
- Include mass transit option from Battle Ground to I-5
- Use forward-thinking storm water abatement methods.
- Put an overpass over Dollars Corner.
- ...it's not your money. Keep it cheap!
- Please note us as very supportive of this project, and your work.
- Very informative (open house).
- Yippee! This is much needed.
- Thanks for all your hard work.

Some comments edited for brevity and clarity.



Purpose & Need

Purpose of the Project

To improve mobility and safety along the SR 502 Corridor between NE 15th Avenue and NE 102nd Avenue, and to improve regional connectivity between Battle Ground, north Clark County, and I-5.

Need for the Project

Mobility

- Additional capacity is needed to improve mobility on SR 502
- Traffic congestion has worsened as population has grown
- Traffic volumes would more than double by 2033
- Intersections would become more congested
- Travel times from the new I-5/SR 502 Interchange to Battle Ground would double
- Freight movement would slow and be more costly

Safety

- Above average number of severe accidents along SR 502 compared to other state highways
- Rate of collisions on SR 502 has increased since 2001
- Drivers would wait five or more minutes at unsignalized intersections for a gap to turn left onto SR 502, causing frustration and increased risk taking to enter roadway
- Deficient shoulder widths hinder emergency parking and safe pedestrian and bicycle travel

SR 502 Alternatives – Local, Similar Examples

Would apply to      alternatives

"On-Corridor" Alternatives

- Mill Plain Blvd. (Cascade Park)
- 162nd/164th Avenue
- Fourth Plain Blvd. east of Andresen



Characteristics

- Center median separates opposing traffic directions for safety
- Driveways directly accessing the highway
- Left-turns onto side roads may be allowed in certain circumstances
- U-turns allowed at key intersections
- Other local access via cross-streets

SR 502 Alternatives – Local, Similar Examples

Would apply to alternatives

“Off-Corridor” Alternatives

- Padden Parkway
- SR 500 East of I-5
- SR 503 north of 199th Street/Scotten Way



Characteristics

- Few if any driveways directly accessing the highway
- U-turns allowed at key intersections
- Local access via existing 219th Street and cross-streets

First-Level Screening Matrix

Criteria	NO BUILD	On-Corridor Alternatives					Off-Corridor Alternatives	
		RED/ BROWN North Dollars Corner	YELLOW Widen NE 219th St. Hold south RW line	PURPLE Widen NE 219th St. Symmetric	WHITE Widen NE 219th St. Hold north RW line	ORANGE South Dollars Corner	BLUE North Off Corridor	AQUA South Off Corridor
Purpose and Need								
Meets project purpose and need	-	+	+	+	+	+	+	+
Safety								
Potential collisions per mile	●	○	○	○	○	○	⊙	⊙
Mobility								
Travel time	●	○	○	○	○	○	○	○
Community & Environment								
Business displacements	n/a	⊙	●	●	●	⊙	○	⊙
Residential displacements	n/a	●	○	○	●	○	○	○
Wetland Effects	n/a	●	○	○	○	○	●	●

Key

- + = Meets Purpose & Need
- = Does Not Meet Purpose & Need
- ⊙ = Better
- = Moderate
- = Worse
- n/a = Not Applicable

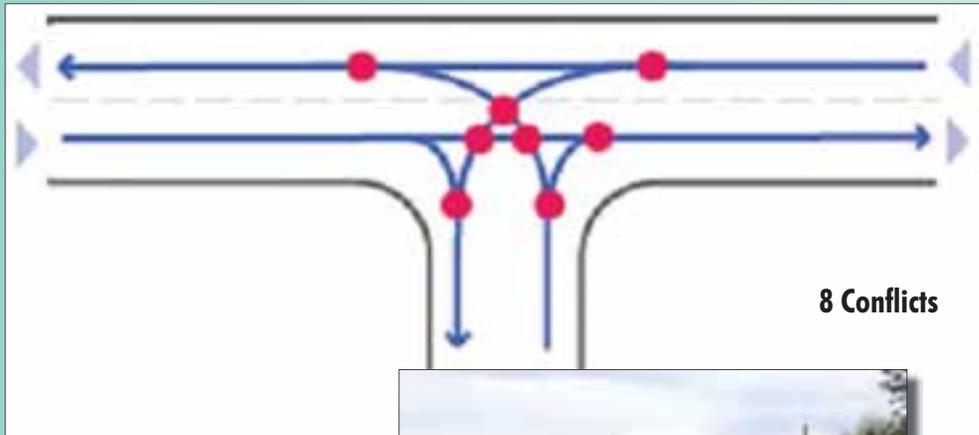
First-Level Screening Matrix: Key to Scoring

Criteria	Measure	Score		
		Better ⊕	Moderate ○	Worse ●
Safety				
Potential collisions per mile	Ratio (No. Driveway CPs + No. Intersection CPs)/Roadway Length	0 - 40	41 - 120	121 +
Mobility				
Travel time	Time (minutes) from I-5 to SR 503 in Battle Ground	0 - 8	9 - 16	17 - 24
Community & Environment				
Business displacements	Number of businesses	0 - 10	11 - 20	21 - 30
Residential displacements	Number of residences	0 - 12	13 - 24	25 - 36
Wetland effects	Acres of wetland mitigation*	0 - 20	21 - 40	41 - 60

* Mitigation for wetland buffers not included; assumed to be proportional to direct wetland impacts

Improving Safety on SR 502 – Current Condition

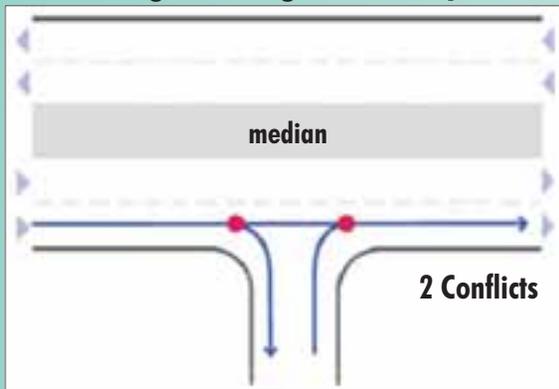
Existing SR 502



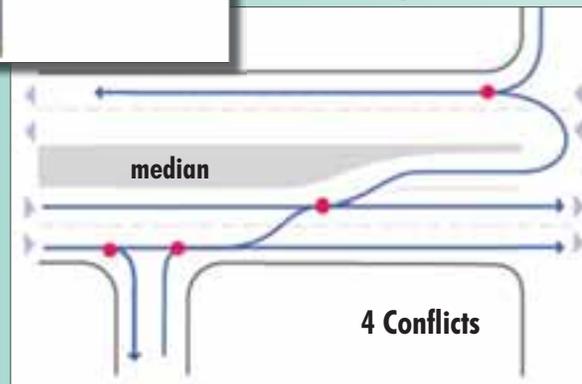
- Each conflict point is a potential collision
- The more conflict points, the higher the accident rate
- SR 502 corridor with no access management is a high accident corridor
- The higher the number of accesses, the lower the capacity of the corridor

Improving Safety on SR 502 (On-Corridor Alternatives)

Median Right-In, Right-Out Only



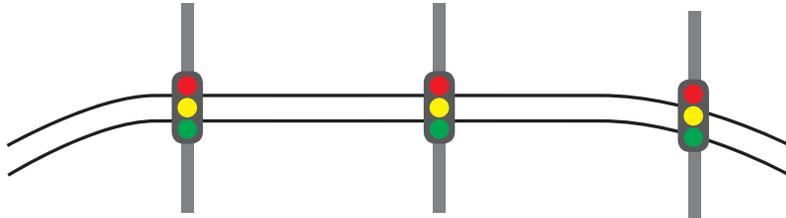
Median, with U-Turns



- Left-turns onto side roads may be allowed in certain, safe circumstances
- Left-turns can be made via U-turn at key intersections
- Allows for most turning movements
- Lower accident risk for pedestrians and bicyclists

Improving Safety on SR 502 (Off-Corridor Alternatives)

All turning options allowed at signalized intersections only.



- Full directional access at key, signalized intersections
- Existing NE 219th Street would provide local resident and business access
- Lowest accident risk for pedestrians and bicyclists
- Good capacity for traffic mobility through the corridor
- Example: Padden Parkway, SR 500