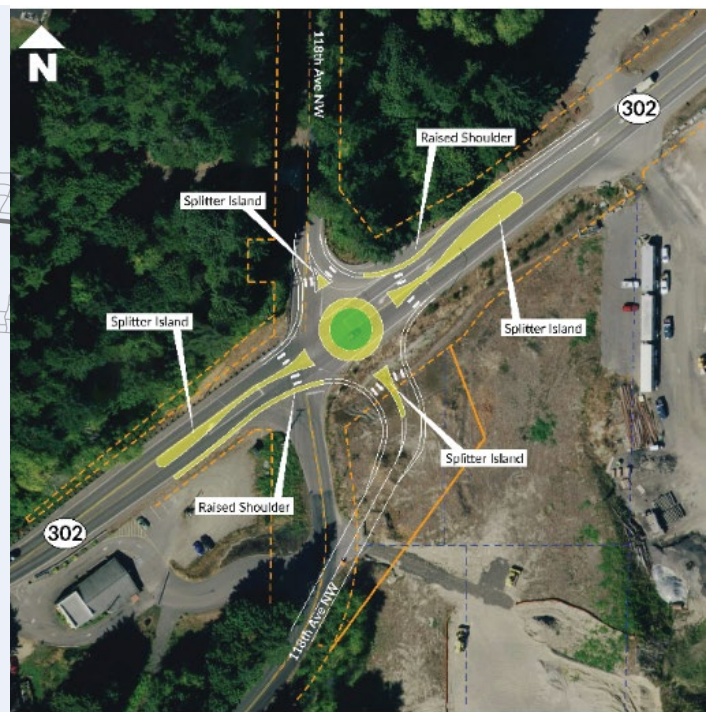


# SR 302/118<sup>th</sup> Ave NW Intersection Pre-Design Study

## ONLINE OPEN HOUSE REPORT

MAY 15, 2023





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## Project Overview

Target Zero is Washington State's Strategic Highway Safety Plan. The goal of the plan is to reduce traffic fatalities and serious injuries on state highways to zero by 2030. The Washington State Department of Transportation (WSDOT) reviews all rural stop-controlled intersections on our state highways to identify ways to reduce potential crashes. These safety improvement locations have high entering at angle type crashes, more crashes than average, enough existing pavement for a compact roundabout, and a daily traffic count of 25,000 vehicles or less.

A safety improvement project was identified at the SR 302 at 118<sup>th</sup> Ave intersection where 18,500 vehicles pass through daily. Over half of the crashes reported were vehicles entering at an angle type which WSDOT measures as part of their statewide safety analysis screening. The proposed single-lane roundabout will replace stop signs on 118<sup>th</sup> Avenue Northwest. Roundabout construction is likely to begin in 2024.

A multidisciplinary team was formed of representatives from Key Peninsula Fire, Kitsap County, Nisqually Tribe, Peninsula School District Transportation, Pierce County, Pierce Transit, Pierce County Sheriff's Office, Puget Sound Regional Council, Puyallup Tribe, Squaxin Island Tribe, Suquamish Tribe, Tacoma-Pierce County Chamber of Commerce, Washington State Patrol District 8, and Headquarters' and Olympic Region offices of WSDOT to participate as a stakeholder in the pre-design study. Participants were invited to attend a virtual stakeholder meeting to learn more about the project and provide comments.

## Open House Process

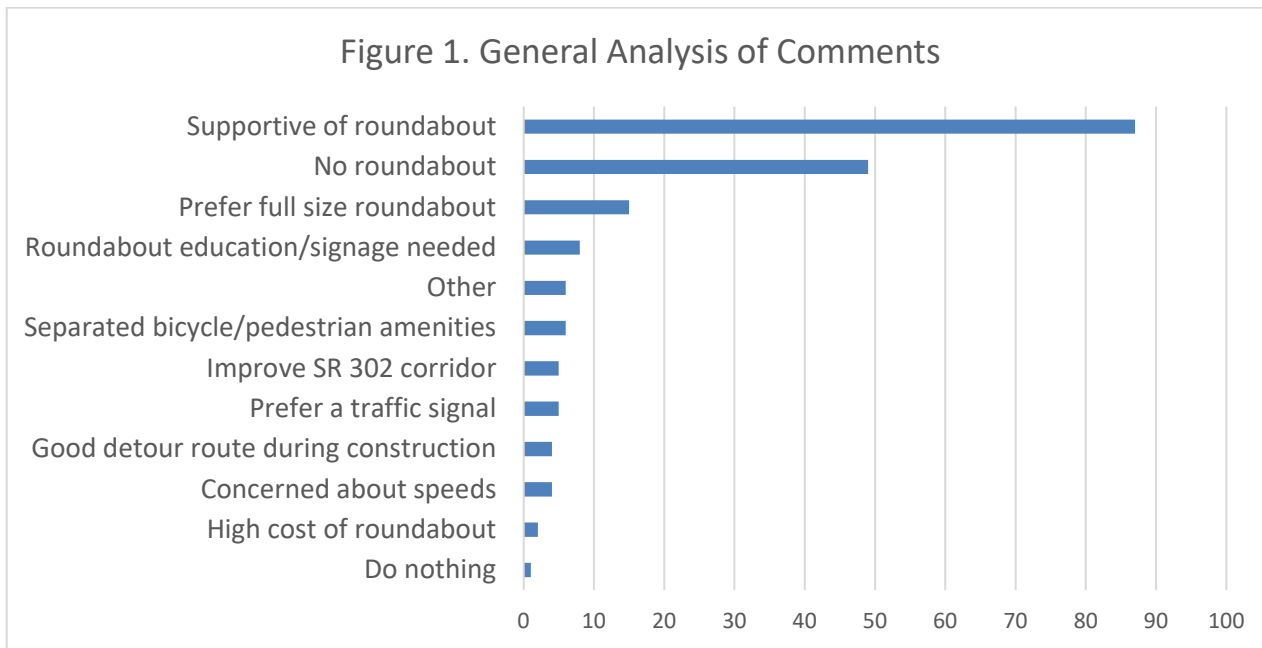
WSDOT hosted a public online open house from April 12 through April 26, 2023. This event was advertised through local media outlets, WSDOT's News Release List Serve, study stakeholders, Minter Elementary school staff and student families, WSDOT social media accounts<sup>1</sup>, and the WSDOT's study webpage. Community response via the WSDOT's social media accounts was strong with 428,000 views of the online open house advertisement.

The open house provided an overview of the project, the conceptual drawing of the roundabout, project funding, background, next steps, and a feedback form for participants to submit their comments on the project design. Reference Appendix A for facsimile of the online open house. This report of the open house documents the public engagement process and is included with the project materials.

WSDOT received 192 comments during the event. As shown in Figure 1 on Page 4, about half of respondents fully support the roundabout at this location. Community members identified the following most common concerns:

- Accommodating larger vehicles towing trailers
- Full-sized roundabout preference over compact
- Roundabout driver education for all
- The need for advanced roundabout warning signs

<sup>1</sup>The online open house was advertised on the WSDOT's statewide Facebook page and the WSDOT's Olympic Region's Twitter account from April 12 through April 26, 2023.



All community feedback received during the online open house is recorded in Table 1. The right most column in Table 1 represents WSDOT’s response to the individual comments. Some comments necessitated a unique response while other comments representing themes were answered by one of the following responses:

- Respondent’s preference recorded.
- In locations such as this one, WSDOT’s experience is that a compact roundabout can offer higher crash reduction potential while being easier to navigate, easier to maintain, costing less and taking less time to construct than a full-sized roundabout.
- Specific details on the construction plans and how traffic will be routed through the work zone are determined during the roundabout’s design phase scheduled from August 2023 through April 2024.
- This compact roundabout is proposed as a safety improvement project. Compact roundabouts can offer higher crash reduction potential than a signalized or unsignalized intersection due to fewer vehicle conflict points and slower intersection entry speeds.

**Table 1. Online Open House Comments**

Comment Number	Comment	WSDOT Response
1	<p>I personally feel adding a roundabout here would be a bad idea. SR 302 is the main artery for residences deeper in the key peninsula as it transitions to KP HWY just up the road and the proposed project would act as a speed reduction zone that with current volumes seems it would only cause further backups. 118th does have another access point on the backside that spits people out on the other side of the Burley Lagoon so again I don't really sympathize with people attempting to take left turns off 118th onto SR 302. I grew up with friends off 118th and never had issues getting to SR 16. I do feel putting in a turn lane to Gateway Park would be a huge help to the community, and also go in for much less cost VS attempting to install a roundabout on SR 302. The space for the turn lane is already a grassy field so it seems this could be a ideal spot for a turn lane. Last thought would be anything that could help expand the roads (302 or KP HWY) would go a long way. Many people have started to move out to this area for its beauty and I think if we were able to get ahead of the curve and use some money to help improve the roadways it would save us from what happened in Gig Harbor (roads always seem to small for amount of people). Thank you for taking my thoughts! I am by no means a traffic engineer, but I did study traffic engineering while obtaining my PE. Very fun subject!</p>	Respondent's preference recorded.
2	<p>I looked at the conceptual drawing of the proposed roundabout at SR 302 and 118<sup>th</sup> NW. The intersection is deserving of attention. And I am a big proponent of the use of roundabouts. However, I am uncomfortable about something. Not sure what. Perhaps it is the disparity in the volume at the different entrances. I would love to see a flow model. I'm sure you already have. Another possibility for my discomfort is that the design doesn't seem to consider for possible future flows. 118<sup>th</sup> St and SR 302 is a very likely candidate for a terminus of a SR 302 bypass. But then again perhaps your design is exactly what that bypass would need. Interesting stuff.</p>	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
3	<p>People using the road make mistakes (like speeding, running stop signs and red lights, turning left in front of oncoming traffic), always have and always will. Crashes will always be with us, but they need not result in fatalities or serious injury. Modern roundabouts are the safest form of intersection in the world - the intersection type with the lowest risk of fatal or serious injury crashes - (much more so than comparable signals). Modern roundabouts require a change in speed and alter the geometry of one of the most dangerous parts of the system - intersections. The reduction in speed to about 20 mph and sideswipe geometry mean that, when a crash does happen at a modern roundabout, you might need a tow truck, but rarely an ambulance. Visit the Insurance Institute for Highway Safety or FHWA for modern roundabout FAQs and safety facts.</p>	<p>Respondent's preference recorded.</p>
4	<p>Has the possibility of installing a traffic light been considered? It would seem to be an alternative that could cause a lot less disruption.</p>	<p>This compact roundabout is proposed as a safety improvement project. Compact roundabouts can offer higher crash reduction potential than a signalized or unsignalized intersection due to fewer vehicle conflict points and slower intersection entry speeds.</p>
5	<p>I am a huge supporter of a roundabout at this location. It is very uncomfortable for me turning left from 118th to 302 and I believe a roundabout will make it much safer. Thank you.</p>	<p>Respondent's preference recorded.</p>
6	<p>Great solution at this location. Roundabouts are so much more efficient, especially on one lane highways like this. Great job DOT!</p>	<p>Respondent's preference recorded.</p>
7	<p>Excellent idea, long overdue. Thank you.</p>	<p>Respondent's preference recorded.</p>
8	<p>If you all really feel that a roundabout is better than a signal light, then it should be the size of the Harbor Hill Dr/Sentinel. With plenty of lighting and raised crosswalk blinking signs. Do not put a smaller roundabout in, it will only have problems that could be avoided.</p>	<p>Respondent's preference recorded.</p>
9	<p>Just a supporter comment: I used to live out on the end of the Key Peninsula, and I still visit family and recreate out that way often. This has always been a busy and somewhat dangerous intersection and I am glad to see a roundabout going in here.</p>	<p>Respondent's preference recorded.</p>

Comment Number	Comment	WSDOT Response
10	Roundabout have only made things worse in every area they have been added to. I have personally seen an increase in accidents in Lakewood.	Respondent's preference recorded.
11	I do not live in the area noted here, but there is a roundabout (traffic circle) a few hundred feet from entrance to the condo complex I live in & on other side is a school. I have seen buses speeding thru the roundabout; also buses & some cars taking the lazy way & cutting left over the middle of the "round center" FYI, there needs to be more education about how to use the roundabout & the safety it provides if it is used correctly.	Respondent's preference recorded.
12	Yes, install the roundabout. However, quote from your SR 302 Roundabout Pre-Design Study, "SR 302 currently has paved roadway shoulders that accommodate bicyclists. While pedestrian volumes are low..." This statement is FALSE. There are a few short spots where there is a "paved shoulder", however most of SR 302 has NO SHOULDERS. And is NOT safe for bikes and pedestrians.	Respondent's preference recorded.
13	The more roundabouts we have the more comfortable people will feel about them.	Respondent's preference recorded.
14	LARGE roundabouts are OK. SMALL roundabouts are awful. If you don't have room to change lanes and signal changes or exits between quarter segments, it's dangerous. I can't count how many times I've almost been hit by people taking lefts the wrong way in our neighborhood mini roundabout. Mid-sized ones aren't much better for safety, at least head-on collision risk is low.	Respondent's preference recorded.
15	All drivers should have to pass a short quiz on how to negotiate a roundabout. 2 drivers out of 10 look to their left, let alone yield when entering one. No one uses their turn signal when exiting. Very frustrating.	Respondent's preference recorded.
16	I'm in favor of this roundabout :)	Respondent's preference recorded.



Comment Number	Comment	WSDOT Response
17	The reality is that most drivers don't slow down for roundabouts. Especially if they are in the presumed right of way, in this case 302. Watch the ones on Burnham and the east west road in Gig Harbor if you doubt that. They also don't work well when each connector has radically different flows of traffic as this one will. Finally, most of them are way to small in diameter. The narrow approaches are also difficult to maneuver larger vehicles through. The construction is much more disruptive and substantially more expensive than some traffic lights. Bad idea.	Respondent's preference recorded.
18	I saw the post online about a proposed roundabout in Gig Harbor. I see this is a one lane roundabout. Good! Those work pretty well. I live in Anacortes. As you might expect, many of my observations relate to Hwy 20. The two-lane roundabout at Sharpes Corner was dangerous. I tried to avoid the roundabout. The risk was too high. The revision to one lane (and a little plus) is much better, but a one lane roundabout would be the very best for safety. I haven't heard anything about a roundabout for the intersection of Hwy 20 and Campbell Lake Road for some time. This is really needed. A left turn from eastbound Campbell Lake Road to Hwy 20 northbound is hazardous. People do excess speed down the hill on Southbound Hwy 20. Some traffic calming measure(s) would be appropriate.	Respondent's preference recorded.
19	I live about 3 miles from here and either I, or my family members, drive through multiple times daily. I think it's a great idea and much needed. I'm just curious why this project jumped ahead of the roundabout at KPH/Lackey/Jackson Lake Road, which seems to need it more desperately. I'd have preferred to see that one completed before moving to this one. However, I fully support both of these projects which will improve safety and traffic flow as our community grows.	Respondent's preference recorded.
20	I love roundabouts, but I wish they were larger. It's harder to join in the circle with my fully loaded horse trailer in the smaller ones, plus going onto the oversize middle part is hard on my horses and trailer. The bigger ones create more space in between cars.	Respondent's preference recorded.
21	Love this! I drive 20 mins out of my way to avoid this intersection. This project will greatly improve the safety in this area.	Respondent's preference recorded.



Comment Number	Comment	WSDOT Response
22	Roundabouts work it's the state that makes them too small, most need to be a least twice as big, just because you think there okay doesn't make them work right.	Respondent's preference recorded.
23	It looks great. Roundabouts are the future.	Respondent's preference recorded.
24	Stop making small roundabouts in high traffic locations. Too much traffic to allow safe merging. People must stop because they can't enter due to continuous lines of cars. Make them wider so they can be used properly by allowing more space and time to zipper merge into the roundabout.	Respondent's preference recorded.
25	Please, no more roundabouts.	Respondent's preference recorded.
26	I personally think the roundabout at hwy 302 & 118th is not a good idea as that will cause a horrible back up in all directions causing more road rage and accidents than there is now. What would be most helpful is a turn lane about 2mls north of there at the park entrance.	Respondent's preference recorded.
27	I am against this project. Speeding, stopping, failure to yield, using the wrong lane and making unsafe lane changes all contribute to roundabout accidents. Having been in one, these are issues that will cause more traffic congestion at an already busy intersection especially during high traffic volumes. I would rather see a reduction in speed limit and blinking caution light to keep traffic moving through that area without a 20-mph slowdown 24/7.	Respondent's preference recorded.
28	I am so happy about the roundabout projects everywhere they're installed that is helpful and keeps traffic flow moving sometimes folks can't figure out quite how to use them, but they get it eventually! I'm a fan.	Respondent's preference recorded.
29	Excellent!! Gives the drunks and the distracted drivers something to crash into besides other people. In my opinion, those against it are either scared of new things or one of the speed racers that don't want to lower their speed for a minute. I live on the Key Peninsula and drive this stretch daily. I can't imagine living on 118th and trying to turn left onto highway there. 🙄🙄🙄	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
30	Thank you! Please keep deploying roundabouts. People need exposure so that they will be appreciated and understood.	Respondent's preference recorded.
31	Roundabouts are excellent for all the reasons stated. The ridiculous WA state Congress not passing the, "signal to exit," law is the only downfall.	Respondent's preference recorded.
32	Love roundabouts with warning signs posted a good distance back. Larger roundabouts at larger intersections.	Respondent's preference recorded.
33	Roundabouts are great!	Respondent's preference recorded.
34	We have had several put in in Wenatchee and the 2 biggest problems are worth noting in your plans. No police are ever there to monitor how badly they are abused. There is no safe way around as most just zip through without even slowing down. Second, they are unnoticeable until you are there are they are almost flat and same color as the road. Note these things when you design yours. A diagram in the paper is not educational.	Respondent's preference recorded.
35	If you want to improve safety on the Key Peninsula Hwy, do something about the tailgaters, speeders, dangerous passing, unlicensed uninsured distracted drivers, and other crazy enraged people who should not be allowed to risk hardworking taxpayers' lives; or their own. I drive it every day, and it has to be the most dangerous 25 miles I have ever driven, including New York, Detroit, Chicago, and Dallas. I'm at high risk every time I drive the KP hwy, but I must make a living and pay taxes. It's rare I get to work not seeing at least one dangerously insane driver. Until these problems are addressed, all money spent is wasted. A roundabout will only make the crazies more angry, more late, and more dangerous.	Respondent's preference recorded.
36	I am very much in favor of a roundabout at this intersection. I live off of 118th and find it incredibly dangerous to turn left onto 302. I have children who within the next 10 years will be driving. And it has always been a worry of mine that they will have to make that turn. For inexperienced drivers it is incredibly dangerous. I've had family members who are involved in collisions at that intersection. I think a roundabout would make an intersection so much safer!	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
37	This would be an excellent place for a roundabout. I think even the fine drivers of Gig Harbor can figure this one out, unlike the ones on Borgen Blvd.	Respondent's preference recorded.
38	This sounds like a great idea. We love the safety and smoothness of roundabouts!	Respondent's preference recorded.
39	Wonderful! This is an excellent plan--looking forward to using it upon completion!	Respondent's preference recorded.
40	The roundabouts could use some big greenery. I'd like to see each one looking like a magic island by the road. Magnificent native plants only, please.	Respondent's preference recorded.
41	I'm sorry to say I grew up with roundabouts unless people know how to drive they don't work which in Washington they don't work I believe the roundabout is going to back traffic up delete Catherine which already from the red light is almost backed up to Purdy now I think there needs to be more research on how to move the traffic in the royal area other than trying to think it's a big city.	Respondent's preference recorded.
42	I am a big fan of roundabouts! I wish this project was already done as this is a very dangerous intersection. I'm excited for this project to be started and finished. Thank you!	Respondent's preference recorded.
43	I do not feel that this location needs a roundabout. The added turn lanes have vastly improved this intersection. There are other locations that would benefit more.	Respondent's preference recorded.
44	This is much needed. Thanks for addressing it!	Respondent's preference recorded.
45	I'm all in favor of using roundabouts at intersections. I think they are a good thing for any community. I feel much safer driving through a roundabout than any intersection that is controlled by a traffic light or stop sign.	Respondent's preference recorded.
46	Roundabouts are wonderful. When they were installed in our area traffic accidents went way down.	Respondent's preference recorded.
47	We desperately need a roundabout at SR 302 and Wright bliss.	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
48	Please consider adding/replacing trees...the construction/destruction is pushing exhaust fumes onto my previously clean, healthy air & is now hurting my health...I have been planting numerous trees over the years but can't keep up enough.	Respondent's preference recorded.
49	I am against both of your proposed roundabouts. Ridiculous waste of money.	Respondent's preference recorded.
50	A roundabout in this location is going to severely hamper traffic and local school schedules. 118th is not a very busy road and this will only stall traffic on the main line. WSDOT just spent funds for the turn lanes within the past couple of years. Let that project pay for its return. Do not put a roundabout here. As a construction engineer with knowledge is roadway/traffic design and a commuter of this road, a roundabout will be detrimental here.	Respondent's preference recorded.
51	Roundabouts do nothing better than a traffic light. And are of no real benefit. Quit putting them in.	Respondent's preference recorded.
52	Roundabout are not the solution to traffic problems one people do not know how to use them their afraid of tiring up more traffic and back up 2 Washington does not know how to build them in country's were they have them they have the land mad to build them the bigger they are the east they are to use roundabout date about time if they are too small you do not have time oh for more open space it's called indexing into traffic your travel lanes are too narrow trucks have hard to negotiate there turns many will run over top of the rather than use the travel line eventually there will be a truck flip over from a shifting load so I am not a person that are in favor of them.	Respondent's preference recorded.
53	Thank you for your work to improve the intersection of SR 302 at 118th NW in Pierce County. I am a frequent user of SR 302 and wholeheartedly support the roundabout concept for this intersection.	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
54	SR 302 is a HIGHWAY...Since when does anyone want to go 15 mph on a highway? This is going to be a major slowdown for everyone doing 50-60 to having to slam on their brakes to drop down to 15 and then floor it uphill to get back to 50mph. And there will be a high chance that there will be someone stopped at it because most people in WA don't understand how to use roundabouts and are easily intimidated...This only slows down the commute and frustrates drivers even more...This also creates more emissions. Drops your vehicles fuel economy, which makes you have to fill up more often, which costs you more in the long run. Also, these plans add way too much unnecessary concrete curbs that make it extremely difficult to haul a trailer through. I understand roundabouts on standard neighborhood roads and some city streets, but NOT on a Highway.	Respondent's preference recorded.
55	Roundabouts are wonderful and I hope that more intersections are converted. Truly! I think there a multitude of opportunities in East Pierce County and wish daily that at least 4 different intersections were converted for all the reasons you've identified. What I wonder though is: in areas where there are surrounding wetlands or marshes, is the improved traffic flow valued more than the impact to the wetlands which seems to be prized above all. My inclination is that the traffic flow improvement with less idling or potential for accidents that destroy or release pollution into the habit would be of benefit in the long run.	The final roundabout design will consider wetland impacts.
56	Regarding Roundabouts in general: they have benefits but, please, do some widespread education of how to navigate them! Make it a requirement for driver's license renewal or something. I'm in Wenatchee, where no one slows down, yields or signals when navigating a roundabout. Going fast and laying on the horn are the primary way to navigate them here. Especially smaller roundabouts. Some mass education and police enforcement are desperately needed. Thanks.	Respondent's preference recorded.
57	Roundabouts are not safe for older drivers. Look at the studies age data. They didn't sufficiently study how seniors do. The data says that the impact damage is more severe for those with slower reaction.	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
58	I believe that adding this roundabout is going to impede the response time for emergency vehicles. Also is there an alternative plan other than the roundabout?	All emergency vehicles can drive over the rolled curbing center and splitter islands when responding to emergencies. There are no other alternative plans. Construction impacts will be considered during the design phase.
59	Hello, I live just down the road on 302 and I think this project is an excellent idea. That intersection is very hard to turn left from 118th on at the busy times of day and people do not obey the speed limit pretty much ever. Having a roundabout to force people to slow down would be supported by me. Thank you!	Respondent's preference recorded.
60	Roundabouts, despite their scientifically determined betterment for traffic, are the bane of my anxiety ridden existence. Not everyone understands the basics of roundabout and their push does not help the understand of their function and flow. Please ensure proper, strong signage before, during, and after exiting a roundabout so idiots are capable of not causing accidents or anger of other drivers if it is necessary to make more roundabouts.	Respondent's preference recorded.
61	Please design the roundabout to accommodate buses. Pierce Transit used to have a route to Key Center, and we need that access for the future as we try to wean people off SOVs. Also, build your budget to include regular road painting. Roundabouts get confusing in the dark and rain - of which we have a lot of from Nov to May.	Respondent's preference recorded.
62	I love roundabouts. Sure, they move traffic well, and they work with no electricity, but the main reason I love them so much is they are safer for motorcyclists (and cars) than 4-way intersections and any collisions are slower speeds and not right angles. More of them everywhere please!	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
63	<p>The community out here would prefer a traffic light at that location. Roundabouts are confusing and young drivers are not being given any training in drivers ed about merging or driving in a roundabout. The intersection on Wright Bliss and 302 would be an appropriate location for a roundabout, but this proposed location is going to significantly affect the traffic flow to and from the Purdy spit. As a community member who drives this route, I disagree with the proposal. And taking input from other county community members should not be weighed in this December (ie people who live in Seattle or Snohomish County). Thank you for the opportunity to comment.</p>	<p>This compact roundabout is proposed as a safety improvement project. Compact roundabouts can offer higher crash reduction potential than a signalized or unsignalized intersection due to fewer vehicle conflict points and slower intersection entry speeds.</p>
64	<p>I'm English, I therefore have a lot of experience with roundabouts. The problem in the US is that a lot of drivers do not know how to use them correctly. Mainly they come to a halt instead of continuing through the roundabout when there is no other traffic on the roundabout, or just as disruptive they never indicate the intention to turn, thus requiring the approaching vehicle to stop because their intentions are not known. (just go to Borgen Ave to see this in action all day.)</p> <p>The only way roundabouts work efficiently is if people follow those two simple rules of giving way and indicating turn intention. Because of this tendency for people to come to a halt I see the main flow of traffic on the highway will need to slow and anyone who has studied traffic flow will realize this eventually leads to a start stop situation. I understand the main intention is to make it easier to turn left out of 118, but when traffic flow is high, the time when it's most difficult to turn left, the situation will likely persist because there will be no breaks in the 302-flow due to a buildup approaching the roundabout. You mention the number of vehicles passing this intersection but there is no mention of the ratio of 302 traffic compared to that on 118. Also, I counter the statement that roundabouts eliminate T bone collisions. They do not. Having experienced one myself I can only agree that the collision speed is potentially less, but if the rules are not followed correctly, and as previously mentioned there are a high percentage of drivers who do not know them, the collision potential remains.</p>	<p>Respondent's preference recorded.</p>



Comment Number	Comment	WSDOT Response
65	I like it. I've come around to the concept and think it is a big improvement over stop lights.	Respondent's preference recorded.
66	Lack of sidewalk, ped, bike, crosswalks, space, or "implied use" should be considered, especially at a roundabout.	Respondent's preference recorded.
67	Really like roundabouts generally instead of stop signs and traffic lights. One thing is odd many WA roundabouts put a strange left twist to the road before entering the roundabout (before you turn RIGHT). Why? You don't see this in most other countries that use roundabouts - i.e. the road bends in the direction you will eventually be headed (i.e. right for counter-clockwise). Why do we have this peculiar twist?	Respondent's preference recorded.
68	Just a question on this project, why so much? Have over 40 years in the road business. Thanks. Would like to have a conversation.	This project also realigns the south leg of 118 <sup>th</sup> Ave NW and constructs a roundabout. The cost is the total estimated cost for engineering and construction.
69	Great proposal. Additional suggestion - since we have so many accidents at the intersection of SR302 and Danforth/Emerald Dr NW another traffic circle or some other method to slow traffic down would be great.	Respondent's preference recorded.
70	Why is the cost so high for a project, a roundabout like this one?	This project also realigns the south leg of 118 <sup>th</sup> Ave NW and constructs a roundabout. The cost is the total estimated cost for engineering and construction.
71	SAFETY: Fight the urge to allow statuary to be placed within the round-about center. Sight distance, for the speeds anticipated, must be accountable to the safety of the walking public.	A compact roundabout does not have statuary within the center island. The center island is a drivable surface.

Comment Number	Comment	WSDOT Response
72	<p>1) Why would you plan an expensive intersection that does not accommodate the continual growth in traffic on SR302, or any highway? That's irresponsible. Designing that as a one-lane roundabout is poor planning.</p> <p>2) those rolled curbs might be okay for semi-trucks, but they are dangerous for horses in trailers. I really wish you would rethink the configuration of those. A more gradual ramp slope on the islands would help. Shall I drive you through a few in the trailer so you understand what the poor animals experience?</p> <p>3) Why would you offer up an example for people to try that is eight hours away??</p>	<p>1) The intersection evaluation considered looking into the future too. Staff used a 20-year horizon to check vehicle operations. Even with higher traffic volumes and the single lane still performed well and additional lanes were not needed. Roundabouts often can accommodate more traffic than other traditional intersections such as traffic signals. It is not expected a typical vehicle pulling a horse trailer would use the roundabout curbing along SR302 or 2) if taking left turns from SR302. Regardless, the department appreciates bringing this common vehicle, a truck towing a horse trailer, to our attention and it will be added to the list of vehicles the design office will evaluate during design. Recently the curbing for the central truck apron was changed to a more gradual single sloped</p> <div data-bbox="1606 665 1942 950" style="text-align: center;"> </div> <p>curbing (see picture below).</p> <p>3) I am sorry the example provided is so far away from you. As more roundabouts are being built, there will likely be better examples in the Olympic Region area in the future.</p>
73	<p>NO! Did you stop gathering data on the ones you built? How does Amazon like the debacle on Hwy 3? Has it improved traffic flow into Belfair? No. Quit with the book stats &amp; go out in real life &amp; watch the stupidity every day! Been on Borgen Blvd. lately? How about the one on Lake Flora? There's no traffic to speak of on that road &amp; there's always glass in that circle! Put in a damn light!! Cheaper &amp; even idiots can navigate them.</p>	<p>Respondent's preference recorded.</p>
74	<p>Roundabouts are amazing. They should replace every single stop sign in this country.</p>	<p>Respondent's preference recorded.</p>

Comment Number	Comment	WSDOT Response
75	My husband and I have lived in this area for the last 14 years. We have said on a regular basis how needed a traffic revision is needed at that intersection. In our minds the more our community grows the greater the need. We are in full support of this traffic circle. The concern I have is for the local businesses that will be affected by the construction. Will they be able to remain open? Do they have options for any grant money to help maintain the business throughout construction? Thank you for trying to make our community a safer place.	Specific details on the construction plans and how traffic will be routed through the work zone are determined during the roundabout's design phase scheduled from August 2023 through April 2024.
76	Absolutely the way to go. Looking forward to the completed roundabout!	Respondent's preference recorded.
77	Absolutely the way to go. Looking forward to the completed roundabout!	Respondent's preference recorded.
78	Roundabouts are fine as long as they're big enough. The one on Rosedale and Stinson is way too small.	Respondent's preference recorded.
79	Please do this project for our safety	Respondent's preference recorded.
80	There are SO many other parts of 302 worth improving before this - areas that create daily issues and traffic backups. This does not seem like it will improve things at all. 302 is a heavily trafficked road and many people rely on it daily for commuting. This will greatly hinder traffic flow, cause further backups, and create congestion on an already busy road. Please consider other necessary and important fixes to this road before this one.	Respondent's preference recorded.
81	I do not live in this area but every roundabout in my area in Snohomish County is a disaster. They are dangerous, people do not know how to drive in them, and I have almost been hit more times than I can count. Whatever politician, engineer or whoever thought these were a good idea needs to be fired. The thousands of dollars that have been wasted on these projects could have been utilized to improve road surfacing or signage. Please stop building these ridiculous road hazards.	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
82	As a resident living on 118th Ave something has been needed for a long time. The line of site to the west from 118th is terrible when trying to turn onto Hwy 302. Will there be access from 302 for residents of 118th during the construction?	Specific details on the construction plans and how traffic will be routed through the work zone are determined during the roundabout's design phase scheduled from August 2023 through April 2024.
83	People don't use turn signals in circles you might as well just use stop signs.	Respondent's preference recorded.
84	Roundabouts are a Placebo to the real issues. Proper adherence to good driving skills and reinforcing personal responsibility for driving. Roundabouts are rarely truly useful and take money better used for roads. If the government put the effort into roads, they put into wasting time on controlling freedoms we would great roads with very limited Roundabouts.	Respondent's preference recorded.
85	I love roundabouts! Put one here, one at 302 and Wright Bliss, and another at Key Peninsula Highway/Jackson/Lackey Road.	Respondent's preference recorded.
86	Roundabouts are great with moderate speed differentials between the primary road and the roundabout. They are awful at greater differentials. So rural or suburban roads at 25-35mph. Or higher speed larger roundabouts in other nations. The new Hwy 305/Johnson roundabout goes from a 50mph highway that frequently is well over that, down to a 20-25mp roundabout. Cars braking for it cause accordion ripples way back up the road - guaranteed to cause rear ends with even fractional inattention.	Respondent's preference recorded.
87	Hello: when will work on the Rte. 702 roundabouts in McKenna start?	Three roundabout projects are scheduled for construction along SR 702 near McKenna. They are located at the Harts Lake Rd S; 40 <sup>th</sup> Ave S/Allen Rd; and 8 <sup>th</sup> Ave S intersections. Construction may begin in early summer 2024.
88	Yes! Yes! Yes! This is an answer to my prayers. I have a daughter who will get her license summer of 2024 and that very intersection has made me so worried for her as a driver as we live off of County Line Road. I've lived on the Key Peninsula 30 years, and I am beyond thrilled that this intersection is finally getting a much-needed solution for traffic turning onto 302. Thank you!!!!	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
89	I support roundabouts, provided that there is signage well in advance warning it is ahead, so people slowdown in time. I've driven that road many times and people are often speeding and it's very dark at night there. A flashing light warning sign will help reduce the # of people from driving right over the top of it. Best wishes for your planning process.	Respondent's preference recorded.
90	Roundabouts are a Good Thing. It will take some time for drivers to adjust but in the long run they're safer and better for traffic flow. 400 million Europeans can't be wrong!	Respondent's preference recorded.
91	Hello. Just a couple nuance questions really. Where will the concrete go or what will happen to the concrete from the old 118th? Why was a single lane roundabout chosen over a double lane, such as Borgen Blvd? Is there a single lane roundabout, such as the proposed, that is closer to Gig Harbor/Purdy area that could be driven? Will speed limits on 302, east or west, of the roundabout change? Is this the least cost-effective way to slow traffic? Is there any data on how many vehicles pass through the light at 94th and 302 intersection and how many people are also passing the 118th and 302 intersection? If so, how do they compare? I think this is a good idea as I'm always slamming on my brakes at that intersection. I just had some questions that probably everyone has asked. Please feel free to shoot me an email. Thanks so much!	The decision to remove existing asphalt will be made during the project's design phase (August - April 2024). Typically, unused asphalt is removed unless it is needed to accommodate site specific design constraints. A similar roundabout design is in downtown Shelton, on North 1 <sup>st</sup> St and W Alder St. A single-lane roundabout is preferred over a double-lane roundabout whenever future operations meet an acceptable level due to cost effectiveness, shorter construction times, and reduced environmental impacts. The speed limit on SR 302 is not slated to change. Our most recent traffic counts for vehicle entering the intersection during peak hours is: 1,998 (2018) vehicles at the 94 <sup>th</sup> /SR 302 intersection and 1,626 (2022) vehicles at the 118 <sup>th</sup> Ave NW/SR 302.
92	Yay! Roundabouts! I still probably have done more left-side-drive roundabouts in one week in the UK than a lifetime in Washington and the States, but I'll gladly flip that someday.	Respondent's preference recorded.
93	This is awesome. Now I can cross in a timely manner.	Respondent's preference recorded.
94	How about asking the opposite questions. Why are round abouts NOT safe? Most vehicles are not built to safely navigate the tight circles. Most drivers proceed faster thru a roundabout than they would to "outrun a red light" or navigate an intersection. Most drivers today only care about their own procession thru any intersection rather than safe passage for all -- 'me first mentality' Bad weather (ice) increases the likelihood of an accident ESPECIALLY in a tight circle These were NEVER a good idea!!	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
95	I love most of the aspects you have mentioned and am a big proponent of roundabouts, but please do better re: bikes. Bikes are not cars, nor are they pedestrians. There are so many great examples of roundabouts that incorporate people in cars, on bikes, and walking/rolling that are safe and efficient, please draw from those examples.	Respondent's preference recorded.
96	Round-abouts are a tremendously efficient routing system for traffic management and are useful in many intersections. They allow for smoother and safer traffic flows as all traffic is moving in the same direction. And without stop & start provided one is to share the intersection sensibly. My daughter and I visited Norwich, England last summer for 4 days and in driving I don't think I saw a single intersection with traffic lights. And this in a city with a much denser footprint. We will need many more round-abouts in the future.	Respondent's preference recorded.
97	Hi, As a long time truck driver here in the Northwest and a native of England I have to ask who you have designing these hideous things called roundabouts? While making this very difficult maneuver around this roundabout I wonder how long it will be before I'm involved in an accident. Something needs to be done like straighten out the approach roads to this roundabout. The current curves in the road forces us semi-truck drivers to take up two lanes instead of one as we approach this particular roundabout. It's absolutely ridiculous that nothing has been done and in true Washington form I guess we'll have to wait for a bunch of fatalities before this problem is fixed.	Respondent's preference recorded.
98	These proposals inevitably strive to maximize the comfort and convenience of motorists. The fact that they require cyclists who aren't comfortable while riding in traffic or, alternatively, stop to use crosswalks with zero guarantee that they won't get plastered anyway, is just infuriating. Don't get me wrong - as a driver, I like roundabouts (as long as their diameter is sufficiently large). What peeves me is the perpetuation of cyclists as second-class citizens at best and sub-humans at worst.	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
99	I think it's a great idea, that intersection is really dangerous and there is constantly accidents there. A roundabout would really help reduce the accidents there in my opinion.	Respondent's preference recorded.
100	Thank you for proposing more roundabouts! They really are better than either uncontrolled or lighted intersections.	Respondent's preference recorded.
101	Hello. I approve of the project and goal to minimize crashes. I live off the 302 and 125th Ave. There are crashes around that bend, especially at my street intersection, all the time! Sometimes up to two a week. The cars that come around the curve do not slow down and are usually traveling well over the 45 MPH speed limit. It is extremely unsafe and difficult for the neighborhood to get in and out of the drive. How will this round about effect the upstream/downstream traffic at my intersection? Is there some thing we can do to slow traffic around that bend in anticipation of the roundabout, that will improve safety for us? We are a neighborhood of many homes and children, and elderly drivers. Our safety is risked daily by the speeding cars, low visibility, and carelessness of those on that highway. Please help!	Roundabouts can affect upstream and downstream areas of a roadway. The primary reason is they slow drivers down and it may be reasonable to expect drivers heading westbound toward 125 <sup>th</sup> to have lower speeds entering the curve just west of the 118 <sup>th</sup> . However, we cannot predict how this may affect what you are observing, especially since 125 <sup>th</sup> Ave is almost ½ mile from 118 <sup>th</sup> Ave NW.
102	This is a great option for a terrible intersection. I live about a half mile before this intersection and have to take a left to get I to my driveway. Reducing speeds in this area would be beneficial to the safety of drivers and allows local resident to got down to the roundabout and turn around if taking a left is too difficult. I like this solution.	Respondent's preference recorded.
103	I HATE them!!!	Respondent's preference recorded.
104	Roundabouts only work if they are built big enough. When they are built to small, cars entering do not have enough time to decide if the car on your left is continuing or going straight. The if there are pedestrians in the area, it does not give the driver enough time to shift their focus from the car on the left to the crosswalk on the right. The project in Wenatchee at Easy Street and 2/97 will have this problem. It is not big enough to work. The roundabout system in Union Gap WA. was rebuilt 3 times to get it big enough to work. It now functions better but could have been a bit bigger with less obstacles to have to look around.	Respondent's preference recorded.



Comment Number	Comment	WSDOT Response
105	It is my belief since I drive this route every single day. Is to fix the traffic that's heading from the Purdy bridge to the Wauna area. During rush-hour times it is making it very difficult to get home in a timely manner. I believe this roundabout is not a priority, even though it is a good idea it is not what should be taking place right now. Thank you for listening my concerns.	Respondent's preference recorded.
106	No more roundabouts. There is not enough long-term thinking when these get put in and people don't use them correctly. For example, people are always in the wrong lane making turns and cutting people off I am surprised accidents have not occurred on a daily basis. Second when areas start having higher traffic due to population growth or added businesses the roundabouts get backed up causing slower traffic than a traditional light would.	Respondent's preference recorded.
107	Roundabout do not slow people down or stop them from blowing right through. Especially roundabouts with the softer edges people see that as just a small speed hump and instead of going around go right over the top if they can't take the corner quick enough.	Respondent's preference recorded.
108	I live near this and think it's a great idea. Thank you!	Respondent's preference recorded.
109	How long does construction of this type of roundabout take? What are the detour plans to ensure continued access the end of the peninsula?	Specific details on the construction plans and how traffic will be routed through the work zone are determined during the roundabout's design phase scheduled from August 2023 through April 2024.
110	I do not think this project is necessary. I have been driving through this area since 1998 and do not see the need for changes	Respondent's preference recorded.
111	This has been a problem intersection for years. I can't count on both hands how many significant crashes I've seen at this location. I appreciate that an effective plan is in place to address this traffic safety issue.	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
112	I live on the Key Peninsula west of the proposed roundabout. My daily commute to work involves turning left from hwy 302 onto 118th (going north). I also turn right (west) onto 302 from 118th going home. My opinion is that the roundabout would have a negative impact on traffic flow. In my experience, 118th rarely has more than two or three cars eating to turn onto 302 even during peak hours (2-5 pm depending on when I get off work). The only time 118th would get backed up with people waiting to turn was when construction was underway for the salmon project where the flow of traffic on 302 was "calmed" and large backups occurred. In my opinion, this would cause large backups during times of heavy usage similar to the roundabouts that were installed on Highway 3 near Belfair. This would have a significant daily impact on me and many others that call the Key Peninsula home. Please do not move forward with this project!	Respondent's preference recorded.
113	I love all of the roundabouts... Can't believe I'm saying this because at first I didn't think they helped but boy do they ever! The ones you've done on College Street in Lacey especially!	Respondent's preference recorded.
114	Love the idea! I would also like to see a roundabout put in at 302 and the park right before Lake Kathryn.	Respondent's preference recorded.
115	Is there any possibility to speed up the process?	Unfortunately, there is not a way to speed-up the process. The roundabout may be constructed next summer 2024.
116	I like it just make sure it is large enough to handle semi-trucks and dump trucks with pups. This will slow down traffic through this intersection which has been a problem since I have lived out here on county line and 118th (1975).	Respondent's preference recorded.
117	This is ridiculous on a SR. We have traffic issues for sure, but this on highways and SR is a waste of our tax dollars. Not a fan and never will be. They don't all solve problems and in some areas, they are more problematic. What a waste of our hard-earned money.	Respondent's preference recorded.
118	As a heavy haul Truck driver...please make them larger for multi axle combinations and post more public awareness signs to not share a roundabout with a truck	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
119	<p>Busy roundabouts are difficult and dangerous in a commercial vehicle. Entry many times requires traffic in the center of the roundabout to stop or slow when we enter. Our larger size and lower speeds compared to a smaller vehicle make it difficult when interacting with them. If the roundabout is empty and I attempt to enter at the same time as a car on the other side, they are sitting next to me by the time I have completely entered the circle. During busy times it becomes very difficult to enter and many times drivers will just force their way in and make traffic stop in the circle.</p>	Respondent's preference recorded.
120	<p>I'm not opposed to this roundabout. Previous work near this intersection consisted of culvert replacement for Minter Creek &amp; a storm water facility at the SW corner of the intersection. The proposed alignment of the south leg of the new intersection will be eliminate the new storm water facility. Plus, I recommend some sort of construction for the middle of the roundabout to prevent vehicles from driving straight through - i.e., short wall w/ ground covers &amp; flowering shrubs that don't inhibit visibility</p>	Respondent's preference recorded.
121	<p>Please think more about bike lanes and safety for all in the roundabout planning.</p>	Respondent's preference recorded.
122	<p>Roundabouts when used properly are great. The worst roundabouts in this state are Burnam Drive in Gig Harbor. The round abouts are impossible for some people to negotiate. Please add painted arrows on the ground of each lane, they do wonders for the roundabouts in Port Orchard</p>	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
123	<p>This is a terrible idea. Not only will it significantly slow down traffic, but it will also cause unnecessary traffic jams and likely more collisions. The speed limit is 45 MPH, and you expect people to slam on their breaks to enter a roundabout at 20 MPH. Have you considered the amount of rear end accidents that could occur from this? Not to mention, if everyone is slowing down, traffic will only become worse. That's only after the roundabout is in place. The construction alone would cause terrible traffic. When they shut down that section of road to work on the salmon stream, everyone had to take Creviston, which is what we will have to do again. It would take me an hour to get home from Creviston, and I live 5 minutes from Ravensara. I do not want to sit in ungodly traffic every day for you to waste money on a roundabout no one asked for. Stop wasting taxpayer money and do something that actually matters. This is a stupid project that no one wants.</p>	Respondent's preference recorded.
124	<p>Not thrilled. People do not slow down. The reckless, Dangerous drivers accelerate. These studies are flawed that they don't take those horrible bullying drivers into account.</p>	Respondent's preference recorded.
125	<p>Roundabouts rely on the public drivers being able to negotiate them. Drivers are the problem they cannot. Go watch one. Drivers stop, can't merge, get confused and scared and jam them all up. Please...NO MORE roundabouts! They work in a computer sim but not in real life. Once all cars are self driving, roundabouts would make sense. People are your weakest link, and they are pretty weak.</p>	Respondent's preference recorded.
126	<p>I support the proposed plan. I live near 118th and regularly have to cross 302 to get to Minter Creek Elementary. The current intersection is dangerous, and I believe the roundabout would make my trip safer. Thank you!</p>	Respondent's preference recorded.
127	<p>Please don't put a roundabout in at Highway 302 and 118TH NW. I feel it will slow the flow of Traffic down and make the area more congested like all of Gig Harbor. Thank you.</p>	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
128	I absolutely DISAGREE that they are helpful. Most people do NOT know what to DOO when approaching. And the idea of one on the Orting Highway, SR162, is ABSOLUTELY INSANE!!!!!! The traffic is ridiculously unbearable as it is!! Who the hell thought up that STUPID idea - obviously, whoever does NOT live out here!!! I!!!! DOOOO!! 😡 😞	Respondent's preference recorded.
129	Please continue installing roundabouts instead of traffic lights. Although US citizens tend to dislike them, roundabouts are far more effective at managing traffic than light signals. Plus, they are much more fun to slalom through in my sports car! (The only downside to roundabouts, which needs to be cleanly addressed: roundabouts are very dangerous to traverse on a bicycle. Please ensure your roundabout planning includes useful methods for cyclists and pedestrians to travel the roundabout).	Respondent's preference recorded.
130	I'm ok with roundabouts I just wish people understood it better It seems so many don't Ex: they stop when there's no need to i.e. no cars coming	Respondent's preference recorded.
131	Hi, thanks for including me. My only comment is that I hope the roundabout is large enough. The Lk. Flora roundabout is a good size, but I feel the one on Hwy 3 Log Yard Rd is too small. Meaning that the exit and entering ports are too close together.	Respondent's preference recorded.
132	WSDOT reliance on roundabouts is a serious mistake. While they work well for moderate to light passenger car traffic, they are gridlock when traffic volumes are high. Furthermore. Large tractor trailer rigs have huge problems in negotiating such intersections. Even in rural areas everything from construction delivery vehicles to utility trucks with pole trailers require access. Yes, they don't have the maintenance cost of signaled intersections, but WSDOT SHOULDN'T KEEP BUILDING THEM.	Respondent's preference recorded.
133	I think this is an absolutely brilliant idea. I can't wait to see it happen.	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
134	Too many roundabouts are being used in WA, especially on 50+ Mile an hour highways and small intersections that would be better served with a 2 way stop sign. Not to mention no training for folks, so people stop, instead of slowing/ yielding, even if no cars are coming. Perhaps send info flyers to every house in the city/County on how to use round abouts?	Respondent's preference recorded.
135	I am supportive of a roundabout. I hope WSDOT helps plan for assistance in-and-out of the local businesses during construction.	Respondent's preference recorded.
136	Good afternoon, my wife and I own Brookside Veterinary Hospital, just up the hill on 118th Ave NW from SR 302, and I think this project has the potential to increase the safety and efficiency of traffic flow at that intersection. My only concern as a business owner, is how will traffic be routed so that our clients and their pets are still able to access our business. I would be very interested to hear and or see the plans. Thank you.	Specific details on the construction plans and how traffic will be routed through the work zone are determined during the roundabout's design phase scheduled from August 2023 through April 2024.
137	I support this project. Roundabouts throw people for a loop but eventually they get around it. Thanks for bringing positive traffic management full circle.	Respondent's preference recorded.
138	I don't live in the area of this project; however, we have a roundabout in our neighborhood. The speed limit is posted as 20 mph, but this particular roundabout has become a raceway with drivers competing with each other. It has become extremely dangerous and because of this problem, I am strongly against roundabouts. Thanks for letting me express my opinion.	Respondent's preference recorded.
139	Every time you guys change out a conventional intersection for a roundabout, it seems to immediately correct the traffic flow problems. Keep adding them in, they're great!ðŸŒŸ	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
140	I'm certainly a strong proponent for the idea - I don't use 118th personally but always feel for those sitting on it at the junction, waiting to get out onto 302 and having a hard time. I'm from UK originally and Roundabouts and minis (such as this proposal, where it is a raised curbless hump) are extremely commonplace. I'd love to see you consider a roundabout at the 302/Wright Bliss Intersection - this would certainly help to slow traffic here and aid drivers exiting Wright Bliss from the South, where speeding traffic coming up the somewhat blind hill to the West can be problematic.	Respondent's preference recorded.
141	Don't waste taxpayer money on a roundabout. Drivers aren't smart enough to use them and the signage ends up so confusing many become impossible to navigate.	Respondent's preference recorded.
142	I think adding more roundabouts has helped significantly with traffic congestion. I live in Snohomish where we've recently added a roundabout on WA-9 and often travel north through the roundabouts to go towards Arlington. They make traffic much smoother, and I'd like to see more added along side streets like Broadway Ave.	Respondent's preference recorded.
143	Roundabouts are great!! I lived in the UK for three years and grew to love them. Those that don't, just haven't had enough experience with them.	Respondent's preference recorded.
144	As a driver, I think roundabouts are the cat's pajamas. Love them. As a cyclist however I dread them. According to a Utah State University study, cyclist-safe roundabouts are those with fewer cars at slower speeds (so, smaller roundabouts, like in city intersections). That will not be the case here. <a href="https://www.usu.edu/today/story/roundabouts-not-as-safe-for-cyclists-new-research-says">https://www.usu.edu/today/story/roundabouts-not-as-safe-for-cyclists-new-research-says</a>	Respondent's preference recorded.



Comment Number	Comment	WSDOT Response
145	I don't think that a roundabout in that area would be a good idea. I think that a traffic signal would be a much better idea! There is an awful lot of traffic going up and down 302 and around about I believe is just going to make it worse! We have a hard enough time on 118th getting out now and you want to put in a roundabout and that is just going to make 118th of even bigger mess! I think that a light would work much better and would let more traffic flow easier than a roundabout would! I have lived off of 118th for many many years and I know what I'm talking about! A roundabout is not a good idea! Thank you for your time!	Respondent's preference recorded.
146	It is extremely upsetting to me seeing so many millions of dollars of roundabouts popping up in Washington. I tow boats for a living, and it is a nightmare to tow boats through the roundabouts. I would love to discuss this more with you and especially you or anyone that can talk to me about the one going in on the highway in Wenatchee. Thanks.	For question on the US 2/US 97 Easy St roundabout in Wenatchee contact Miguel Castillo, WSDOT's Project Engineer by phone at (509) 667-2861 or email <a href="mailto:Miguel.castillo@wsdot.wa.gov">Miguel.castillo@wsdot.wa.gov</a> . Project webpage: <a href="https://wsdot.wa.gov/construction-planning/search-projects/us-2-us-97-easy-st-roundabout">https://wsdot.wa.gov/construction-planning/search-projects/us-2-us-97-easy-st-roundabout</a>
147	I live close to this intersection and have to get through the intersection to the other side of 302 to take my daughter to school or worse turn left onto 302 to head into town. It is very dangerous to race across or turn left and more often than not someone is riding my tail before I know it coming from the West heading east behind me. Very uncomfortable feeling. I'll do whatever it takes to support this idea! Let me know, S	Respondent's preference recorded.
148	I would suggest putting something like a raised concrete garden or something similar. Drivers on the Key Peninsula will in fact try to drive over the top of the roundabout and causing a serious traffic hazard. PLEASE consider putting something solid and permanent in the center of the roundabout.	Respondent's preference recorded.
149	An accident waiting to happen.	Respondent's preference recorded.
150	Great Idea! I used this area every day. Sometimes, I have to wait 4 or 5 minutes to turn left from 118 to go east on SR302.	Respondent's preference recorded.
151	Roundabouts work well to blend I-5 exiting traffic with a major cross street at the north end of Woodland, WA. Contrast that with the chronic delays that south end drivers experience with traditional traffic lights.	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
152	The rules of the road are what keep you alive. This is life or death; and we take so little care about that, killing 33,000 US citizen every year, like it was a normal thing to die and be injured while driving. My guess is that government incompetence is causing 20% of the annual deaths and injuries. My son being wiped off the roundabout by an ignorant driver, cannot be covered by insurance.	Respondent's preference recorded.
153	Roundabouts are great! I appreciate roundabouts over any other options, typically considered. When this one is complete, or even before, please consider adding two more roundabout: 1) replace the light at Hwy 302 and Purdy Drive and 2) add a roundabout at Hwy 302 and Wright Blyss Rd NW.	Respondent's preference recorded.
154	Roundabouts are excellent solutions to improve traffic flow as well as provide additional safety for all road users, especially vulnerable road users (people who walk, bike, etc.). Traffic moves in a more consistent manner and all directions slow as they enter the roundabout. While foreign to some Americans, it is a proven solution to increase the efficiency/safety of our roads.	Respondent's preference recorded.
155	I'm supportive of this. As a resident who lives off of 118th, I hate turning towards Purdy at this intersection because of how dangerous it can be.	Respondent's preference recorded.
156	Roundabouts do not work with high-volume traffic. This is especially true for Washingtonians who were not taught how to use them in driver training. Use traffic lights!!	Respondent's preference recorded.
157	I suppose this is your obligatory public notice, outreach and a chance for comment. It's obvious you people simply do this to fulfill state requirements. You've demonstrated every time, that you never listen to what the public says. You guys believe that roundabouts are the only solution for every intersection improvement and what the public wants or would like has no merit. You guys know best! Or so you think. I'm sure you have your studies done that show the results you want. They always do. Afterall, you can make the numbers say what you want them to say. Soliciting public comment on roundabouts is just a waste of time. We're the WSDOT, we do just what we want!	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
158	Please no more roundabouts unless we have a traffic officer there to teach people how to do them. It is so frustrating and dangerous when people do not abide by the rules of a roundabout. However, when people know how, they are wonderful.	Respondent's preference recorded.
159	I love the idea of a roundabout; we need others as well.	Respondent's preference recorded.
160	Many years ago, roundabouts started popping up in Olympia. An effort was made to educate locals about how they worked. But no such effort was made statewide. So, a bunch of people who didn't live in the area were unprepared to safely navigate the roundabouts. There are still plenty of places that don't have them, so unless you intend the educate *everyone* how to safely use them, you should not impose this upon anyone. Besides, the same human foibles that cause people to dangerously speed through intersections is going to cause people to speed through roundabouts. There is nothing wrong with good old traffic lights.	Respondent's preference recorded.
161	Communities need education about driving roundabouts. too many people treat them like multi-way stops and stop traffic when the roundabouts are clear, or stop mid roundabout to let someone in. Social media and traditional media education pushes need to be included in this project. sharing info just on WSDOT or city/government accounts does not have enough reach. there needs to be a team of community members sharing info and maybe something interactive at county/state fair. there should also be consideration for cameras as many people speed or become aggressive immediately after exiting the roundabouts.	Respondent's preference recorded.
162	Where is the data (accident data) that shows this is needed at this intersection? What was the cause of wrecks at this intersection? (it is not all about speed) ... this is the worst 20 mile road within P.C. It has many hills and curves... most intersections don't have street lights and no left-turn lanes... your turn-about is the equivalent to a "big speed bump"... Which intersections on the KeyPen have the most accidents?	Over half of all the intersection related crashes on SR 302 at the 118 <sup>th</sup> Ave NW intersection were vehicles entering at an angle which WSDOT measures as part of their statewide safety analysis screening.

Comment Number	Comment	WSDOT Response
163	There isn't enough space in that area to put a roundabout without affecting the stream on the north of highway 302 and no place for a retention pond without removing current businesses. A stop light and turn lanes would be appropriate.	Respondent's preference recorded.
164	Lights are a better solution and closing the entrance on 302 for Ravensara would help in reducing accidents.	Respondent's preference recorded.
165	We do not need more light pollution out here to highlight roads ...I think we need more driving education...not fair for good drivers to keep being punished by bad drivers by ruining an enjoyable cruise	Respondent's preference recorded.
166	Please reconsider roundabout in favor of traffic light or a turn lane for gateway park	Respondent's preference recorded.
167	Please count me as an avid believer in roundabouts. There are several very problematic intersections which would definitely benefit on 302 and the Key Pen Hwy. Please consider the intersection called 4 corners on 302. This is such a dangerous intersection.	Respondent's preference recorded.
168	This roundabout is an accident waiting to happen. The area is constrained by proximity to Little Minter Creek, a salmon bearing stream, and existing commercial structures leaving little room for a functional-sized roundabout. Construction will last an extended period, requiring closure of the intersection, requiring extended detours from 118th Ave. NW to access or cross the SR302 alignment. A signaled intersection should cost less, construction would be far less disruptive to the public and affected businesses and, importantly, traffic signals create breaks in traffic flow permitting vehicles to enter/access SR302's traffic lanes from side streets and driveways (without the stoplight created breaks in traffic flow, it can be impossible to enter SR302). Install traffic signals at this intersection, not a roundabout, especially one as small as in this proposal.	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
169	I know a lot of people that HATE roundabouts...Personally it doesn't bother me either way only because I drive a smaller vehicle. Most of the people that I hear complain about them are those that drive semi truck's or those that very frequently tow significantly long trailers. Do those people factor into the decision of roundabouts? i.e. how many locals in the area drive or tow long vehicles? I know do know they can maneuver them but it's the other drivers that don't respect those hauling loads that try to cut around or cut off or weave in and out of traffic. Personally, if I was hauling and most of the people, I know that haul would prefer lights over roundabouts....	Respondent's preference recorded.
170	Completely support it.	Respondent's preference recorded.
171	We don't want a roundabout; we need traffic signals.	Respondent's preference recorded.
172	This is a waste of taxpayer money. If you want to help out here spend the money on improving the Purdy spit bridge	Respondent's preference recorded.
173	As a resident of the Key Pen for 26 years, I think this is a horrible idea that is going to create a constant back up on the key peninsula not to mention your wanting to place it just after a blind corner. Why can't you just add turning lanes? Is this because people can't wait a few minutes to pull out into traffic? With the constant flow of traffic people will still be waiting even longer now to pull out onto 302 due to the round about slowing everyone up and tightening up any gaps in traffic.	This compact roundabout is proposed as a safety improvement project. Compact roundabouts can offer higher crash reduction potential than a signalized or unsignalized intersection due to fewer vehicle conflict points and slower intersection entry speeds.
174	Thank you! Happy this will be roundabout. So many stop signs and Lights get ran through. I do wish we could add Art in the middle of the roundabout through a grant or something.	Respondent's preference recorded.
175	I live on the key peninsula, and this is a phenomenally bad location for a roundabout. People FLY around the corner that is not far from this intersection. Also, it's a main artery for large trailers and trucks. Also, this is a highway in a rural area. We don't need to be turned into a suburb! A roundabout is just dumb	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
176	The roundabouts are just fine, patience is sometimes needed but nothing to put a left turn light up for.	Respondent's preference recorded.
177	Europe is taking these out due to increased accidents. Please think again about the safety of the citizens.	Respondent's preference recorded.
178	I can't tell you how many times I have sat at a traffic light with no traffic coming thinking to myself, this could all be solved with a good round about. They were hard to get used to at first, but now I can't believe it took us so long to figure out why Europe has been using them forever.	Respondent's preference recorded.
179	How long is this project going to take, how many months and is there going to be nighttime closures???	Specific details on the construction plans and how traffic will be routed through the work zone are determined during the roundabout's design phase scheduled from August 2023 through April 2024.
180	Roundabouts are much more efficient than other traffic controls.	Respondent's preference recorded.
181	Project is encroaching on our property. Please redesign off our property.3	Respondent's preference recorded.
182	I am strongly against adding another roundabout. In my experience on Gig Harbor the roundabouts have been the MOST dangerous places for driving in the city. Citizens do not drive through them properly and they have not reduced traffic. In fact, one added on Stinson Avenue has created more traffic than before. The only accident I have had in Gig was at the Borgen roundabouts. This is a terrible idea and please stop making roundabouts when its clear Washington drivers do not know how to properly use them	Respondent's preference recorded.
183	I fully support this proposal. I drive through that intersection daily and believe this would be money well spent	Respondent's preference recorded.
184	Roundabouts work very well for the smooth flow of traffic once everyone gets used to them. We need one at this intersection. That said, please make sure the center of the roundabout is elevated and highly visible otherwise many, many people will drive right through it. Thank you.	Respondent's preference recorded.

Comment Number	Comment	WSDOT Response
185	This project is much needed and will make a huge difference. Anyone that has to cross 302 or make a turn and must cross traffic know how dangerous this spot is.	Respondent's preference recorded.
186	Thank you for working on the SR-302 roundabout project. That stretch is a difficult one. There's a bend in the road, the latte stand, the intersection with 118th. Anything to slow people down would be good. Anecdotally, I'm seeing more people running red lights and speeding more in recent years. While I don't want to slow down, I see this project as a rational one.	Respondent's preference recorded.
187	I like this design better than the compact, it will be safer and easier to use. I think you should take the center of the island and paint the WSDOT flying T logo in the middle.	Respondent's preference recorded.
188	Roundabouts are the answer to many troubled intersections. I believe the reason some people don't like them is they are uncomfortable driving in them. I think if they would practice driving in Roundabouts when traffic is light, they would realize it's so easy, efficient and faster than waiting at stop lights	Respondent's preference recorded.
189	Round about is not needed here. Waste of taxpayer money and would cause more problems than it would solve.	Respondent's preference recorded.
190	I'd be curious to know the impact on this intersection of the combined recently added turn lanes and installation of stop light at 94th Ave NW & 302. That is, the light at 94th added the certainty there will shortly be a guaranteed break in 302 traffic at 118th, and the turn lanes at 118th virtually guaranteed no mainline stops due to 302 traffic turning at 118th. Thanks in advance.	The study at SR 302 and 118 <sup>th</sup> did not include consideration of the traffic control changes at 94 <sup>th</sup> Ave. Although turn lanes at 94 <sup>th</sup> Ave have been added more recently, the traffic signal has been in place for many years and any gaps it may provide, would be accounted for the information and observations used to evaluate 118 <sup>th</sup> Ave and SR 302. The primary reasons for adding a roundabout at SR 302/118 <sup>th</sup> is to reduce the risk of severe crashes and improve local access to the state route. This means some disruption to mainline traffic flows is necessary. Most of the time it will simply result in slowing down at the intersection and during the busiest times of the day there may be short moving line of vehicles at the roundabout.



Comment Number	Comment	WSDOT Response
191	<p>Your introductory page states that SR302 has paved shoulders which accommodate bicyclists. I beg to differ. The shoulders from the Purdy Bridge to the SR 302-Elgin Clifton/Key Peninsula Highway intersection, where the 2nd more southerly SR302 stoplight is, have only 1 to 2 feet between the roadway and the drainage ditch. Even the new Minter Creek bridge has shoulder widths of no more than 3 feet.</p> <p>Citizens using (driving, cycling and walking) SR 302 have long requested WSDOT to build adequately wide shoulders so that the alignment might be safely used by nonmotorized transportation. Instead, we have been repeatedly told there are insufficient funds to build safe shoulders. To allege SR 302 has shoulders wide enough to be safely used by nonmotorized transportation is a blatant insult to the citizens of the Key Peninsula; build safe multimodal shoulder along SR 302 first, then WSDOT can claim them as a benefit from this proposed roundabout. I cannot comprehend why, when there is a stop lighted intersection about 1 mile to the south and another about 2 miles to the north of the SR 302/118th Ave NW intersection, the idea of a stop lighted intersection has been completely dismissed.</p> <p>Stop lights allow traffic to safely cross or enter a high traffic volume roadway, slow traffic, consume less land than a traffic circle (much less a roundabout), create BREAKS in traffic flow so that vehicles from side roads/driveway adjacent to SR 302 have an opportunity to enter SR 302 and, I surmise, should take less time and funding to install.</p> <p>The businesses adjacent to this intersection were severely impacted by the almost 3 years of disruption caused by the installation of the new Minter Creek bridge and the two new Little Minter Creek fish passage box culverts; will they be compensated by the State for lost business should WSDOT opt to build this proposed roundabout at this intersection? Has safe access to these businesses been considered in the design?</p> <p>All of the above are legitimate concerns which WSDOT must address.</p>	<p>Respondent's preference recorded.</p>

Comment Number	Comment	WSDOT Response
192	<p>I like the idea of a roundabout for that intersection. However, the assertion that there is wide enough paved area for bicycles/pedestrians along SR 302 is wrong. As a cyclist myself, I would never, ever ride a bicycle or walk along any portion of SR 302. The area outside of the white strip is too small and, in most places, too many trees and bushes infringe next to the roadway to safely bike/walk. I drive SR 302 and have encountered too many people walking (most times with traffic) that are right next to white strip. In some spots you don't see that walker until you are right up on them. it's even worse at night. Bottom line is that SR302 needs to be wider on the outside of the white line to better accommodate bicycles/walkers for those that foolishly choose that route. Thanks.</p>	<p>Respondent's preference recorded.</p>

