

**Comments to be submitted to WSDOT regarding options to make SR240 safer for walkers and cyclists
March 2019**

Solution No.	Bicycle and pedestrian network connectivity Solution Description
2	<p>Create separate bicycle lanes (with detection systems) at Duportail Street and at SR 224/Van Giesen St: <i>We strongly support improving these two intersections (Duportail & SR 240, and Van Giesen & SR 240) for cyclists and pedestrians. We note two significant safety problems.</i></p> <p><i>1) <u>Regarding the Duportail/SR 240 intersection:</u></i> <i>Problem: As designed now, motor vehicles southwest-bound from the downtown area on Duportail turning northwest/right onto SR 240 cannot see cyclists in the cross walk. This has resulted in many close calls as bikes and pedestrians within the cross walk have to pull back when cars speed through without stopping before making a turn. And motor vehicles driving northeast-bound on Duportail (from the apartments and future location of the bridge) and turning left onto SR240 are often observed to cut through the cross walk at a high speed, again forcing bikes/peds to pull back to avoid being hit. We are concerned that this problem will get much worse with the opening of the Duportail Bridge, effectively closing this important crossing to non-motorized transportation.</i></p> <p><i>Possible Solutions:</i></p> <ul style="list-style-type: none"> <i>a) Flashing beacons notifying motorists that bikes/peds are in the intersection</i> <i>b) Direct cyclists/pedestrians from the existing bike trail on to Riverstone Dr., then extend the bike/ped trail north to Swift Blvd. where they could more safely cross.</i> <p><i>2) <u>Regarding the intersection of SR 240 and SR 224 (Van Giesen):</u></i> Comments on this intersection have been added to Solution 10, below.</p>
1	<p>Extend the bicycle-pedestrian trail from Stevens Drive to Kingsgate Way: As it was explained to us, the intended path is mostly complete, and it is proposed to close the gap in the cycling network between Jadwin/Stevens and the Horn Rapids Athletic Complex/BMX facility. We suggest WSDOT make this connection at the end of Saint St. so kids could then cross Stevens at the existing light, rather than having to cross at either the SR240 & Jadwin intersection or the SR340 & Snyder intersection.</p>
10	<p>Improve pedestrian and bicycle facilities between Richland and West Richland along SR 224 (Van Giesen Street): <i>Getting to this stretch of road necessitates crossing the SR240 & Van Giesen intersection. This is a serious problem for cyclists and pedestrians because:</i></p> <ul style="list-style-type: none"> <i>a) Fast moving vehicles frequently cut corners when coming off of SR 240 and turning onto Van Giesen. They apparently do not see cyclists/peds either in the intersection or waiting on the corners to cross the intersection.</i> <i>b) West bound vehicles often swerve onto the shoulder of Van Giesen to avoid bumps in the train tracks near Terminal Drive.</i> <i>c) Cyclists have reported that it takes two light cycles for pedestrians and bicyclists to get across.</i> <p><i>We suggest the addition of prominent traffic wands or other barriers to keep cars from cutting corners at the intersection or driving onto the shoulder near the Terminal Drive train tracks.</i></p>
8	<p>Relocate Greenbelt Trail crossing of Van Giesen Street to SR 240 intersection:</p>

	<p><i>We assume the relocation would push the location of the Greenbelt Trail crossing on Van Giesen west relative to their present location. This is already a blind intersection for fast moving cars turning east onto Van Giesen from SR240. We urge planners to consider the 'blind intersection' aspect of this crossing and possibly add rapid flashing beacons to notify vehicles that pedestrians are in this cross walk.</i></p>
6	<p>Install protective safety measures to better protect pedestrians/bicyclists waiting to cross SR 240 at SR 224: <i>As noted elsewhere, we strongly support the addition of protective measures for pedestrians/bicyclists waiting to cross this dangerous intersection.</i></p>
9	<p>Add bicycle lockers at several transit stops and park-and-rides: <i>We think that additional lockers, without extended bus service to the Hanford site, would be of limited use to cyclists.</i></p>
5	<p>Create an opening in the existing noise wall east of SR 240 for pedestrians and bicyclists to cross SR 240 at Airport Way: <i>WSDOT representatives at the March 14th open house heard from many parents in support of this activity. All of them were describing their fear of taking children across the SR 240/Van Giesen intersection, and wanting an alternative, safer crossing to access the Columbia Basin Racquet Club. We therefore strongly encourage WSDOT to work with the City of Richland (who we understand 'owns' the Greenbelt Trail) in implementing this simple solution to give north Richland residents an option other than the SR 240/Van Giesen intersection.</i></p>

[prepared by CM Berkowitz March 2019]