

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-43: Rosalie Gehlen

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 will be many times of the day when traffic is light and the inconvenience to the owners of Kayes & its patrons is a hardship.*

Sincerely,
Rosalie Gehlen
360-573-8910

Response to Comment P-43

- a. Thank you for your comment. The Build Alternative (with the median) would improve mobility on SR 502, reducing congestion and improving traffic flow. Without it, congestion under the No Build Alternative would continue to worsen and traffic volumes in both directions would exceed capacity for more than 10 hours per

day. So while there would be less congestion and thus “lighter” traffic more hours of the day under the Build Alternative than under the No Build, this would be the result of the proposed improvements.

“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 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-44: William R. Williams

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 is too dangerous to make
U Turns for older people. Wm R Williams*

Sincerely,

Wm R Williams

Response to Comment P-44

- 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.

Comment P-45: Stephen Halinson

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 is not convenient for us to use a U-turn. We will be forced to use other business or drive ways to make our ~~to~~ to come back to the turn Blueberry farm.*

Sincerely,

Stephen Halinson

Response to Comment P-45

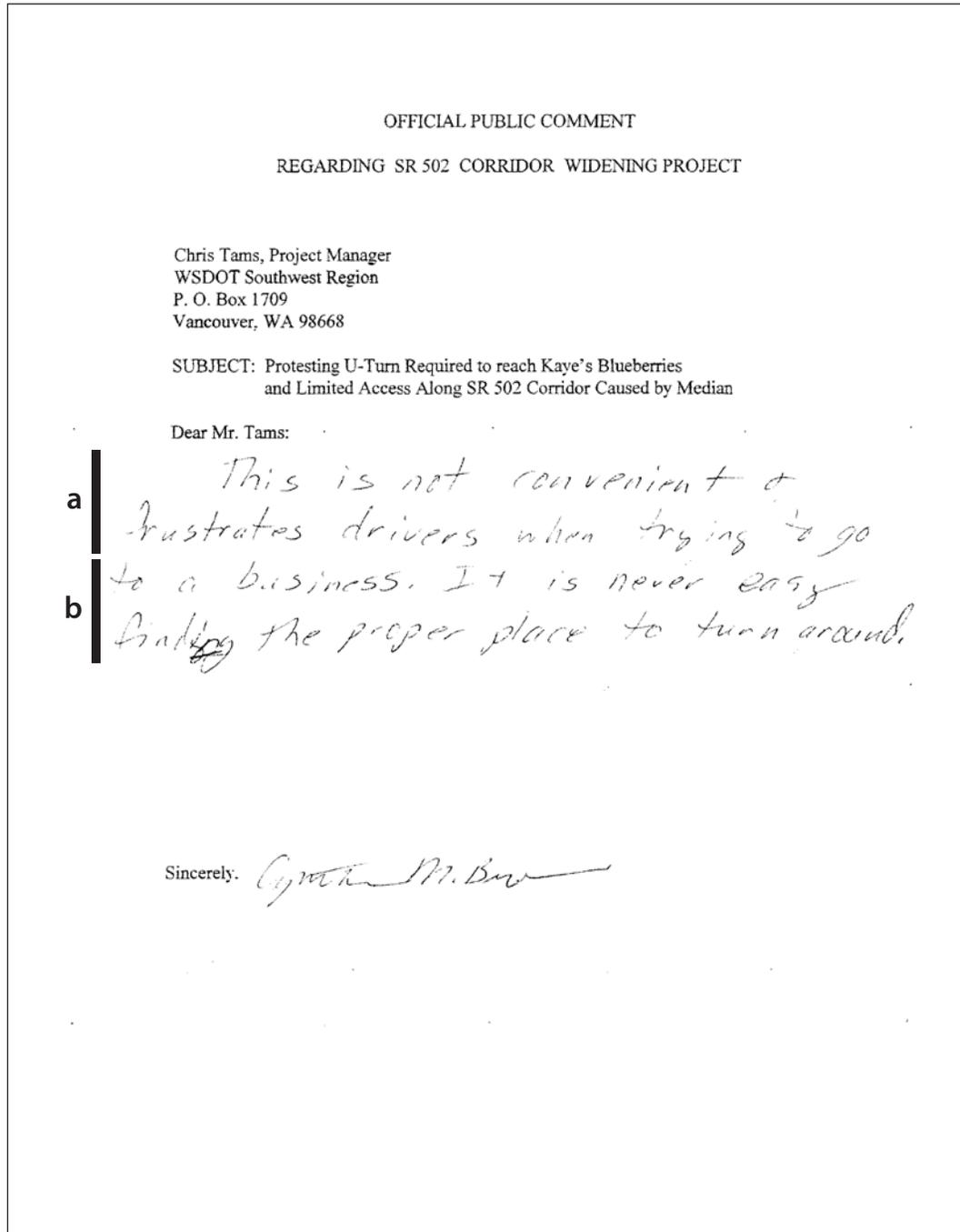
- a. Thank you for your comment. The Build Alternative would require a slightly modified travel route to reach Kaye's Blueberries. Traveling east on SR 502 (coming from the west), one would be able to make a u-turn at the signalized intersection of NE 72nd Avenue and SR 502 and then travel west to enter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

There would be no need to use other businesses or driveways to access Kaye's Blueberries.

Comment P-46: Cynthia B.



Response to Comment P-46

- 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.

- b.** Signage would indicate where u-turns are permitted. U-turns would be a protected movement at the signalized intersections.

Comment P-47: Pat Bulliard

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 | Total waste of money +
Will take more time to
reach my destination

Sincerely, *Pat Bulliard*

Response to Comment P-47

- a. Thank you for your comment. The extra driving distance for vehicles coming from the west (I-5) would be approximately 1.5 miles total. The extra driving distance for vehicles coming from the east (Battle Ground) would be less than 0.5 miles total.

Traffic on SR 502 is expected to nearly triple by 2033. The proposed improvements for the Build Alternative would reduce congestion, improving driver speeds and travel times. Under the No Build Alternative congestion would continue to worsen and the commute time between I-5 and Battle Ground would more that double what it is today by 2033.

Comment P-48: Vici Cuull

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

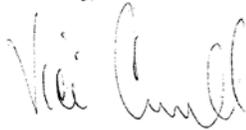
Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

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

Dear Mr. Tams:

a The Median you are going to put in
b will effect this Business and all the
c others that live around here. Why would
you not put a Middle turn lane instead, so
traffic could turn either way. You need to
work together with the community for a better
solution.

Sincerely,



Response to Comment P-48

- 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 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.

- 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.

- c. As documented in the Public Involvement Appendix of the draft and final environmental impact statement, the SR 502 Corridor Widening Project has had a strong public involvement component from the beginning – including a series of interactive open houses, stakeholder interviews, community forums, and so forth. Business owners and residents 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-49: Brad Owen

OFFICIAL PUBLIC COMMENT

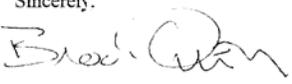
REGARDING SR 502 CORRIDOR WIDENING PROJECT

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 | U-TURNS ARE NOT SAFE. WORSE. THEY
ARE DANGEROUS.

Sincerely,


Response to Comment P-49

- 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.

Comment P-50: Arlyce and Herbert Weller

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 | *They will be very unhappy with the
right turn only at Kaye's - they will
lose much income as a result.*

Sincerely, *Arlyce Weller*
Herbert Weller

Response to Comment P-50

- 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 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-51: Teresa and David Law

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 very unhappy with this
idea, especially with the median
being put in. There is already enough
problems on the road. As far as having
b to move their blueberry bushes, you
will be destroying a long, well established
business who rely on their blue berry
season. Please, NO U-TURN! ~~B~~ We
Protest!!

Sincerely,
Teresa Law
+ David Law

Response to Comment P-51

- 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.

- 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. Washington State Department of Transportation would be acquiring approximately 0.39 acres of the blueberry farm property (approximately five percent) directly adjacent to the SR 502 corridor.

Comment P-52: Celeste Koach

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 will be a safety hazard to
place this here. There will be so many
people making unsafe U-turns.

Sincerely,
Celeste Koach

Response to Comment P-52

- 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 storage lanes for left turns and u-turns at the signals have been designed to accommodate the number of vehicles needing to turn so that drivers would not have to wait in a through travel lane to make their turning movement.

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-53: Ann M. Hoy

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 been picking blueberries for a while. To put in a right hand turn only in leaving Kaye's Blue berries is ludicrous. You are taking away a person's livelihood, way of life and forever changing the community.

Sincerely,
Ann M Hoy

Response to Comment P-53

- 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 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-54: Debra Nowlen

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:

I have been coming here for years
to get blueberries & find this new ^{imminent} road
construction disconcerting!!

a | Safety should be a higher consideration
b | & convenience. This is going to hurt
these nice people's business.

Sincerely,



Response to Comment P-54

- 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. “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 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-55: Curtis [illegible]

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 do not like do the right of Kayes. It would be very inconvenient for us to have to turn right and make our way back or risk a u-turn.

Sincerely,


Response to Comment P-55

- a. Thank you for your comment. 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. 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.

Comment P-56: Mike Cullison

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: *I dont think this is a good Idea*

Sincerely, *Mike Cullison*

Response to Comment P-56

Thank you for your comment.

Comment P-57: Irina Sivkov

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 with the idea that
I will have to make a U-turn in
order to get to Kaye's Blueberry Farm.*

Sincerely,

Irina Sivkov

Response to Comment P-57

- a. Thank you for your comment. 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-58: Beverly Heard

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 feel its not safe to
| make a series of left turns

Sincerely,

Beverly Heard

Response to Comment P-58

- a. Thank you for your concern. The proposed Build Alternative would eliminate the unsafe left turns to and from SR 502. Driveways and streets along SR 502 would become right-in/right-out only, except at the signalized intersections where u-turns and left-turns would be allowed and the two median openings where left-turns from SR 502 would be permitted.

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.

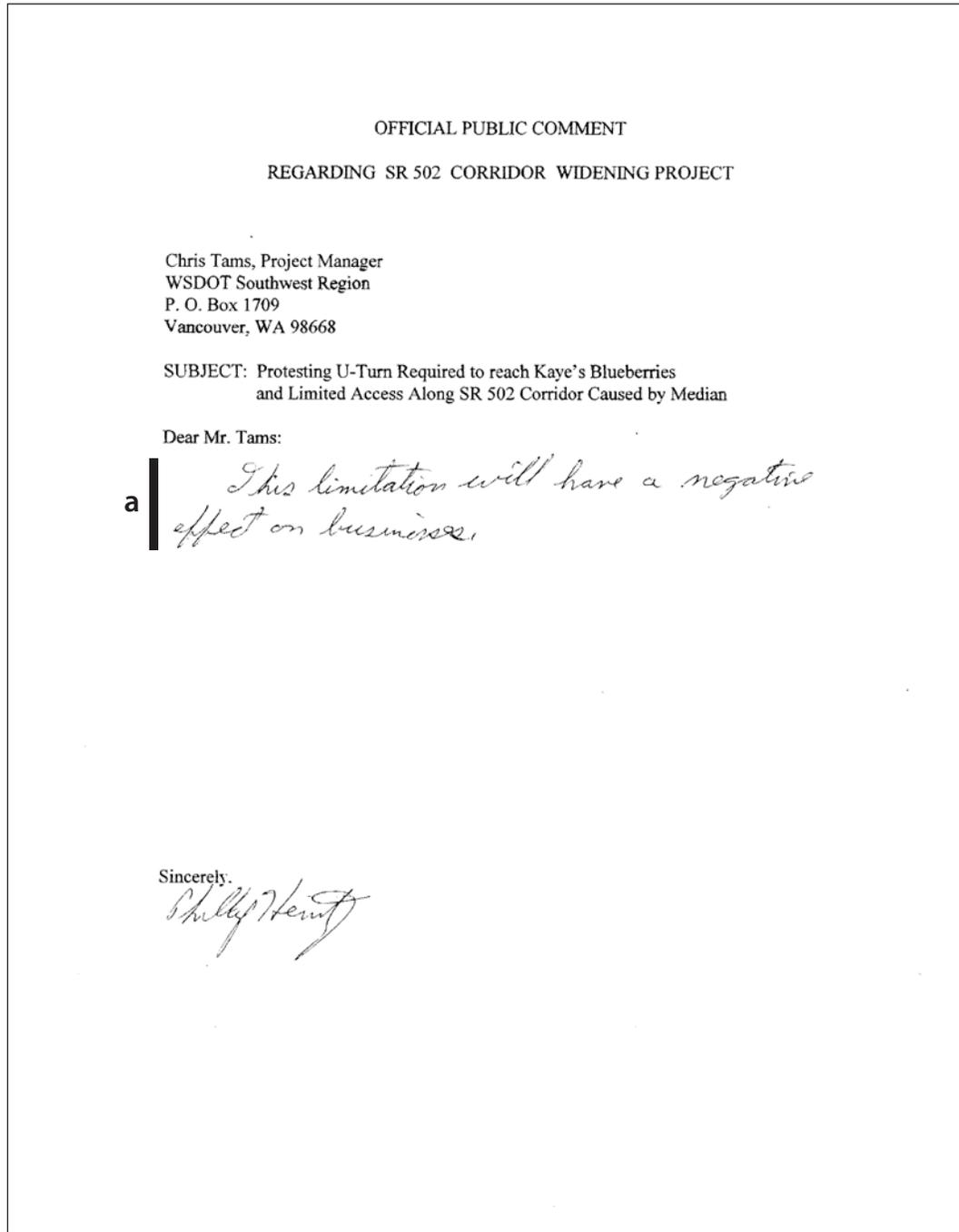
The major intersections at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue would provide full turning movement. The intersection designs include signalization and channelization for left and u-turns. The turns have been designed to accommodate the turning radii of large vehicles, such 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-59: Phillip H.



Response to Comment P-59

- 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 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-60: Desserae Schig

OFFICIAL PUBLIC COMMENT

REGARDING SR 502 CORRIDOR WIDENING PROJECT

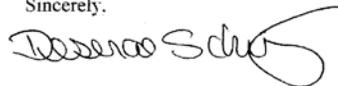
Chris Tams, Project Manager
WSDOT Southwest Region
P. O. Box 1709
Vancouver, WA 98668

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 feel that the U-turn will affect my
b | coming into Kay's blueberry picking. The extra
effort and time on my part makes it too
hard. I would suggest a turn ~~median~~
median for the many businesses.

Sincerely,



Response to Comment P-60

- a. Thank you for your comment. Traffic on SR 502 is expected to nearly triple by 2033. The proposed improvements for the Build Alternative would reduce congestion, improving driver speeds and travel times. Under the No Build Alternative congestion would continue to worsen and the commute time between I-5 and Battle Ground would more that double what it is today by 2033.

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.

- 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.

Comment P-61: Emily Mitchell

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 If 219th Street is to become a major four-lane road, I think it would be unwise and unsafe to install a median. This would force drivers to make U-turns on a busy road in order to reach small businesses on the side of the road. Because traffic moves so quickly drivers could not possibly execute U-turns safely. If the road is to be widened a median should not be installed.

Sincerely,


Emily Mitchell

Response to Comment P-61

- 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-62: Shannon B.

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. *If a median was put in, it would make it very difficult to get to Kaye's farm. We love coming to the farm + it would be very frustrating*

Sincerely,
Shannon B.

Response to Comment P-62

- a. Thank you for your comment. Traffic on SR 502 is expected to nearly triple by 2033. The proposed improvements for the Build Alternative would reduce congestion, improving driver speeds and travel times. Under the No Build Alternative congestion would continue to worsen and the commute time between I-5 and Battle Ground

would more that double what it is today by 2033, which would like make travel more frustrating than a short distance of out-of-direction travel.

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-63: H. Drakes

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 is going to be an unfortunate
inconvenience to not be able to (L) out
onto 219.

Sincerely,



Response to Comment P-63

- 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 H-1: Ina Lindsay



January 14, 2009
Limited Access Open House & Hearing
Comment Form

a | I don't care for the idea of the barrier between I-5. As we will have to turn go to Duluth turn around to go back to Battle Ground -
Ina

(Continue on back if needed.)

Name: Ina Lindsay Parcel # (if known) or property address: 2702 NE 219th
 Address: 2702 NE 219th Ridgefield 98642
Street/PO Box City/State Zip Code
 Phone (optional): (360) 887-3627 Email (optional): _____

All written comments received by January 28, 2009 will be considered by the project administrators and will be included in the formal hearing record. Interested parties can provide comments by mail or email to:

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

Response to Comment H-1

- 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.

With regards to your concern about being able to travel in the desired direction without having to go to the other end of the roadway, u-turns would be allowed at the signals located at NE 29th Avenue, NE 50th Avenue, NE 72nd Avenue, and NE 92nd Avenue, spaced approximately one-mile apart. In addition, left turns from SR 502 would be allowed at the two directional median openings, at NE 67th Avenue and east of Dollars Corner between NE 79th Avenue and NE 82nd Avenue.

Comment H-2: Wayne Harris



January 14, 2009
Limited Access Open House & Hearing
Comment Form

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 JAN 21 2009
 WSDOT COLUMBIA GORGE
 AREA ENGINEERING OFFICE

Re: 219th St - Hwy 502

Chris Tams

a 87th Ave should have left turn capabilities as there are a number of Families there with only one way out. Also there are many Truck

b Trailer and large trucks that ingress and egress daily that will not be able to UTurn at 92nd ave in order to go West bound. I was also told if 87th Ave was left and right turn permitted, the Gas Co. would consider moving there entrance to 87th Ave.

c If speed limit was lowered at least from Dollars Corner east bound there would be no need for the barriers. There is a speed limit of 35 mph at Dollars Corner and approximately one mile east a 40 mph limit on in to Battle Ground. With Dans Tractor, Martins Auto, Joes Body, the 2 speed limits could match up and make it safe for the businesses.

d The State should check, if they haven't done so to make sure all
 (Continue on back if needed.)

Name: Wayne Harris Parcel # (if known) or property address: 8609 NE 219th ST

Address: Box 42 BATTLE GROUND Wa 98604
Street/PO Box City/State Zip Code

Phone (optional): 360-608-3083 E-mail (optional): _____

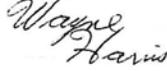
All written comments received by January 28, 2009 will be considered by the project administrators and will be included in the formal hearing record. Interested parties can provide comments by mail or email to:

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

Comment H-2 (continued)

d | properties have legal access on private easements ~~OR~~ private roads along side their properties, before their access is closed off from 219thst.

Thank you



Wayne Harris

Response to Comment H-2

- a. Thank you for your comment. There would be no left turns to and from NE 87th Avenue. In order to travel west from NE 87th Avenue, vehicles would need to travel to NE 92nd Avenue and make a u-turn or follow an alternate route such as NE 239th Avenue. Washington State Department of Transportation confirms rights of each property, including those that have a legal right to access the highway.
- b. The turns at the signalized intersections have been designed to accommodate the turning radii of large vehicles, such as fire trucks and a pick-up with a 31-foot trailer making a left-turn or a u-turn.

In the case of very large vehicles such as fuel trucks or single- or double-unit semis, these vehicles face similar obstacles in more urban areas such as in the Battle Ground and Vancouver urban areas where arterials such as Main Street (SR 502), SR 503, Mill Plain and SE 164th Avenue all have median-controlled facilities which require u-turns at signalized intersections. In all cases, these facilities are not designed to accommodate u-turns for very large vehicles. Distribution routes for these vehicles are typically altered when access management improvements are built, so that the vehicle can enter businesses via right-turns. In the case of Dollars Corner, very large vehicles could still use parallel facilities such as NE 199th Street, NE 50th Avenue, and SR 503 to revise their distribution routes to continue serving Dollars Corner businesses.

- c. Research has shown that drivers are influenced by the appearance of the street and the current traffic conditions, not the posted speed limit. Motorists already drive at or above the posted speed limit of 50 miles per hour along the SR 502 corridor. As their comfort level with driving the highway increases once the roadway is opened up with additional lanes, a wider median, and wider shoulders, motorists would most likely continue to drive at or above 50 miles per hour despite a lower posted speed.

Lower speed limits can actually increase the collision potential thereby decreasing safety. If a low speed is posted, which drivers perceive as too low, most drivers ignore the signs, while a few will try to stay within the posted speed limit. This disrupts the uniform traffic flow and increases collision potential between the faster and the slower drivers. In addition, when traffic is traveling at different speeds, the accuracy of the judgments of speeds by crossing motorists decreases. Research has shown that when vehicles travel about the same speed, accidents are minimized.

Even in Dollars Corner, where the posted speed limit is lower than the rest of the corridor at 35 miles per hour, the left turn lanes at the NE 72nd Avenue intersection as well as the directional median openings at NE 67th Avenue and east of Dollars Corner would require concrete curbing to restrict roadway crossing movements from driveways located along the turn lane length and to channelize traffic flow and protect the turning vehicles.

- d. As part of the right of way acquisition process, Washington State Department of Transportation performs all necessary research to verify deeds and easements for adjacent and affected properties in the corridor.

Comment H-3: Phyllis Reeder



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January 14, 2009
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 WSDOT COLUMBIA GORGE
 AREA ENGINEERING OFFICE

a My concern is for my parents, Clifford and Julia Mafford, and Mafford Electric, a family business which is owned by my brother Jerry Mafford.
 b The area from Dollars Corner to Battle Ground is mostly becoming commercial and more commercial business projected in the future.
 c Would you please consider a turn-out lane instead of a barrier from Dollars Corner to B.G.? Mafford Electric has many work trucks in and out of their business each day plus large delivery trucks that are not going to be able to make a U-turn. Area business decreases because many people won't turn around and come back, instead go on to a place they can get to easier.
 d The value of the property will decrease with a barrier and hindrance to access a business. The speed limit is lower through B.G. and again at Dollars Corner so why not lower it in the area at least between B.G. and through Dollars Corner - the commercial area?
 A barrier could also be a health and (Continue on back if needed.)

Name: Phyllis Reeder Parcel # (if known) or property address: 8315 NE 219th St, Battle Ground, WA 98604
 Address: 5613 N.W. 289th St Ridgefield WA 98642
Street/PO Box City/State Zip Code
 Phone (optional): (360) 887-8066 E-mail (optional): _____

All written comments received by January 28, 2009 will be considered by the project administrators and will be included in the formal hearing record. Interested parties can provide comments by mail or email to:

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

Comment H-3 (continued)

d ~~property, risk for residences and business by a fire truck~~
~~and ambulance need to go beyond, turn around, if it can,~~
~~and come back - wasting potential life-saving time.~~

e ~~My parents Clifford and Julia Mifford are 96 and 91~~
~~years old - this move is going to be devastating for them.~~
~~It will be so hard to loose their home of 54 years. Due~~
~~to their ages would you please appraise their property~~
~~last to allow more time?~~

Thank you,
 Phyllis Reeder

Response to Comment H-3

- 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.

In the case of very large vehicles such as fuel trucks or single- or double-unit semis, these vehicles face similar obstacles in more urban areas such as in the Battle Ground and Vancouver urban areas where arterials such as Main Street (SR 502), SR 503, Mill Plain and SE 164th Avenue all have median-controlled facilities which require u-turns at signalized intersections. In all cases, these facilities are

not designed to accommodate u-turns for very large vehicles. Distribution routes for these vehicles are typically altered when access management improvements are built, so that the vehicle can enter businesses via right-turns. In the case of Dollars Corner, very large vehicles could still use parallel facilities such as NE 199th Street, NE 50th Avenue, and SR 503 to revise their distribution routes to continue serving Dollars Corner businesses.

- b. “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.

- c. Research has shown that drivers are influenced by the appearance of the street and the current traffic conditions, not the posted speed limit. Motorists already drive at or above the posted speed limit of 50 miles per hour along the SR 502 Corridor. As their comfort level with driving the highway increases once the roadway is opened up with additional lanes, a wider median, and wider shoulders, motorists would most likely continue to drive at or above 50 miles per hour despite a lower posted speed.

Lower speed limits can actually increase the collision potential thereby decreasing safety. If an unreasonably low speed is posted, most drivers ignore the signs, while a few may try to stay within the posted speed limit. This disrupts the uniform traffic flow and increases collision potential between the faster and the slower drivers. In addition, when traffic is traveling at different speeds, the accuracy of the judgments of speeds by crossing motorists decreases. Research has shown that when vehicles travel about the same speed, accidents are minimized.

Even in Dollars Corner, where the posted speed limit is lower than the rest of the corridor at 35 miles per hour, the left turn lanes at the NE 72nd Avenue intersection as well as the directional median openings at NE 67th Avenue and east of Dollars Corner would require concrete curbing to restrict roadway crossing movements

from driveways located along the turn lane length and to channelize traffic flow and protect the turning vehicles.

- d. 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.

- e. Washington State Department of Transportation would defer this acquisition as long as possible.

Comment H-4: Randy Radtke



January 14, 2009

Limited Access Open House & Hearing

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AREA ENGINEERING OFFICE

a Hey Chris,
after driving on Hwy 224 in clackamas, Ore
and on NW Yeon. Both of these roads have
center turn lanes and speeds of 40-45 mph
I see a great advantage to business +
traffic. I think I would like to see
an entrance into SR from 502 Left turn
off of 219th Street East Bound

Thanks Randy
& Shuly Radtke

(Continue on back if needed.)

Name: Randy Radtke Parcel # (if known) or property address: _____

Address: 7216 NE 219th Street Battle Ground WA, 98604
Street/PO Box City/State Zip Code

Phone (optional): 360-687-0126 E-mail (optional): _____

All written comments received by January 28, 2009 will be considered by the project administrators and will be included in the formal hearing record. Interested parties can provide comments by mail or email to:

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

Response to Comment H-4

- 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.

S&R Floorcovering is located in the heart of the SR 502 corridor on the north east side of the Dollars Corner intersection at NE 72nd Avenue and SR 502. Because this intersection would continue to be a signalized intersection and would be upgraded with dual left turn lanes for westbound traffic on SR 502, it would be very unsafe and cause conflicts with traffic in the left turn lane in order to permit left turns for eastbound traffic into S&R Floorcovering.

Comment H-5: Dorothy Durkee

SR 502 CORRIDOR WIDENING

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January 14, 2009
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JAN 28 2009
 WSDOT COLUMBIA GORGE
 AREA ENGINEERING OFFICE

a *My sisters, Ardich Morris and Phyllis Kniss, and I own 10.08 acres adjacent to Sellers Corner on the south side of SR502. It is designated as commercial and single family residence. Your plan has access to the property at the far west side on an easement we sold to a neighbor who was landlocked. The historic access is on the eastern side where a gate in the fence is very prominent. We presently have the property for sale. We believe access for commercial property would be much better served with the historic access and request that this access be retained. A copy of sheet 14 of 23 sheets is enclosed with the historic access marked.*

b *Regarding the median, it seems that the few minutes that a higher speed would save would be lost in having to drive past said destination in* (Continue on back if needed.)

Name: Dorothy I. Durkee Parcel # (if known) or property address: 4-07734

Address: 1238 NE 4th Ave. Camas, WA 98607
Street/PO Box City/State Zip Code

Phone (optional): 360-834-3142 E-mail (optional): durkdi@juno.com

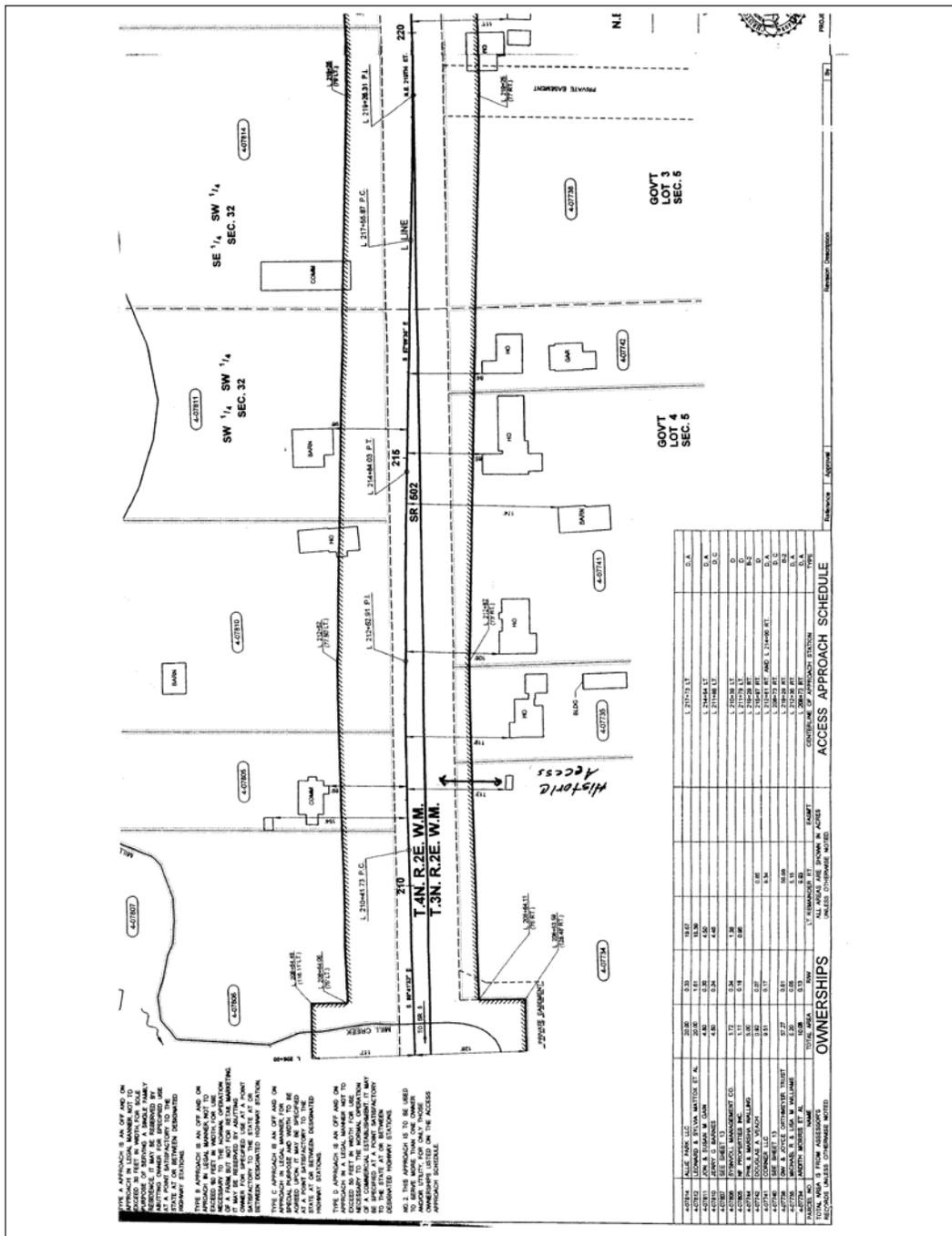
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Chris Tams, WSDOT Columbia Gorge Area Engineer
 PO Box 1709
 Vancouver, Washington 98668
 Phone (toll-free): 866-279-0730
 E-mail: swgorge@wsdot.wa.gov
www.wsdot.wa.gov/Projects/SR502/Widening/

Comment H-5 (continued)

b | order to make a U-turn to return on the other side of the highway to one's destination. There are other busy roads in Clark County that have lower speed limits with left-hand turning lanes that seem to be safe and effective.

Comment H-5 (continued)



Response to Comment H-5

- a. Thank you for your comment. Washington State Department of Transportation would locate the approach at the requested location. Washington State Department of Transportation would authorize one Type D commercial approach that may also be used as a Type A residential approach for Parcel No. 4-07734 at the historic access location, Station L 211+20 RT.

- b. Improvement of safety and mobility are the two primary purposes of the project. The proposed improvements to SR 502 – the addition of travel lanes, signalized intersections, turn lanes, a median to reduce the number of vehicle conflicts and improve safety along the corridor, would improve traffic flow and safety along the corridor. Under the Build Alternative one would no longer be able to make left turns from or onto SR 502 except at major intersections, where one could make u-turns to reach his/her destination.

Analysis of the future-year conditions where no improvements were made to SR 502 indicated that travel times would double or triple along the corridor; adding lanes and reducing congestion (and improving safety) by removing left turns from the numerous driveways along the corridor would substantially improve overall travel time along the corridor, even with the out-of-direction travel one would need to make for the u-turns. Washington State Department of Transportation investigated a number of options, and a number of safety studies from Washington and elsewhere, and all of those concluded that to continue to allow left turns in and out of the numerous driveways along SR 502 would serve to increase accidents, instead of decreasing them, which would mean that instead of fixing the high accident locations along the corridor, these locations would become even more prone to accidents.

Comment H-6: Michael Mattox

Page 1 of 1

From: mattoxc4m@yahoo.com
Sent: Monday, January 26, 2009 10:44
To: WSDOT SW Columbia Gorge Area Office - Public; WSDOT SW Web Info
Subject: SR 502 Corridor Widening Project Question/Comment

Sent from: Michael Mattox
 Address: 615 SE 15th Ave
 City: Battle Ground
 State: WA
 County: Clark County
 Zip: 98604
 Email: mattoxc4m@yahoo.com
 Phone: 360-936-0934

Comments:

Mr Tams and Honorable Hearings Judge and DOT staff: In response to the Access Hearing: I would like to express my opinion regarding access to my property at 7702 NE 219th Ave. (Allie Park. Com). We are a long-time resident of this community. My Grandmothers father is S.L Dollar, the intersection at 72nd Ave and SR502 is named after him. We own a private outdoor venue that can be viewed at www.alliepark.com. This venue can be considered a tourist attraction business in that reunions and weddings we have bring people in from not only the NorthWest, but from across the country. We have two other tenants utilizing our access point. L&L Guns and The Tackle Box. These retail company's have been tenants for over 20 years and have provided a great service to area fishermen and guides, sportsmen as well as contracts with local law enforcement departments in clark County. Currently there is no access to our property for East bound traffic. Customers will be required to go 92nd ave. to turn around and come back. Loyal customers may be willing to do that now, but what about in 5 years and beyond when competitors place themselves in locations of convenience either at intersections or strip malls. That can kill our tenant's businesses and our revenue from them as well as making directions to our venue more difficult for persons coming from outside the area. Allie Park LLC has spent many thousands of dollars in engineering, survey and ecological and habitat analysis for continued development of our commercial property. We are concerned about the economic impact of the limited access to our property. In summary, the flow of traffic in 20 years will most likely end up like SR503 no matter what the speed limit. This is going to be due the continued growth of small business from Battle Ground to Dollar's corner. I believe there will be an increase in fender benders in either directions due to right turns off of and onto SR502, just as SR503. That complete corridor of Commercial would be much better served by adding a "safer" center lane for traffic to safely pass slowing vehicles. Allie Park LLC requests that the following be considered as our input to the hearing. That access to our property be accessed by East Bound traffic. Another option would be to allow East bound traffic an option to U-turn at 79th or 82nd Ave.; That would be our second best option and also behoove Dans Tractor and the Auto business just East of Dan's Tractor. The other request is to have the sidewalk be extended to incorporate our property and the property just to the East of us where the pond will be. I think it makes sense to go to 79th Ave. while completing the pond area and thereby making the project area look complete and more aesthetic throughout the "block" to 79th. Thank You, Michael Mattox Allie Park LLC

1/26/2009

Response to Comment H-6

- 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.** Right turn pockets would be added along SR 502 to provide space for vehicles to slow down before turning at the NE 29th Avenue, NE 50th Avenue, NE 67th Avenue, NE 72nd Avenue, and NE 92nd Avenue. In addition, 10-foot wide paved shoulders along both sides of the road would provide additional space for vehicles slowing to turn right at one of the smaller streets intersecting SR 502.
- c.** A directional median opening would be provided between NE 79th Avenue and NE 82nd Avenue. The exact location of this directional median opening would be determined as final design of the Build Alternative progresses. This location would be coordinated with Clark County to ensure that its placement is consistent with the County's future transportation system. The directional median opening would allow left turns from SR 502.
- d.** The sidewalk included in the preferred alternative extends to the boundaries of the Dollars Corner rural commercial center, as designated by Clark County. At the point where the sidewalk terminates, pedestrians could use the 10-foot wide paved shoulder to walk along SR 502.

Comment H-7: Phyllis Kniss

From: Rivermamak@aol.com [mailto:Rivermamak@aol.com]
Sent: Wednesday, January 28, 2009 3:11 PM
To: WSDOT SW Columbia Gorge Area Office - Public
Subject: SR 502 widening comment

- a** | Commercial and homeowners(taxpayers) have been on Hwy 502 for at least the last 100 years. What an inconvenience to ALL to put a divider down the middle of the highway plus the added \$\$\$ in costs.....Reduce the planned speed limits and give the people a center-turn lane that we all have been asking for. Please listen to the commercial and resident owners. Thank You Phyllis Kniss Parcel# 4-07734
- b** |

Response to Comment H-7

- a. Thank you for your comment. Research has shown that drivers are influenced by the appearance of the street and the current traffic conditions, not the posted speed limit. Motorists already drive at or above the posted speed limit of 50 miles per hour along the SR 502 Corridor. As their comfort level with driving the highway increases

once the roadway is opened up with additional lanes, a wider median, and wider shoulders, motorists would most likely continue to drive at or above 50 miles per hour despite a lower posted speed.

Lower speed limits can actually increase the collision potential thereby decreasing safety. If a low speed is posted, which drivers perceive as too low, most drivers ignore the signs, while a few will try to stay within the posted speed limit. This disrupts the uniform traffic flow and increases collision potential between the faster and the slower drivers. In addition, when traffic is traveling at different speeds, the accuracy of the judgments of speeds by crossing motorists decreases. Research has shown that when vehicles travel about the same speed, accidents are minimized.

Even in Dollars Corner, where the posted speed limit is lower than the rest of the corridor at 35 miles per hour, the left turn lanes at the NE 72nd Avenue intersection as well as the directional median openings at NE 67th Avenue and east of Dollars Corner would require concrete curbing to restrict roadway crossing movements from driveways located along the turn lane length and to channelize traffic flow and protect the turning vehicles.

- 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.

Washington State Department of Transportation appreciates the input from businesses and residents along the SR 502 Corridor. Citizen and business input was key in developing the alternatives that were considered and selection of an on-corridor alternative, rather than an off-corridor alternative, which would relocate SR 502 to a new roadway parallel to NE 219th Street, that would have routed potential customers around Dollars Corner, reducing the visibility and convenience of Dollars Corner businesses.

Comment H-8: Jerry and Virginia Mofford

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JAN 27 2009

WSDOT COLUMBIA GORGE
WASHINGTON OFFICE

January 19th, 2009
To whom it may concern,

We are writing in regards to the 219th Street project in Battle Ground, Washington. We have four concerns regarding this project and hope you will take into consideration the following.

- a | To begin, we own a company that is located between Dollars Corner and Battle Ground with the driveway entrance off of 219th Street. We have deliveries from wholesalers, sales people and customers, and our work vans in and out every day. The major inconvenience of a median on the new road project would be a great detriment to our company. Having a center lane for people to turn in and out on would not only provide our company with convenience, but also all of the other companies and homeowners that live on this road. For safety purposes as additional growth takes place on this roadway we would also suggest lowering the speed limit.
- b |
- c | Also, we need to make sure our driveway is wide enough for large delivery trucks and our vans.
- d | We are concerned that our business won't be able to stay here when you remove the residence because of county codes.
- e | The next issue we have regarding this project is of concern for my parents' home. It is located directly on 219th Street. We are of the understanding that instead of the road following the same path as it exists with the State taking an equal amount of property on each side of the road, there are places where the road will make a few jogs, one being where my parents, who are in their 90s, live. This jog will remove their home and take no property off of the North side of the road. We have been told that this jog is due to a species of frog living on the opposite side of the road. Taking equal distances on each side of the road would leave the frogs a place to live and my parents would still get to keep their home. If the State cannot take property off of the North side of the road at this location now, does that mean we will not see any building in the future due to the same reasons? It seems that these are unnecessary changes that will be an additional cost to the county, plus an unnecessary burden for drivers, and much unnecessary hardship for my parents and others just like them.
- f | We would ask that you postpone negotiations as long as possible on the folks property as it is very upsetting for them.
- g | Our properties adjoins State land. Is there a possibility of a trade or purchase of some of this property? If so we can be contacted at 687-2578 to speak of this further.

Thank you for listening to our concerns of the 219th Street project. We hope that the decisions being made will be of benefit for the County now and in the future.

Mofford Electric, Inc.
Jerry & Virginia Mofford

8315 NE 219th St.
BATTLE GROUND, WA 98604

Response to Comment H-8

- 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.** Research has shown that drivers are influenced by the appearance of the street and the current traffic conditions, not the posted speed limit. Motorists already drive at or above the posted speed limit of 50 miles per hour along the SR 502 Corridor. As their comfort level with driving the highway increases once the roadway is opened up with additional lanes, a wider median, and wider shoulders,

motorists would most likely continue to drive at or above 50 miles per hour despite a lower posted speed.

Lower speed limits can actually increase the collision potential thereby decreasing safety. If a low speed is posted, which drivers perceive as too low, most drivers ignore the signs, while a few will try to stay within the posted speed limit. This disrupts the uniform traffic flow and increases collision potential between the faster and the slower drivers. In addition, when traffic is traveling at different speeds, the accuracy of the judgments of speeds by crossing motorists decreases. Research has shown that when vehicles travel about the same speed, accidents are minimized.

- c. The proposed Type D approach would be at least as wide as the existing driveway.
- d. Washington State Department of Transportation would grant one Type D approach to Parcel No. 4-07751 at Station L 233+83 RT to reflect the current zoning of Commercial.
- e. The jog in the proposed Build Alternative reflects efforts to avoid impacts to a Category I forested wetland and the species that live there. Wetlands provide many critical ecosystem functions, including improved water quality, floodwater storage, groundwater recharge, stream flow, and habitat for wildlife and plants, including federally-listed species. Category I wetlands are the highest quality wetlands and have characteristics that make them difficult or impossible to replace at a 1 to 1 ratio. It is unlikely that Clark County would permit development on the wetland, and any such development would require extensive mitigation.

This “jog” also minimizes effects on the historic Blair Farmstead on the north side of the road, although the Thomas Farmstead on the south side is consequently adversely effected. Because of the close proximity of the homes on these farmsteads to the road, it is not possible to avoid impacting both historic farmsteads, but the jog allows avoidance of one of them.

- f. Washington State Department of Transportation would defer this acquisition as long as possible.
- g. A different state agency owns the adjoining parcel – Washington State Department of Transportation does not have authority to convey this other property.

Comment H-9: Jerry, Virginia, Cliff, and Julia Mofford

RECEIVED

JAN 27 2009

JULIA GORGE
COUNTY ENGINEERING OFFICE

January 19th, 2009

To whom it may concern,

We are writing in regards to the 219th Street project in Battle Ground, Washington. We have two concerns regarding this project and hope you will take into consideration the following.

a | To begin, we own a company that is located between Dollars Corner and Battle Ground with the driveway entrance off of 219th Street. We have deliveries from wholesalers, sales people and customers, and our work vans in and out every day. The major inconvenience of a median on the new road project would be a great detriment to our company. Having a center lane for people to turn in and out on would not only provide our company with convenience, but also all of the other companies and homeowners that live on this road. For safety purposes as additional growth takes place on this roadway we would also suggest lowering the speed limit.

b |

c | The next issue we have regarding this project is of concern for my parents' home. It is located directly on 219th Street. We are of the understanding that instead of the road following the same path as it exists with the State taking an equal amount of property on each side of the road, there are places where the road will make a few jogs, one being where my parents, who are in their 90s, live. This jog will remove their home and take no property off of the North side of the road. We have been told that this jog is due to a species of frog living on the opposite side of the road. Taking equal distances on each side of the road would leave the frogs a place to live and my parents would still get to keep their home. If the State cannot take property off of the North side of the road at this location now, does that mean we will not see any building in the future due to the same reasons? It seems that these are unnecessary changes that will be an additional cost to the county, plus an unnecessary burden for drivers, and much unnecessary hardship for my parents and others just like them.

d | We would ask that you postpone negotiations as long as possible on the folks property as it is very upsetting for them.

e | Our properties adjoins State land. Is there a possibility of a trade or purchase of some of this property? If so we can be contacted at 687-2578 to speak of this further.

Thank you for listening to our concerns of the 219th Street project. We hope that the decisions being made will be of benefit for the County now and in the future.

Sincerely,

Jerry & Virginia Mofford
Cliff & Julia Mofford

8315 NE 219th ST.
BATTLE GROUND, WA 98604

Response to Comment H-9

- 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.** Research has shown that drivers are influenced by the appearance of the street and the current traffic conditions, not the posted speed limit. Motorists already drive at or above the posted speed limit of 50 miles per hour along the SR 502 Corridor. As their comfort level with driving the highway increases once the roadway is opened up with additional lanes, a wider median, and wider shoulders,

motorists would most likely continue to drive at or above 50 miles per hour despite a lower posted speed.

Lower speed limits can actually increase the collision potential thereby decreasing safety. If a low speed is posted, which drivers perceive as too low, most drivers ignore the signs, while a few will try to stay within the posted speed limit. This disrupts the uniform traffic flow and increases collision potential between the faster and the slower drivers. In addition, when traffic is traveling at different speeds, the accuracy of the judgments of speeds by crossing motorists decreases. Research has shown that when vehicles travel about the same speed, accidents are minimized.

- c. The jog in the proposed Build Alternative reflects efforts to avoid impacts to a Category I forested wetland and the species that live there. Wetlands provide many critical ecosystem functions, including improved water quality, floodwater storage, groundwater recharge, stream flow, and habitat for wildlife and plants, including federally-listed species. Category I wetlands are the highest quality wetlands and have characteristics that make them difficult or impossible to replace. It is unlikely that Clark County would permit development on the wetland, and any such development would require extensive mitigation.

This “jog” also minimizes effects on the historic Blair Farmstead on the north side of the road, although the Thomas Farmstead on the south side is consequently adversely effected. Because of the close proximity of the homes on these farmsteads to the road, it is not possible to avoid impacting both historic farmsteads, but the jog allows avoidance of one of them.

- d. Washington State Department of Transportation would defer this acquisition as long as possible.
- e. A different state agency owns the adjoining parcel – Washington State Department of Transportation does not have authority to convey this other property.

Comment H-10: Frank Bickford

January 26, 2009

Christopher Tams, P.E.
Columbia Gorge Area Engineer

a I am writing this letter on behalf of Marjorie Bickford (my Mother), lot number 407829. Her property is in the urban growth boundary and when annexed by the city of Battle Ground the zoning for the said property will be mixed use employment. I would like to ask for the access to the said property be reconsidered. It is currently listed as a type A access. I am petitioning for a type D access. This access would ensure that the property would have commercial access, equal to the future zoning of the property.

b I have talked with the City of Battle Ground; the city has expressed agreement that the areas east of 92nd avenue have commercial access. City officials stated to me that SR 503 between 199th street and 239th street is a problem for commercial development due to the lack of commercial access. The city should not be put in the same situation with the SR 502 expansion. I believe that the city should have more options for commercial access, with a reduced speed limit along the east section of SR 502.

c Faith Church of the Nazarene owns the parcel to the west of #407829, there parcel # is 4-07834. The church has been given type A access. I have talked with the church Pastor and asked if they would agree to have their access at the east property line, and the Bickford access to the west property line. This would make a 60ft-combined access, 30 feet on each property. This access should be given a type D access, to allow the church commercial access for future building. A type A access would not allow the church to build a building for their use, and would render the property useless to them as a future expansion site.

Thank you for your consideration in this matter.

Frank Bickford POA

Frank Bickford

Response to Comment H-10

- a. Thank you for your comment. Washington State Department of Transportation concurs with Ms. Bickford's position. Washington State Department of Transportation would grant one Type D approach to Parcel No. 4-07829 to reflect the best use of the current zoning of Mixed Use.

- b. Research has shown that drivers are influenced by the appearance of the street and the current traffic conditions, not the posted speed limit. Motorists already drive at or above the posted speed limit of 50 miles per hour along the SR 502 Corridor. As their comfort level with driving the highway increases once the roadway is opened up with additional lanes, a wider median, and wider shoulders, motorists would most likely continue to drive at or above 50 miles per hour despite a lower posted speed.

Lower speed limits can actually increase the collision potential thereby decreasing safety. If a low speed is posted, which drivers perceive as too low, most drivers ignore the signs, while a few will try to stay within the posted speed limit. This disrupts the uniform traffic flow and increases collision potential between the faster and the slower drivers. In addition, when traffic is traveling at different speeds, the accuracy of the judgments of speeds by crossing motorists decreases. Research has shown that when vehicles travel about the same speed, accidents are minimized.

Even in Dollars Corner, where the posted speed limit is lower than the rest of the corridor at 35 miles per hour, the left turn lanes at the NE 72nd Avenue intersection as well as the directional median openings at NE 67th Avenue and east of Dollars Corner would require concrete curbing to restrict roadway crossing movements from driveways located along the turn lane length and to channelize traffic flow and protect the turning vehicles.

- c. Washington State Department of Transportation is agreeable to this request. Washington State Department of Transportation would move the proposed Type D approach for Parcel No. 4-07829 to Station L 265+67 LT and eliminate the existing approach at Station L 266+39 LT.

Comment H-11: Wayne and Betty Idsinga (represented by Earl Jackson)

JACKSON, JACKSON & KURTZ, INC., P.S.

704 EAST MAIN STREET - SUITE 102
PO BOX 340
BATTLE GROUND, WASHINGTON 98604
(360) 687-7106

Attorney at Law
Earl W. Jackson
Ejackson@jjk-law.com

Earl W. Jackson, Sr.
(1910-1985)
Facsimile Telephone
(360) 687-3121

January 13, 2009

Washington State Dept. of Transportation
Southwest Region
PO Box 1709
Vancouver, WA 98668-1709

Re: SR 502 Access Modification
Property: 21919 NE 72nd Avenue, Battle Ground
Clark County Assessor's Parcel No. 121264-000

Dear Sir or Madam:

I have been retained as attorney at law by Wayne and Betty Idsinga, owners of the above-referenced commercial site which lies east of, and abuts, NE 72nd Avenue. NE 72nd Avenue is to be modified as part of the SR 502 project per the hearing notice given to my clients on December 15, 2008.

This letter is presented as written testimony on the Idsingas' behalf, to be part of the record of the Access Hearing scheduled for January 14th, 2009 at 3:00 PM.

The Idsinga commercial property houses two existing businesses, Northwest Feed and Tack which is in the building adjacent to NE 72nd Avenue, and which utilizes the feed storage building on the east side of the lot, and Alpine Auto Repair, an auto repair business which is in the south end of the commercial building also housing Northwest Feed and Tack.

According to the Department's project map, NE 72nd Avenue which abuts my clients' property on the west, will be expanded to within one-foot of the existing commercial building on the property. Further a centerline traffic barrier will be built down the middle of NE 72nd Avenue adjacent to my client's property, which may prevent left turns or right turns to and from the site across the centerline.

- a** Imposing a traffic barrier, when combined with the right-of-way expansion to within one-foot of the commercial building, is not reasonable. My clients will of course lose all

Comment H-11 (continued)

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parking to the west of their building in any event, but imposing a traffic barrier will also cause loss of access for large trucks and trailers to their property, if the proposed access limitation and traffic control is not modified. The access limitations imposed on their property by a traffic barrier combined with the taking to within one-foot of the existing building does not leave their property with reasonable access to NE 72nd Avenue.

a

The commercial businesses on the site depend on large truck access for survival. Tow trucks deliver vehicles in tow to the repair bay on the west side of the commercial building, and large tractor-trailer rigs deliver hay and feed to the storage facility of Northwest Feed and Tack. Large hay and feed tractor-trailer rigs access the property daily, especially in the summer, and vehicles are also towed into the Alpine Auto Repair periodically. These vehicles typically have to ingress and egress the site perpendicularly to NE 72nd Avenue, and either back in, or turn left across the centerline, to pull into the site and buildings. These maneuvers requires the trucks to either swing out over the center line, or cross the center line of NE 72nd avenue, in order to access the site.

Photographs of the property will be presented with this letter, to document the statements in this letter.

WAC 468-51-030 states that every owner of property which abuts a state highway, or has a legal easement to the state highway, where limited access rights have not been acquired, has a right to reasonable access. The impacts on the existing business on the lot must be considered by the Department of Transportation in designing access limitations. RCW 47.52.080 provides:

No existing public highway, road, or street shall be constructed as a limited access facility except upon the waiver, purchase, or condemnation of the abutting owner's right of access thereto as herein provided. In cases involving existing highways, if the abutting property is used for business at the time the notice is given as provided in RCW 47.52.133, the owner of such property shall be entitled to compensation for the loss of adequate ingress to or egress from such property as business property in its existing condition at the time of the notice provided in RCW 47.52.133 as for the taking or damaging of property for public use.

RCW 47.50.010 also recognizes the right to compensation under article I, section 16 of the Washington Constitution for loss of access, as well as for the actual condemnation of the property. The legislature has recognized an abutting property owner's right to reasonable access and does not intend for the Department of Transportation to apply the statute in a manner that infringes on those rights.

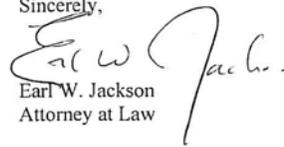
Comment H-11 (continued)

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- b** | My clients do not waive their rights to be compensated for all damages to their property before any change to NE 72nd are made, including damages for condemnation of their property and loss of access.
- c** | My clients also demand that the Department of Transportation design the access to their property with adequate large truck ingress and egress to and from NE 72nd Avenue, and without a restricting centerline barrier, so as to provide reasonable access to their commercial property.

Sincerely,



Earl W. Jackson
Attorney at Law

CC: Client
Enclosures