

US 101 Paving Pre-Design Study

Community Engagement Report

October 9, 2024

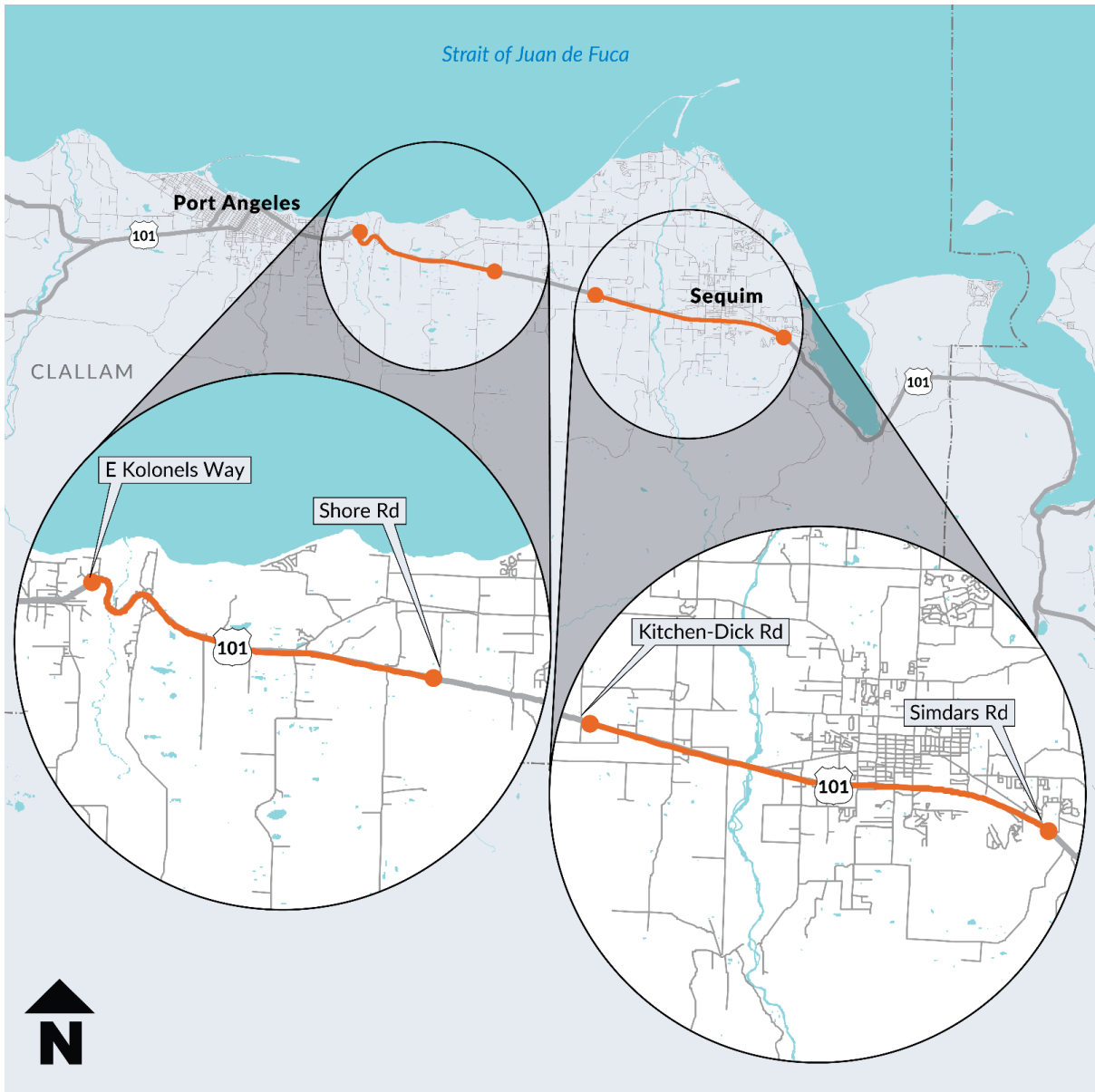


Image Description: Map Showing US 101 with the project areas highlighted and the project limits labelled.



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Project Overview

Two parts of US 101 are scheduled to be repaved. As part of the repaving, WSDOT is looking for opportunities to improve the safety performance of US 101. WSDOT is also looking at adding Complete Streets facilities that improve the comfort and convenience for Active Transportation users. As part of this study, WSDOT focused on improvements that improve conditions for people travelling along and across US 101.

WSDOT is proposing 18 improvements on US 101 between Sequim and Port Angeles. Ten improvements are recommended to be built with the paving project; eight improvements are recommended to be deferred until more funding is available. This includes, roundabouts, new and improved crosswalks, extended medians, additional connectivity to bus stops, re-purposed shoulders, and shared-use paths. Project design starts in Fall of 2024, and construction is tentatively scheduled to begin Summer of 2025.

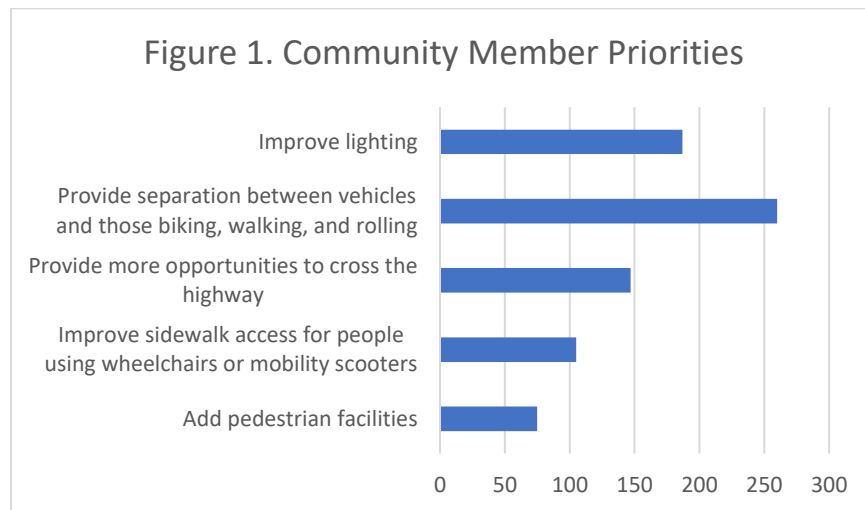
A multi-disciplinary team was formed of representatives from Clallam County, City of Sequim, City of Port Angeles, Jamestown S'Klallam Tribe, Lower Elwha Klallam Tribe, Clallam Transit, Peninsula Regional Transportation Planning Organization, Sequim School District, Port Angeles School District, Washington State Patrol, Clallam County Fire, and WSDOT staff. The multidisciplinary team was invited to two virtual meetings to learn more about the project and provide feedback.

In May 2024 the project team organized three additional meetings with staff members from Clallam County, City of Sequim, and City of Port Angeles. Two meetings were in person at the Sequim City Hall, and Clallam County Courthouse, the third was virtual. The meetings allowed to project team to share detailed information about the project and get in-depth feedback from the local agency staff. In addition to in-person meetings, the project team offered virtual meetings for project partners to give more detailed feedback.

Open House Process

WSDOT hosted an online open house from July 8 through August 5, 2024. This event was advertised on the US 101 Paving Pre-design project webpage and WSDOT social media, WSDOT's news release listserve, and multidisciplinary team members.

The open house provided an overview of the project, background information, funding, roundabout benefits, next steps, and a five-question survey, with additional optional demographic questions. The open house included a short video introducing the project, Complete Streets and maps of the near- and long-term proposed improvements. The video was posted to WSDOT's official YouTube channel and can be found using this link (<https://www.youtube.com/watch?v=U6F7S5Mhb6k&t=1s>). The project webpage contained folios, in pdf format, with details about the proposed improvements and information describing similar projects. Both the folios and video can be found on the background tab of the study webpage. A copy of the online open house materials can be found in Appendix A. The survey received a total of 463 responses, 411 comments, and 9 emails directly from members of the public. Figure 1 shows responses to the question: What strategies would you like to see to improve travel for people biking, walking, and rolling? Select all that apply.



Community members identified the following common concerns and questions in their comments:

- Concern about how roundabouts may impact travel time along US 101.
- Need for education on how to use roundabouts.
- Concern about how roundabouts accommodate large trucks and emergency vehicles.
- Opposition to the use of vegetation in the median in the Morse Creek Curves.
- Why is WSDOT considering Complete Streets Improvements on US 101?
- Why is US 101 scheduled for paving instead of SR 112?
- What is the status of the Simdars Road interchange project?
- Roundabouts should not be located in rural areas.

The full list of comments and WSDOT’s responses can be found in Table 1. Some comments required a separate response while others shared common themes and were answered by one of the following responses:

- Respondent’s preference recorded.
- WSDOT is not considering lowering the speed limit on US 101 as part of this project.
- The total trip time between Sequim and Port Angeles is projected to increase an average of 12 seconds if all proposed roundabouts are built.
- Roundabouts are designed to accommodate vehicles of all sizes including emergency vehicles, buses, farm equipment and semi-trucks with trailers. Depending on the size and type of roadway, a vehicle may use specially designed truck aprons - raised sections of pavement around the central island that acts as a temporary lane for large vehicles.
- The project team recognizes that US 101 is the only direct connection between the northern Olympic Peninsula and the rest of Washington. For this reason, we located Complete Streets improvements on sections of US 101 where there is development of both sides of the highway. These improvements are intended to provide safe and comfortable crossing locations for all road users, while minimizing impacts to travelers going east or west.
- WSDOT is a multimodal agency and considers the needs of all roadway users. The project team looked for ways to improve travel along and across US 101 for people walking, biking, rolling, and taking transit. While WSDOT recognizes that the Olympic Discovery Trail is a valuable connection for active transportation users, in some cases it does not directly serve development on US 101. For this reason, the project team recommended Complete Streets facilities in developed areas where people are likely to walk, ride, or roll on both sides of the highway.
- Grade separated crossings were not considered due to the high cost of construction and maintenance.
- The US 101 and Simdars interchange project is scheduled to begin design summer of 2025. There is also a pre-design to identify Complete Streets improvements for active transportation users on Simdars Road at the interchange. More information will be available once the pre-design is underway spring of 2025.

- WSDOT uses several factors to decide when to repave a roadway. These sections of US 101 were last repaved in 2001. US 101 carries a higher volume of traffic compared to other nearby highways. This led WSDOT to prioritize US 101 for repaving.
- Several intersections suggested in the Online Open House were outside of the project area and were not considered during this pre-design. They may be considered on a future WSDOT project.
- Palo Alto Road is being addressed as part of the US 101 Simdars Interchange project. The project will include construction of a new frontage road on the south side of US 101. Once construction concludes access to US 101 via Palo Alto Road will be removed.

Table 1. Online Open House Comments

Comment Number	Comment	WSDOT Response
1	<p>the title to this project is a little misleading. It is titled a paving project. I fully support the repaving of these sections of road as they are a safety hazard. But after reading into this, it appears it is mainly a safety project with very little paving. You should be more clear in your project description.</p>	Respondent's Preference Recorded
2	<p>Sr101 is not a side street, the speed limit needs to remain at current speeds. We have a perfectly good trail system people can bike on.</p> <p>The round about at East Kolonels way is a complete joke- do not install it.</p> <p>Morse creek was made narrow shoulders because of your "safety project" look at that turned out- complete waste.. Should have been a simple barrier like Gorst. The whole thing should be torn out. Do not extend farther east.</p> <p>Mill Road and Taylor Cutoff too close together- round abouts on the highway need to be designed for trucks- 80' to 90' long. Study the new accidents on SR104 before thinking of adding any round abouts in Clallam County .</p>	Respondent's Preference Recorded
3	<p>Thanks foe all you do</p>	Respondent's Preference Recorded
4	<p>This proposed redesign of US101 between Sequim and Port Angeles is the answer to a question no one asked. The road needs to be repaved, not redesigned. These two phases of construction, once complete, will have slowed traffic to half speed between the towns, creating negative economic impacts across the north Peninsula. The cost of each roundabout is a cost the taxpayers need not bear. This project is without anchor, without need. The Olympic Discovery Trail is a viable alternate to US101 for pedestrians, cyclists, and horse riders. It is paved and off the highway from Blyn to the west side of Port Angeles. Creating new pathways is a waste of money, and the negative impacts on our community's only route from Sequim to Port Angeles is the wrong project.</p> <p>We need work on Highway 112, where cyclists take their lives in their hands near Joyce, where the washouts at Clallam Bay continue to hinder transportation to the northwestern corner of the Peninsula, and south of Forks on US101 where the road bed is buckled and burdened with slides regularly.</p> <p>The tax money for the proposed projects on US101 would be better used on the west end of Clallam County, where there are actual problems to be solved.</p>	Respondent's Preference Recorded

	<p>I commute from Joyce to Sequim daily. It is not US101 that needs your help.</p>	
<p>5</p>	<p>This whole approach is a total joke and a misrepresentation of my tax dollars. Complete Streets are for the efficient movement of those of us that have to travel so far to receive the most basic of services. It is not a behind closed door with those being paid to work remotely and not suffer the hell we live with in Clallam County with the terrible state highway system that cares more about fish and non-tax paying entities that keeping, maintaining, and improving our highway system. Use by those listed in your fluffy world are not paying road tax, thereby you are misrepresenting my tax dollars I have to pay. Pass laws that make them accountable too, like being on the correct side of the road and just what is their obligation when attempting to cross a State Highway; not be on a cell phone and expect the burden on the traffic to bow down to when they get around to noticing the damage they are creating being in the zone. A total no to roundabouts, totally eneficient and this country's highway system and protocols do not align with another country's use of the concept and forced on the rest of us by the New England states. What you are doing on Hwy 101 will not work, it is already death defying to get to services already and you now add step to safely ensure I get there in one piece. Stop this crappy idea of roundabouts; they don't work especially on the big highways and those going down a steep grade to a blind corner approach to a major bridge.</p> <p>Or better yet, cut all your salaries to less than 40K a year since you most likely doing something else working remote other than open discussion, and not accountable for the other things you are doing since no one is watch you now.</p> <p>This game of calling this a Open House...that is a lie. And feedback is not being heard and to respond to transportation programs. I do not accept this new crap you have dreamed up; so, stop calling this an OPEN HOUSE. That alone is violating my civil rights.</p> <p>How far out can you carry Pi out to, am I talking to a real human?</p>	<p>Respondent's Preference Recorded</p>
<p>6</p>	<p>I live at 65 kitchen dick and already struggle with too much night time lighting, people wandering on to our property, and the encroachment of the rose hip hedge onto my lawn. That said, people crash outside the house all the time. Aturdays are awful because of the flea market, so a round about wouldn't be awful.</p>	<p>Respondent's Preference Recorded</p>
<p>7</p>	<p>The eastbound lanes of Morse Creek are not smooth curves - the angle of the curve & the location of the lanes jumps a few feet to the left without warning or clear markings. This happens in the eastbound lanes at the top of the hill by the movie theater.</p> <p>In addition, if a car breaks down on the side of Morse Creek on the uphill heading westbound, it's an extreme hazard. There is not room for a car on the shoulder, and</p>	<p>Respondent's Preference Recorded</p>

	<p>because of the median, traffic can't shift over to give the stalled car more room. It's an extremely dangerous place to get stuck, and there's no way to get out. I have no doubt this will cause a fatality sooner or later, and in the meantime it's causing a lot of stress and property damage.</p> <p>I don't expect the median to go away, but between this issue & the issues it causes in the winter...it seems to cause more problems than it solved.</p>	
8	I'm impressed with the proposed changes, especially the roundabouts. I think they'll make a huge positive difference. Nice work!	Respondent's Preference Recorded
9	Pedestrian signals don't worry northbound on River Rd	Respondent's Preference Recorded
10	I do NOT like the idea of round a bouts on a state highway!	Respondent's Preference Recorded
11	Roundabouts have their place, but not on 101 between PA and Sequim. Wsdot is incorrect In Their analysis. This is a one way in one way out highway needed for transportation of goods and services. There is adequate access to 101 from side roads. To create Roundabouts at Intersections for the benefit of a hundred or so residents at the sake of slowing 10's of thousands daily, is not of value	Respondent's Preference Recorded
12	I don't like roundabouts on a highway like 101 - you're going 55 and all of a sudden you have a roundabout. There should be no roundabouts on a highway. What is WSDOT going to change the speed on the highway from 55 down to 25. How long now will it take you to get from Sequim to Port Angeles. A two lane roundabout how long will it take for the car waiting for the traffic on the highway to pass before they can get in the roundabout to go across and vice versa. You are better turning right and going to a turn around.	Respondent's Preference Recorded
13	I love that you're adding more roundabouts. The intersection of K-D and 101 really could use one. Thanks for your forward thinking and planning!!!!	Respondent's Preference Recorded
14	Please...NO Roundabouts on 101! Look at the backups it has created at Goldbar.	Respondent's Preference Recorded
15	Roundabouts—sometimes attempting to enter the roundabout in Sequim coming from Costco can be problematic, and that's with traffic heading east at what should be 25mph on Washington...so I cannot even imagine what trying to enter a roundabout on 101 at peak times, with 101 traffic at 45-50 mph, or during summer visitor season, where out of towners unfamiliar with roundabouts get confused...just seems like a disaster waiting to happen. I love the traffic light at Carlburg, please don't take it away! It calms my nerves, and gives me a chance to chill a bit.	Respondent's Preference Recorded
16	Will the Simdars/101 interchange EVER be completed? That seems to have dropped off the planner completely.	Respondent's Preference Recorded
17	Pedestrian overpasses instead of crosswalks. Please no traffic circles on 101. What a mess that would be.	Respondent's Preference Recorded
18	I've lived across the country and unless drivers know how to use round-abouts, they tend create more delays. In Arizona for example, they have put stop signs on round-abouts due to drivers inability to negotiate them. Same in New Jersey where they have installed traffic	Respondent's Preference Recorded

	lights on some round-abouts because heavy traffic came to a stand still; no cars could enter or exit. If drivers know what they are doing, then great. The two round-abouts on SR 104 between the Hood Canal Bridge and SR 19 are a major concern for truck traffic. West bound trucks exit each round-about with a significant upgrade ahead of them that will only delay traffic as trucks exit the round-about at a very low speed and try to pick-up speed on the uphill incline. I see this as a probable hazard as vehicle drivers following the trucks compete to get into the passing lane to get around the slow trucks and vehicle accidents will occur. Also, in the process of passing the trucks, speeds of the vehicles will greatly exceed the posted speed limit.	
19	I don't see the necessity for SO MANY roundabouts in such short increments: the suggested ones from Taylor Cutoff thru Boyce, past Joselyn, especially with the light at Carlsburg. It will not help with the flow, but reduce the flow. I get your anticipating growth and traffic and trying to combat that, but it'll just slow commercial vehicles, tourons, and logging trucks that fail to use roundabouts efficiently. We've seen roundabouts work smoothly in Europe. It's be nice if people actually knew how to use then here. I think a Kitchen-Dick and Olympic roundabout would be beneficial and slow traffic down on that stretch. Also, adding bike landed would be really helpful for this area along Carlsborg avs parts of 101 that get heavy traffic.	Respondent's Preference Recorded
20	Thank you for the updates and community outreach.	Respondent's Preference Recorded
21	When you installed the new bridge at 101 & north Bagley creek road, you didn't install a turn lane on 101 heading east. Couldn't for the life of me figure out why it wasn't done while you were there. I pull out from bagley creek with a big rig, it's hard even with a car. Nearby lake farm road has one. All you have to do is fill in the median and pave it. Would be so much safer. It's a game of chicken right now	Respondent's Preference Recorded
22	If you look at the cause of most pedestrian and bicyclist accidents. It's transients that are not paying. Attention are high on drugs and or alcohol. We do not need improvements in the form of roundabouts between Port Angeles and Sequim. The. Just spent millions of dollars adding lanes and U-Turn Lanes if it's really necessary, add more u-turn Lanes at overpasses and underpasses as those are the safer option and more convenient option for large trucks that travel on the peninsula. You have to remember that 101 heading is our only way out of Port Angeles, all this road construction is causing issues to our community that the DOT is not seeing the. Needs to actually listen to locals that own businesses and drive through this area often. Dot Members that live in Olympia have no clue how things work out here in Port Angeles and Sequim. It's getting out of control what you guys are doing to our roads, thinking you're making improvements. 104 is a great example. These roundabouts are going to be horrible. They're horribly placed. Most of the accidents are caused from people not paying attention, not because of the roads themselves. Pull your act together. Figure out what	Respondent's Preference Recorded

	locals want because we're the ones that use the roads not politicians from Olympia	
23	My work commute will be deeply affected at both of these locations. What is the expected delay? I live in west Port Angeles and work at Greywolf Elementary in Sequim.	Respondent's Preference Recorded
24	Please stop adding roundabouts. Despite all the studies provided, they slow commercial traffic down tremendously. The ones added to HWY104 are a horrible idea as large vehicles have to slow coming east empty on a hill, and speed up loaded coming west, up a hill. Please no more roundabouts!	Respondent's Preference Recorded
25	Each roundabout means that through traffic will have to slow before and accelerate after each roundabout. Please imagine driving home after a long drive and having to slow for each one. We bypassed Sequim to keep traffic and moving. Now we're going to slow it down again? Respectfully	Respondent's Preference Recorded
26	Please finish the Simdar Rd exit/on-ramp.	Respondent's Preference Recorded
27	The majority of travel is automobiles and this number is growing. So the logical and largest emphasis should be to continue hi speed flow if traffic. There are multiple ways to safely cross the highways, in addition to crossings, peds can catch a bus to the next safest crossing and then catch a bus the alternate direction. High volume round a bouts do not provide safe ped crossings as people are regular confused when passing through in there cars. The last place I'd cross would be a round a bout. Please leave our highways as highways.	Respondent's Preference Recorded
28	there are a lot of streets in PA that could use these improvements! crosswalks, bike paths and lighting. no need to ask for anyone's opinions; this is clearly needed	Respondent's Preference Recorded.
29	Can you please resurface the S turn coming into Port Angeles and add reflector buttons on the road, it is pretty harry at night in the rain. There is no lane definition on 101 at the Y coming into town as well, the lines are completely gone.	Thank you for your feedback. We have passed your comment along to our maintenance team who may decide to add more reflective lane markers.
30	I live in Port Angeles and work in East Sequim. We really do need some of these traffice circles. Old Olympic/101/O'Brien Road interchange is a daily nightmare with merging traffice from both sides. We also really need a westbound onramp to 101 at Simdars , more exits to Sequim at 3rd and 5th.	The US 101/ Old Olympic Highway intersection has been recommended for additional study to determine the best type of treatment for the intersection. WSDOT has a separate project that will add eastbound and west bound ramps at the Simdars interchange. That project is scheduled to begin the design phase in 2025.
31	Very against round abouts on the high way. I've used them in higher flow areas and it does not improve traffic or flow and instead increases road rage which is a large issue for our area. Improving the roads overall is a good idea though.	Respondent's Preference Recorded
32	I'm a power wheelchair user. Any roadways, not just 101, that you can add wider shoulders or lanes is needed. Finn Hall Road is an example of a narrow road with a sharp edge that is unsafe for my service dog and I.	Respondent's Preference Recorded

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33	Wsdot has made nothing but poor decisions about litterally ever project they have done in the last few years. Bad ideas that are poorly planned and poorly executed. Please fire whoever is in charge and find someone else! Also roundabouts do not belong on highways! Quit ruining our roads with them	Respondent's Preference Recorded
34	Please consider extending two lanes on Highway 101 further east. Especially during tourist season, the road is getting quite congested.	Respondent's Preference Recorded
35	I'm skeptical a roundabout will work on a major hiway. This will not fix long term congestion On/off ramps are needed for this single access/entry to the Olympic peninsula. Pedestrian traffic has never been an issue. What we need is two lane access each way to Hood Canal.	Respondent's Preference Recorded
36	Would also like to see the frontage road connecting Palo Alto Road and Happy Valley Road to Simdars Road completed. Very dangerous intersections.	Respondent's Preference Recorded
37	I don't see how round abouts on a highway are feasible.	Respondent's Preference Recorded
38	Leave hwy 101 the fuck alone and absolutely NO fucking roundabouts on 101!!!!!!! This goddamn obsession with roundabouts by this corrupt dot has to stop and stop the fuck now!!!!!!! Leave our highway alone!!!!!!!	Respondent's Preference Recorded
39	I'm delighted that roundabouts are being used instead of stop lights	Respondent's Preference Recorded
40	I am concerned about the number of roundabouts planned and the heavy summer traffic. I see these causing unnecessary delays between Port Angeles and Sequim.	Respondent's Preference Recorded
41	I appreciate the opportunity for input and I think the plan looks good. Any time we can create safe opportunities for walking, riding, and rolling adds value to our community. I love the plan for a multi-use trail from West Washington to Boyce Rd.	Respondent's Preference Recorded
42	Pedestrians really should not be on 101. That is one of the most dangerous roads in Western Washington. People do not drive safely in this area. Allowing for more pedestrian access will just make an already sketchy area even more difficult to navigate.	Respondent's Preference Recorded
43	Why not put in a stop light instead of roundabouts? The area on HWY 101 Morse Creek should be redone again but better this time. The interchange of Lincoln and Lauridsen should be redone. I never seen anyone in a wheelchair in Sequim where you are proposing all this money and changes to accomodate a small population that doesn't walk or bike near the 101!?!? The population of Sequim in wheelchairs confined to nursing homes or dial a ride through Transit. Fix the 112 to Neah Bay! Fix up Port Angeles! Fix up the road east of Sequim towards hood canal with a better repave job. I could see roundabouts over there. People from Sequim don't need to walk or ride in their wheelchairs, they have plenty of money to call for rides! Who from Sequim is walking or biking 90 percent of the year in rain along these proposed routes?!? This money could and should	Respondent's Preference Recorded

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	be put to much better use for hard working Americans who need their roadways clear, and in good condition to get to where they are going to pay for all those people in Sequim!!!	
44	Hwy 101 between Sequim and Port Angeles is a highway and should not be applicable to complete streets design standards.	Respondent's Preference Recorded
45	As much as I hate roundabouts, I can't argue with the fact they are safer for everyone. The only downside other than my personal dislike I can see with those is when emergency vehicles need to move quickly around people. I travel this road in an ambulance constantly and it's very hard to get around traffic in many places already due to lack of space. The rest of it looks great and I think all of it is necessary. Thank you	Respondent's Preference Recorded
46	These roundabouts will increase cost of trucking and make it less desirable to attract business west of Sequim. No jobs and lower tax revenues will make it difficult for this area to improve economically	Respondent's Preference Recorded
47	Thanks for all that you do!	Respondent's Preference Recorded
48	Thank you for consideration	Respondent's Preference Recorded
49	I don't think it is safe for those not in cars to cross that highway besides at the traffic light at Carlsborg. Pedestrian/bike over or underpasses would allow for safer crossing and not delay traffic.	Respondent's Preference Recorded
50	Please DO NOT put roundabouts on the highway!! They will cause more traffic and accidents since the general public is not used to them. Especially on highways at high speed	Respondent's Preference Recorded
51	Do not put roundabouts on our highway. You are going to cause collisions and injuries. If you want to help and save lives, go back and build the proposed four seasons ranch over pass, where a young motorcyclist had been killed. Sincerely, Former Officer Mike Johnson	Respondent's Preference Recorded
52	The state and the county will not be allowed to utilize private roads as detours during the construction.	Respondent's Preference Recorded
53	Please no more roundabouts, they are not the answer to our problems. I drive truck and work in the trucking industry, this does not help our traffic issues. Look at adding more under passes an over passes. Leave the pedestrians on the Olympic Discovery Trail with the bikes.	Respondent's Preference Recorded
54	The improvement I would love to see is noise barriers for nearby communities to help mitigate highway noise. This is especially needed in the Morse Creek/Deer Park areas. Noise pollution has increased heavily over the years and is getting worse. Community projects should consider this. In addition please limit lighting that pollutes night sky in these areas. Developments like Dollar Store and Wal Mart are already polluting the night sky heavily in this area. If security is a concern please increase patrols or remove the restrooms in that area.	Respondent's Preference Recorded
55	I'd rather you pave the west entrance of Highway 101 into Port Angeles where it hits Lauridsen Blvd. all the	Respondent's Preference Recorded

	way through to the East end of Port Angeles. It's terrible!!!	
56	How about you fix your crap show in Morse creek before starting another project. What a shitty job you did there!	Respondent's Preference Recorded
57	<p>I think that the instead of adding another roundabout at Mill road (which is dangerous to turn left from but is low traffic) make Mill road a right turn only at HWY 101, the relatively low number of drivers trying to go east can use Smithfield Dr to access Carlsborg Rd. Ideally, there would be a roundabout at the Smithfield-Carlsborg intersection. This would eliminate the hazard of anyone trying to turn left from Mill Rd without creating what I think of as roundabout fatigue. (When you cluster them together, drivers can become irritated - in this case unnecessarily - and nothing good comes of irritated drivers.</p> <p>I would also recommend a saturation campaign to educate people on the use of two-lane roundabouts. And, if there is to be a roundabout at Kolonels Way, then the only way to make that safe for pedestrians is elevated walkways, though I don't know whether the spiral ramps that I am envisioning (saw them in Germany) are ADA compliant.</p> <p>Finally, I would ask that someone check to ensure any solutions to problems don't just create different problems. I'm thinking specifically of the difficult to maintain narrow median on HWY 101 in the Morse Creek area. That project seems only to have created more narrow lanes on a curvy section of road, with the added bonus of a curb on the inside lane which can only help any vehicle that hits it to lose control. So please, let's not do that again. Nor should you allow anyone to build pedestrian ramps like the series of narrow, right-angle turns at the intersection of Peabody and E 1st Street/HWY 101. That seems more ADA defiant than compliant.</p> <p>That's my rant. Yes to roundabouts, no to poor design.</p>	Respondent's Preference Recorded
58	Thank you! Now, get the funding and go to work.	Respondent's Preference Recorded
59	<p>I was born with monocular vision. It was only when I turned 30 did I learn that the things I do while driving is me compensating for my impairment. The changes being peoposed will dramatically affect my ability to use 101 independently. On a side note, I get that out here they're called roundabouts. Back home they're circles.</p> <p>Circles are incredibly difficult to navigate when you don't have depth perception, especially at night. Because of the sharp curve in the road, you can't really rely on the painted lines to stay in the correct space. The strong LED lights hitting you from the back and sides as you attempt to go through the circle cause momentary blindness that is worse than just passing a vehicle with those bright led lights head on. On top of that the inability to see the lines makes navigating next to other vehicles almost impossible.</p>	Respondent's Preference Recorded

	<p>Unless there are no cars, it takes significantly longer to get into the circle because the curve eliminates the markers normally used to judge distance.</p> <p>Unless lights are going to be added through the full stretch of highway, multiple drastic lighting changes are distracting and cause temporary blindness. Not everyone has eyes that can instantly adjust to drastic light changes.</p>	
60	<p>I'm strongly in favor of this plan, as it creates a more equitable and safe transportation corridor for all people and will reduce collisions between motorists and nonmotorists. When Hwy 101 was widened not long ago, it was a huge missed opportunity to add multiuse bike/pedestrian lanes on each side.</p> <p>People who ride the public bus between Sequim and Port Angeles currently must risk their lives to cross Hwy 101 getting to and from the bus stops, often in the dark. Cyclists who need to reach places like their workplace or local campgrounds find they are not accessible via the primarily recreational Olympic Discovery Trail, so they must use the debris-filled side of Hwy 101. Many people walk along the highway to reach work or family, especially in Sequim and around Walmart. We have need to meet the transit needs of everyone, not just those who are fortunate enough to own and operate a motor vehicle.</p> <p>I was recently in the city of San Jose, Costa Rica, and experienced firsthand the many roundabouts on the busy highways and local streets. Vehicles of all types, including semi trucks, had no problem navigating the roundabouts. The roundabouts allowed nonmotorists to safely cross the highways and wide avenues and reach their destinations. With some basic education, our local drivers will surely be able to manage roundabouts as well as drivers do in countries around the world where roundabouts have been in common use for decades. Bring 'em on!</p>	Respondent's Preference Recorded
61	<p>I don't mind roundabouts, but please put some kind of rumble strips ahead of them to get people to slow down and include clear signage for those who can't seem to figure out how to go through it.</p>	Roundabouts include signage and median islands that encourage slower speeds approaching the intersection. Rumble strips are not recommended on this project due to the noise impacts they may have on people living near US 101, and their potential to limit bicycle access to the shoulder.
62	<p>I have never had any thoughts that this area needs anything done at the moment. It's perfectly fine as is as far as I'm concerned. Yes, there is not state of the art facilities for bikes but it is not a requirement that every patch of roadway in the state of WA have bike lanes. It wasn't that many years ago that this stretch was torn up for an extended period of time. Why wasn't this stuff incorporated then? Are we to suffer new "improvements" every few years for the foreseeable future? Certainly if this project goes through we will be living with it for years into the future. There are too many slowdowns on 101 right now from construction work east of Sequim. Now you propose to extend those</p>	Respondent's Preference Recorded

	<p>slowdowns to the west of Sequim also. It seems as though there's a policy to ensure that no stretch of road more than 20 miles goes without it's own construction project. And while I know that roundabouts are the current cool idea in every road engineer's eyes, they slow things down, people don't know how to use them but they seem to be the spice that every engineer throws in to solve every traffic problem these days. We don't need a roundabout at these intersections. They are safer than traffic signals or stop signs but we need neither on this stretch of 101 so we don't need roundabouts. Have accidents happened? I'm sure they have. Do they necessitate roundabouts? I think we are working off the assumption that "If we save one accident it's worth slowing down thousands of vehicles for all time" but that's just not true. If it were then we'd put roundabouts at EVERY intersection and set the speed limit to 10 MPH. There comes a point where you say "we're going to put up with some number of accidents so we can move people/cops/ambulances faster to their destinations" and I think that this is not being kept in mind. I know people don't like to think this way but they implicitly do when they set the speed limit above 10 MPH which would causes a LOT of traffic accidents. They just don't like thinking about it explicitly. I know there's no hope of this not happening but I hate pretty much everything about it.</p>	
63	<p>I bike this highway regularly because the Olympic Discovery Trail is hard to use in the segment from Deer Park to Old Olympic. In general, as a cyclist, I find the shoulders on highway 101 ok for my level of use. However, going east down the hill just east of Kitchen Dick (I think) the shoulder gets much more narrow due to a safety barrier just off the road. The shoulder drops to probably 2 feet wide. That is pretty narrow next to a highway! Also, I do wish the freeway shoulder was swept more frequently, and even be on a schedule for sweeping. Thank you.</p>	Respondent's Preference Recorded
64	<p>No round a bouts</p>	Respondent's Preference Recorded
65	<p>Shade and crossing placement and timing is important. The crosswalk at the bus stop by Walmart isn't long enough for even the fastest pedestrian to cross before the light changes.</p>	Respondent's Preference Recorded
66	<p>No Round A Bouts Trucks hate them, I don't think they are safer, they are very confusing.</p>	Respondent's Preference Recorded
67	<p>Seems like it works well as is. That is open highway and not an area where there are many pedestrians. Maybe through town, but the two locations chosen are kind of middle of nowhere with very low use by other forms of mobility. Make the 101 through port angeles like this and that would make a lot more sense. We already have the ODT for bikes an walks. I'm ok with roundabouts but everyone I talk to hates em for some reason lol.</p>	Respondent's Preference Recorded
68	<p>How about you don't start the work in the middle of busy tourist season for a fucking change? Seriously, what the fuck is with this every goddamn year it's like, okay now it's June, time to start tearing shit up. Get your fucking work done between September and April.</p>	Respondent's Preference Recorded

69	No roundabouts	Respondent's Preference Recorded
70	<p>FOR THE LOVE OF GOD DON'T PUT SO MANY ROUNDABOUTS BETWEEN RIVER ROAD AND KITCHEN DICK ROAD- it's already hell driving here with transplants and then the dingbat tourists. Roundabouts don't work as well and you all think they do. The general public is ignorant. A simple stop light is good enough. I live off Kirk Road- I use Boyce Rd to turn left to go to PA- people turning left off the highway heading westbound is the issue. Put up a barrier and make it so people have to use Kirk road as a U Turn to go up Boyce. Ill happily drive east to Joslin Road to turn around to head west. The road work in 2014-2016 was bad enough. I had to get a realignment done in my vehicle from the crap job scarcella did grading the roadway and LEAVING it for months in end all fucked up. We don't want more growth either. This valley doesn't have the water table to support these transplants- it also will RUIN this area and turn it into an actual city-</p>	Respondent's Preference Recorded
71	We have the Olympic Discovery trail adjacent to 101. Would much rather see improvements here than limiting vehicle access to 101.	Respondent's Preference Recorded
72	For 22 years, since 2002, I have owned and worked in an office at 261641 Hwy 101, just 100 yards or so east of Mill Road and 101. I often exit my office, turning right on 101 and get in the left lane to make a U-turn at Mill Rd. I have often seen very dangerous situations created by those wanting to turn left (east) onto Hwy 101 from Mill Road. There have been serious accidents based on that movement. Even if my U-turn had to be eliminated, I would really like to see Left turns prohibited from southbound Mill Rd to eastbound Hwy 101. If you put a round about there, that would take care of it.....yeah....do that! Thanks, Lex.	Respondent's Preference Recorded
73	<p>As a resident of Parrish rd to kirk rd, traveling the hwy 101 multiple times daily, putting any kind of round about in the hwy is poor planning and will cause nothing but congestion, more accidents and a cluster MESS. Clearly no one knows how to properly use round abouts in our area as proven in our downtown region. Folks of all ages think that they are on the main st they have a right of way rather than using them as appropriate. DO YOU HONESTLY THINK people will allow side streets to come on in? While waiting forever for the cars turning or confused tourists and LOCALS to figure out where to go? No flipping way. All this will cause is more last second turns and cutoffs causing accidents.. Also, doesn't this area "thrive" on tourism? Do you honestly think tourists will understand and safely approach a round about on a HIGHWAY? The residents like myself would NEVER be able to safely merge into traffic with a round about on the MAIN AND ONLY travel hwy. Put a round about on old Olympic and kitchen dick and FOCUS ON REAL roadwork and safety precautions. Like PAINTING THE LINES???????</p> <p>THANKS.</p>	Respondent's Preference Recorded
74	I feel that WSDOT doesn't understand the dynamics of living out in oyr rural area. The last job they did (on	Respondent's Preference Recorded

	<p>Morse Creek) is a disaster. It's worse now than it was before. I have no trust that WSDOT will actually improve anything.</p> <p>There is no reason to put roundabouts on the hwys out here. If WSDOT want to improve the hwys out on the Penninsula, they should build our road infrastructure to accommodate the radical influx of travelers on our hwy. Roundabouts are NOT a sustainable or smart "solution". WSDOT should be looking into how to widen our roads to be able to accommodate either on or off ramps or merging lanes. Roundabouts are better suited for city streets, not major hwys. Stop with these useless projects that are not improving the conditions. Has anyone sat & watched the roundabouts in Sequim? There is no yielding in sight. Cars that sren't on the main road, sit for long time frames because the line of cars refuse to yield, creating no space for people on the side streets to even get in. What do you yhink is going to happen on a hwy?! We need help with the influx of cars on the roads. We need viable solutions that actually eirk. Unfortunately, WSDIT dies NOT have a good track record with their "projects" on the Penninsula. I'd like several of WSDOT members who sit at their desks all day to come out here & drive these roads at peak seasons & peak times. I'd like them to drive around Morse Creek & honestly vouch publicly that it's a project that was completed to the full extent & has improved the road quality.</p> <p>Why 6 Roundabouts in less than a mile?! This is ridiculous! Stop comparing our roads to other areas that do not share the same demographics or challenges that we do as proof that your ideas work. We are (mostly) a 2-lane hwy that is our major entrance & exit off of this Penninsula. WSDOT should scrap these projects & focus on expanding hwy 3 to 4 lanes & expanding hwy 104 from 2 lanes to 4. This is a sustainable option than putting unnecessary Roundabouts anywhere on the hwys in Kitsap, Jefferson & Clallam Counties. Stop wasting time & money on these projects that yhe majority of the population don't want. For once, listen to people! Stop pushing these projects that don't actually improve the situation. If you insist on this paving project, just pave it without restructuring it. Port Angeles City council had great questions & concerns about this project. I suggest you listen to those as well. It covers what many of us out here feel is getting pushed onto us instead of working with us. Stop pushing your projects & work on common sense solutions, not restructure that only upsets the people who have to deal with it every day.</p>	
75	<p>Please make the highway improvements intuitive for the many (and increasing number of) tourists who visit Pirt Angeles and Sequim. Although I like round-abouts on slower residential streets, I'm not sure it's the best option at highway speeds for tourists unfamiliar with the area. As others have mentioned in the FB comments, please address congestion just east of Sequim at</p>	Respondent's Preference Recorded

	Whitefeather Way (where a new housing development is planned.) Thanks!	
76	The only thing that needs to happen is for to allow the police to do their job and start pulling people over for speeding, tailgating, and reckless driving. Lots of them. There's a trail for bikers and walkers and no one on a scooter or in a wheelchair should be anywhere near, even if a 20' lane was built for them. Let the highway be exactly what it's meant to be, a place for vehicles to get from Point A to Point B. Use our money to fix what really needs fixing. And stop with the "woke" questions, does it really matter what my skin color etc. etc. is? No, it doesn't. Oh and 6 roundabouts between Sequim and PA? Don't even let me go there.	Respondent's Preference Recorded
77	Roundabouts are going to cause more accidents due to the lack of education on how to use them. Also, larger vehicles will slow down earlier than passenger vehicles causing more traffic jams and accidents. Commercial vehicles need a constant flow of speed to be more efficient and remain on delivery schedule.	Respondent's Preference Recorded
78	You claim that roundabouts require no maintenance? Not possible! The Peninsula has such a huge increase in the amount of traveling visitors, particularly during the summer, holidays, weekends, etc. I don't care what you say, roundabouts are not the answer here on the 101/Peninsula region. When 101 was originally upgraded to its current 4 lane divided highway configuration, it should have been built with the future in mind back then with overpasses and controlled limited access back then throughout its distance from East Port Angeles all the way to Palo Alto Road.	Respondent's Preference Recorded
79	The whole Morse Creek S-curve needs to be widened again. The recent project with the median has made it more dangerous. Semi trucks and other large vehicles are often over the center line because the lanes are so small. If the median is kept it should be made thinner and also without plants. The plants are not maintained or watered and just create an eyesore and attract the deer into the middle of the highway. Turn lanes Right onto Cottonwood Ln and Right onto Straitview drive would also help. Also improved merge lanes pulling left out of both these locations would also improve safety . I know there's plans to extend median. I currently live off of Cottonwood Ln and I can speak for all the residents that we DO NOT want a no left turn onto the highway. All this is going to do is encourage people to make an abrupt illegal U-turn and cause more accidents considering how far we would have to travel to turn around to head back toward Port Angeles. The current street lights are pretty useless. The whole S-Curve would benefit from having new bright LED lights. It is a very dark area that doesn't get sunlight. This area is very dangerous in the wintertime from all the snow/ice and Often gets bad enough to shut down	The median extension is intended to slow speeds entering the Morse Creek curves, lowering the likelihood of a serious of fatal crash. Currently the median is planned to extend east towards Deer Park Loop. Turns to and from Cottonwood Lane would not be affected.

	the highway. Widening the lanes and improving lighting and visibility would definitely make this area safer.	
80	Don't put SMALL round about a on highways Open highway 101 to 4 lanes (as well as highway 104)	Respondent's Preference Recorded
81	Roundabouts would be a menace and deterrent to our tourist dependent community. No roundabouts!!!!	Respondent's Preference Recorded
82	Dear WSDOT, I hear the want and reasonings for roundabouts, but to be frank with you, I don't see them being beneficial. On a highway like 101 I just see more potential for back up and or difficulties for vehicles to maneuver in. I believe these upcoming projects should focus on maintaining the roads and improving cyclists' and pedestrians' safety. Whether that be with improved shoulders, isolating stretches of trails(e.g Olympic Discovery Trail) and improved lighting as well as opportunities for crossing 101. I've seen it too many times people attempting to cross a 4 lane highway with people going 60 mph rain or shine. I just don't feel like 101 should have roundabouts along it, but definitely believe improvements are needed in maintenance as well as creating a safer environment for cyclists and pedestrians.	Respondent's Preference Recorded
83	Roundabouts are a horrible idea. They cause the amount of accidents to rise significantly and thus create traffic back-ups and make people drive erratically to make up time. They also tend to be an obstacle for most commercial vehicles and require a lot more maintenance and repairs than the average highway. Even further with limited ways off of the peninsula, restricted an exit could be catastrophic in the case of an emergency.	Respondent's Preference Recorded
84	NO ROUNDABOUTS ON THE HIGHWAY. Highway 101 is a very active highway for vehicles. There is no need to work on pedestrian traffic along the highway, because pedestrians are not walking along the highway. Nor is there any concerns about vehicle vs pedestrian collisions. When collisions like that occur there is generally extenuating circumstances and inconvenient traffic designs would have done nothing to prevent it. There is a well maintained, advertised Olympic Discovery Trail that connects the communities of Port Angeles and Sequim. This is the route pedestrians and bicycles should be taking. There is zero reason for pedestrians and bicycles to be on Highway 101.	Respondent's Preference Recorded
85	I work for the Port Angeles Food Bank that opened a public market/food pantry at 632 N Oakridge Dr. in September 2022. We have a 20,000-square foot building at this location next to Walmart at the Kolonels Way exit that operates as a food bank with the grocery store inside. The grocery, called The Market, is open to customers four days a week. The food bank is the regional distribution center for all of Clallam County, meaning not only that our partner agencies from as far away as Neah Bay come to the Port Angeles Food Bank to pick up Food Lifeline and NW Harvest food, but that the food store of Clallam County exists at this location, newly out of a tsunami inundation zone near	Respondent's Preference Recorded

	<p>downtown Port Angeles. One million pounds of food a year are distributed through The Market alone. Our customers arrive in cars, on foot, on bicycle, and by transit and paratransit, and safety infrastructure is needed to protect them. The Port Angeles Food Bank was not in its current location when the traffic and pedestrian infrastructure was built at the Kolonels Way intersection but its presence now needs to be considered in the intersection design.</p> <p>The food bank owns N Oakridge Dr. off of Kolonels Way and, along with neighbors, in March 2024 paid \$209,000 to have the road resurfaced.</p> <p>We look forward to working with WSDOT. Thank you.</p>	
86	<p>As a driver who takes his role fairly seriously the biggest issue is distracted driving or what I like to call zombie drivers who do not pay attention to anything on the road or sidewalk or median or shoulder, they drive completely unaware of the flow of traffic or anything else. I really feel like photo enforcement or funding a dedicated traffic enforcement officer is the only real solution. Just yesterday in traveling from Clallam Bay to Sequim the "bad drivers" i.e. aggressive, careless, reckless, were overwhelmingly found in the greater Sequim area.</p>	Respondent's Preference Recorded
87	<p>Make it safer and easier to walk and bike.</p>	Respondent's Preference Recorded
88	<p>Skip the round about and put in on and off ramps with over or under passes. This isn't the old Olympic hwy this hwy needs to flow freely for commercial truck traffic to get goods to the peninsula we also need a uninterrupted evacuation route and roundabouts do not fit this category add more lanes of travel in both directions. Or let's abandon 101 and give it to bike cyclists turn it into a trail and build a complete new highway that will provide better egress ingress on and off the peninsula for commercial and car traffic.</p>	Respondent's Preference Recorded.
89	<p>SHORE RD. Westbound travelers trying to get to Fern Rd (across from Shore Rd) and travelers facing south at Shore Rd trying to go east to Sequim are forced to go to Blue Mountain Rd and attempt a dangerous U-turn at a horrible intersection that has had many accidents in the past 7 yrs. There is a bus stop on both sides of the highway with people trying to cross a four-lane highway either on foot, a bike, a truck delivering goods to the little store, or vehicles with trailers going to the transfer station. EITHER GIVE US TURN LANES AT SHORE/FERN TO AVOID BLUE MOUNTAIN, OR PUT A ROUNDABOUT OR TRAFFIC LIGHT AT BLUE MOUNTAIN. EVERY DAY I FACE THIS DANGER. AND THE ADDED BONUS OF TRYING TO TURN ON OR OFF OF FERN RD TO HWY 101 WITH CARS GOING 55+ MPH AND DON'T SEEM TO KNOW HOW TO GET IN THE VACANT EMPTY LANE ON THE LEFT. I AM FORCED TO DRIVE ON THE NON TURNING LANE SHOULDER SO I DON'T GET REAR-ENDED BY THE FOREMENTIONED NONCOURTIOUS DRIVERS.</p>	Due to funding constrains this project was not able to make an improvement at every intersection. Other intersections took priority based on their crash history, traffic volumes, and nearby land use.
90	<p>I don't think the round-about at Masters road would be an improvement. I think it would be too close to the</p>	Respondent's Preference Recorded

	<p>round-about at Kolonels Way. I do think having one at Kolonels Way would be a vast improvement. I have worked at Walmart since 1998. That traffic signal has always been a problem. It never works right when it rains, especially. 2 other places in Port Angeles area to benefit from a round-about, would be East-side Safeway/Jiffy Lube intersection and C Street/8th Street intersection.</p>	
91	<p>I'm curious about a few things after looking through the information:</p> <ol style="list-style-type: none"> 1. Why are there so many proposed roundabout close to one another? I can understand the thoughts around roundabout replacing traffic circles, but why include additional roundabout where traffic is not currently slowed and in such short distance from other proposed roundabouts? 2. In what way do the roundabouts assist pedestrians or bikers wanting to cross the highway? 3. Have you considered how the multiple roundabouts will affect public transportation schedules? Will it slow down bus lines and affect work schedules? 4. Have our local EMS given input to these changes? How would it affect their ability to transport patients between Sequim and Port Angeles? I'd like to hear their thoughts. 5. I'd like to see reports of accidents and/or fatalities along the US 101 corridor to better understand the current safety risks. <p>Thank you!</p>	<p>Thank you for your questions, below you can find a response to each one.</p> <ol style="list-style-type: none"> 1. The pre-design team considered several factors when deciding which locations to improve. This included crash history, traffic volume, and land use around intersections. Roundabouts were prioritized in these areas because they can slow vehicle speeds and make it more comfortable for all road users to cross the highway. 2. Roundabouts slow traffic speeds in intersections and shorten crossing distances. Additionally, WSDOT is proposing to build roundabouts in locations where there is currently no marked crossing for active transportation users. More information about roundabouts can be found here: https://wsdot.wa.gov/travel/traffic-safety-methods/roundabouts 3. Clallam Transit was given the opportunity to review and provide feedback on the improvements. The two roundabouts that are proposed to be built are not expected to cause a delay in travel times on US 101. 4. Local fire departments, police departments, and the sheriff's office were given the opportunity to review the proposed improvements and provide feedback. 5. WSDOT publishes crash data here: https://wsdot.wa.gov/about/transportation-data/crash-data.
92	Thank you for your thoughtful improvements.	Respondent's Preference Recorded
93	Thank you!	Respondent's Preference Recorded
94	I feel the roundabouts are a bad Idea. We live in a older community and most of those older people won't know how to use them and will cause more accidents. Instead of roundabouts at Mill rd and Taylor cut off make it so they can't cross on coming traffic.	Respondent's Preference Recorded
95	You screwed up Hwy 101 coming into Port Angeles, and it is now more dangerous than it was before you poured all that money into it. The pavement is ridden with patches. The white guide lines are barely visible, especially at night. The median is full of weeds and bare dirt.	Respondent's Preference Recorded

	You should use the money to repave and repair 101 coming into town instead of making roundabouts, which will add more danger, especially for huge trucks and tourists.	
96	Get rid of the deer food median between deer park rest area and E kolonels way. And then REPAVE it so we can see the dang lanes when dark or the sun hits it. My god, what a horrible blunder that was.	Respondent's Preference Recorded
97	People on the peninsula don't know how to use roundabouts, especially in sequim.	Respondent's Preference Recorded
98	I think you should keep pedestrians and bicycles off of 101. 101 should be for autos and trucks for more effecient movements of goods and services. Roundabouts are great for a slow speed corridor not for the movement of goods and services. 101 is the only corridor for goods and service on the Olympic Peninsula.	Respondent's Preference Recorded
99	High curb roundabouts are dangerous. Low curbs please	Respondent's Preference Recorded
100	<p>- Changes that encourage bicycles on 101 makes no sense and endangers both cyclists and motorists. Most cyclists on this route are recreational traveling through (not using it for commuting or local transportation). The level of bicycle traffic does not justify major adjustments to the only highway access into most of Clallam County. The recreational cycle traffic has a much better option to travel between Sequim and Port Angeles on the Olympic Discovery Trail (which is directly adjacent to 101 for a section of your study area).</p> <p>-Please use your own ADT data when planning construction. Traffic in the area varies greatly seasonally due to summer tourism. Hourly and daily continuous counts that compare monthly traffic should be made an analyzed before any contract planning. The DOT's propensity for scheduling major closures or flow reductions on the dates of highest traffic counts is baffling and seems contrary to concerns for safety (note current closure and detour plans for 101 at Elwa Bridge).</p> <p>- Although I generally like the use of round-abouts on commercial through streets (ie Sequim), I believe they are not appropriate for 101. Again, please use seasonal hourly ADT data in your analysis and take into account the periods of higher volume. Designing a roundabout based on annual ADT figures in a tourism area is foolish - this is not a year-round commuter route. The traffic design needs to have a carrying capacity to accommodate the high flows consistently seen in July and August and needs to take into account a level of longer vehicles (tractor trailers, buses, campers, vehicles towing trailers).</p>	Respondent's Preference Recorded
101	Once completed, I recommend conducting a six month study of the roundabout projects on SR104 before undertaking additional roundabout projects on Hwy101. I also recommend improving the Morse Creek median to extend to the turn lanes, since that is where accidents occur during inclement weather. I also recommend replacing the Morse Creek median with jersey barriers,	Respondent's Preference Recorded

	as the curb-height median has resulted in several vehicles jumping the median.	
102	<p>Gave you considered the increased response time roundabouts will add to emergency response vehicle traffic? The more roundabouts install, the longer it will take to reach their destination.</p> <p>Secondly, why don't the county installed roundabouts have landscaping as pleasing city installed? My weed "garden" is more appealing.</p>	Respondent's Preference Recorded
103	Crossing or merging on the highway from certain intersections with a car is very hard and seems very dangerous at times.	Respondent's Preference Recorded
104	No round about on highways. People should use discovery trail for biking and walking. You will cause traffic delays with slowed speeds . As soon as they get thru round about they will speed to make up time. We need more state patrols on this stretch of highway. Way to many people speed thru there	Respondent's Preference Recorded
105	For most of these improvements the vast majority of travel is vehicular. I think that is an important aspect that is being lost in the proposed design options. The slowing of traffic in a roundabout is going to make a significant change in the travel time for most motorists. The only location I think it makes any sense is going to be at Knowles Way.	Respondent's Preference Recorded
106	Lots of semi traffic....not the best idea for them! Also tell people not to stop before merging when there's no traffic.	Respondent's Preference Recorded
107	Adding multiple roundabouts takes away the purpose of a highway.	Respondent's Preference Recorded
108	<p>Round abouts on hwy 101 will cause more wreck and driver contusion. I've experienced many near collisions in roundabout</p> <p>in Sequim and as well as Woodcock and Sequim Dungeness way. To have them on a major hwy with double lanes would be horrible, especially with the huge influx of seasonal travelers</p>	Respondent's Preference Recorded
109	Quit with the round abouts. They don't work up here. To many people don't know how to use them. I understand they work in other places. I have spent 20 mins waiting on people to pull into a round about because it wasn't completely clear. I have seen people to left into round abouts in sequim. They are not safer here in this country. And they shouldn't be put onto highways. These are highways for a reason to drive through and not be treated as a city/town road. Let's quit catering to the people who can't drive and start holding them accountable for doing stupid things. If you want to eliminate accidents make the spots right turn only and give them a way to use the lights to get to there roads. And eliminate the left turn at Taylor cut off and mill road. It's easier and will cause a lot less headache for all the people that don't use those turns. The amount of people who don't use those turns out number the ones who do.	Respondent's Preference Recorded
110	Sequim attracts many cyclists and every year we host events. Often part of those cycle events include riding on a section of the Sequim-Dungeness Way between Evans Rd and Jamestown Rd. That section is terrible	Respondent's Preference Recorded

	for bikers. Not only is it pitted and narrow, it is always full of gravel and debris which makes it dangerous. This not only affects riders, it also affects drivers. I don't get why you are making a section of 101 walking/cycle friendly when we have a bike trail. People can use that. Also, I love round-about (lived overseas for years with them) but you are going a bit crazy. A round-about at Mill Rd would save lives and time, but Taylor Cutoff is fine. If traffic is bad, it is easy to use that rather than the Taylor Cutoff rd.	
111	The round abouts waste fuel rather than save it for semi trucks weighing over 100,000 pounds and generally if it's a two lane round about the semi truck has to use both lanes and some cars have near misses with the trailer. Round abouts are okay for City streets but putting them on a main highway is a horrible plan.	Respondent's Preference Recorded
112	This is a great project to get completed before the roads start to break down anymore.	Respondent's Preference Recorded
113	The worst part of our highway is what was done east of Walmart. That's a joke of a fix and should be fixed again without patch work that makes the road unpredictable due to the uneven patches. The road is terrible. The center divider WILL NOT STOP A CAR FROM CROSSING OVER IT. Wasted tax dollars.	Respondent's Preference Recorded
114	US-101 is a highway! Our only way off the peninsula, east and west. There is no reason for crosswalks or roundabouts. This will cause more traffic and backups. Especially with log trucks, chip trucks, delivery trucks, buses, large rvs etc having to slow down/speed up. It takes 20-25 mins from PA to Sequim. This project with a least double the time to/from. A lot of people live in one city and commute to other city daily.	Respondent's Preference Recorded
115	Don't have additional recommendations beyond what has been outlined. Excited to see ALL these plan details come to fruition.	Respondent's Preference Recorded
116	From Kolonels way headed East, repave & restripe so we can see the lanes and not all the cracks that have been filled which is very confusing as to where the lanes are. Get rid of the barrier/vegetation through Morse Creek, widen the road and put in jersey barriers, no round abouts on the highway!	Respondent's Preference Recorded
117	Give me roundabouts or give me death!	Respondent's Preference Recorded
118	It probably wouldn't be in the budget, but consider bridges for animal crossings, considering we are adjacent to national forests and a National Park. In my opinion, the meeting of Old Olympic Hwy with New 101 needs to be higher on the priority list for study and revision. Thank you.	Respondent's Preference Recorded
119	Better lanes, less lights and better lane lines in Morris creek	Respondent's Preference Recorded
120	The highway intersection in Carlsborg is so dangerous, it would be nice to see improvement made and a safer way for people to cross to the other side. There's been so many fatalities because someone attempted to cross. Also the intersection of kitchen dick, people race through there.	Respondent's Preference Recorded
121	I do not agree with your assessment on the need for round abouts. They will cause backups on the HIGHWAY. The HIGHWAY is just that. It is not a slow	Respondent's Preference Recorded

	back road that requires sidewalks or cross walks period. The people who claim to study this do NOT live here. They come from a big city mentality and bring their poor ideas to make our life miserable. I urge you not to move forward with this idea that a HIGHWAY needs roundabouts.	
122	<p>While I think roundabouts are appropriate in cities and Urban Growth Areas where speeds are already less than 45 MPH, I do not believe that they are a good or even acceptable option on the rural portions of US 101 where speeds are greater than 45 MPH and the highway functions more as a limited access highway.</p> <p>US 101 is the only east to west route through Clallam County and as such it should function primarily as a mobility route. WSDOT should not consider roundabouts appropriate at Old Olympic Intersection as this is a high speed, rural section of the highway. In this location, the only improvement that would be appropriate is an overpass similar to the solution implemented by WSDOT and the County at Deer Park. Overpass intersections are the best solution outside to f UGAs and cities as they maintain the mobility purpose of the highway. Every roundabout installed in a high speed, rural portion of the highway would cost the citizens and trucking businesses millions of dollars each year in lost time. Roundabouts are not cheaper than overpasses when the value of lost time is factored into the cost benefit analysis. Roundabouts are also not safer for pedestrians or cyclists than overpasses. For example, cyclists must take the lane to safely pass through a roundabout. For these reasons, I am glad to see that WSDOT is not planning to install a roundabout at Old Olympic in these initial improvements and would like to see the idea dropped altogether in favor of an overpass at that location.</p>	Respondent's Preference Recorded
123	No roundabouts	Respondent's Preference Recorded
124	I'd like to see better highway access from shore road to eastbound side of the highway for cars and pedestrians accessing public transportation	Respondent's Preference Recorded
125	Since when do highways have sidewalks?	Respondent's Preference Recorded
126	Stop! Stop putting in roundabouts on highways. They do not improve traffic but add to it. They increase commute time and make thing overall more difficult. Port Angeles is a logging town. The sheer amount of semi trucks coming in and out of the area is staggering and roundabouts only make things harder for them. They have to wait longer to get in, it takes longer to get up to speed after getting out of one, all of which slows down traffic for all other drivers. I've seen it all over the country and even in this state. Roundabouts are a bigger problem than any they solve.	Respondent's Preference Recorded
127	Please do not add more light pollution to our area	Respondent's Preference Recorded
128	This is unreal! NO roundabouts at all on a main Highway! Seriously, who came up with this idea???? This has to be one of the dumbest ideas yet. Think about the travelers, not just to make it look pretty. Stop and think about this. It does NOT make sense.	Respondent's Preference Recorded

US 101 Paving Pre-Design Study

129	Roundabouts are stupid. Please don't do them. The highway works fine the way it is.	Respondent's Preference Recorded
130	The Olympic Discovery Trail runs parallel to the highway and offers a safer alternative for pedestrians. However, slowing the traffic on the highway could lead to increased response times for ambulances. This is particularly concerning given the high population of elderly residents in Sequim, as slower response times could potentially cost lives.	Respondent's Preference Recorded
131	I am concerned about the roundabouts increasing congestion on an already busy stretch of highway. I would also like to point out that the Olympic Discovery Trail runs parallel to the highway and creates plenty of pedestrian access.	Respondent's Preference Recorded
132	The inclusion of 2 roundabouts would be helpful.	Respondent's Preference Recorded
133	DO NOT PUT ROUNDABOUTS ON 101 BETWEEN PORT ANGLES AND SEQUIM! This would severely negatively impact traffic flow and increase the commute time. Added travel time could create delays for ambulances and first responders. Pedestrians and bikers have the Olympic Discovery Trail close to the highway. A major construction project in this area is unacceptable for commuters, as there are no alternative routes between the towns.	Respondent's Preference Recorded
134	Please do not add roundabouts at the proposed area. They will increase already congested traffic as well as impact EMS' ability to transport patients to the hospital. Pedestrian and bicycle traffic can use the Olympic Discovery Trail for safe passage between Sequim and Port Angeles.	Respondent's Preference Recorded
135	Strategies to improve traveling in those area should depend on the volume of travel by bikers, hikers, wheel chair use etc. Also, pedestrian facilities, is this restrooms? It's always nice to have restrooms available but they would need a plan for care of the facilities.	Respondent's Preference Recorded
136	I am born and raised in the area and drive the "improved " roads daily and from what has been installed in last few years I can only assume that the engineers responsible for the design only have ever driven a Prius or a bicycle. Morse creek was a waste of time and taxpayers money and the race street project is surpassed that by leaps and bounds. I can't fathom why you would decide to ruin a wide road which accommodates all vehicles with plenty of space and extra for emergencies vehicles to pass and close it up to to lanes with zero shoulder and no possible way to pass or let emergency vehicles through. You can no longer make a right turn from 8th or lauridsen with a large truck and no chance of it with a trailer. It's utterly ridiculous that so much money is wasted on these projects. That doesn't even take the roundabouts into account. They don't belong on highways!!!!!! Low speed or residential I get it but keep them off the highways. I know if anyone is even reading this it's all for not. The powers that be have already made up their minds on these projects.	Respondent's Preference Recorded
137	I do not understand the purpose of adding these roundabouts to the highway as it will only increase the traffic present at these locations	Respondent's Preference Recorded

138	This all sounds like a good idea in my opinion. Definitely a roundabout by the PA Walmart.	Respondent's Preference Recorded
139	Roundabouts work when people use them properly. From what I've seen from the small one in Sequim it would turn into first responders nightmare because there would be accidents often due to people not knowing how to use it properly.	Respondent's Preference Recorded
140	This will make travel more difficult especially during tourist season. I feel that if this happens more accidents will happen as people like to use the roundabouts as drift tracks or do not understand the concept. Its difficult enough that tourists turn the wrong way down our one way streets that are clearly marked causing back ups and accidents.	Respondent's Preference Recorded
141	<p>I commute between Sequim and Port Angeles once or twice a day. I have reviewed crash data in the identified corridor for the past 5 years and we average only 5 serious accidents annually. Many of these do not occur at the identified locations.</p> <p>The proposed roundabout at Hooker Rd replacing the traffic light is the only one that makes sense to me. I suspect that if WSDOT moves forward with these plans, traffic on Old Olympic will significantly increase and we will see more challenges at the Old Olympic and 101 intersection. This is the one area I think bodes further discussion and possibly a new solution.</p> <p>I concur with sidewalk improvements at Sequim Ave.</p> <p>As a cyclist, I do NOT feel safer in roundabouts. The one at Sequim-Dungeness and Woodcock leaves me feeling unsafe and exposed far longer than when I just had to simply cross the intersection. I have nearly been hit 4 times since it went in because drivers are looking for other cars, not for me.</p> <p>Potentially increasing commute times from Sequim to PA is also a challenge for those accessing healthcare, especially emergency care. There is a large older adult population in Sequim and response time is one of the biggest drivers of positive outcomes in a medical emergency. Delaying patients getting from Sequim to the ER in PA could cost lives that will never be captured in your accident data.</p> <p>I'm also frustrated that we are looking to potentially disrupt our freight corridor. An accident in a roundabout, and they do happen, could result in backing up traffic both directions instead of just one.</p> <p>Comparing replacement of our stop light with a roundabout to others is reasonable. Comparing adding a roundabout where there is none is not.</p> <p>The statistics provided for the other examples are percentages. But the numbers here are so low, percentages would not be statistically significant. When providing comparisons please provide numbers as well as percentages so we can actually assess the data.</p>	Respondent's Preference Recorded

	Sidewalks where there is likely to be pedestrian travel, yes. Bikes largely use the ODT and should continue to do so.	
142	There is plenty of separation with cyclists/walkers with the discovery trail. I am uninterested in roundabouts as they would increase the travel time between the two cities.	Respondent's Preference Recorded
143	This area is used by many pedestrians and having safe access to Walmart, the Market, and other businesses would improve everyone's experience. The light is never long enough to cross the road from the bus stop to the Walmart side, it is so disheartening to experience community members struggling on this intersection. The slow down of traffic will also improve in this regard as well.	Respondent's Preference Recorded
144	No roundabouts!	Respondent's Preference Recorded
145	I like the plan, I think the roundabouts are a great idea.	Respondent's Preference Recorded
146	Don't fix it if it's not broken.	Respondent's Preference Recorded
147	There are already numerous turn offs that allow crossing the highway and as for walking and biking there is the Olympic Discovery trail. There is no need to alter the highway that is used as the fasted mode of traveling between Port Angeles and Sequim.	Respondent's Preference Recorded
148	Please, please reconsider roundabouts. There are so many proposed, it's absurd. It is a large expense with little benefit. It doesn't affect the traffic except to create slowness and confusion and long traffic delays.	Respondent's Preference Recorded
149	Forget the roundabouts just make on off ramps and overpasses widen the hwy east of Sequim to fix the debacle at paloalto rd. Or just build a proper hwy for truck and car traffic to use and save this old highway for pedestrians and to help in case of evacuation or a accident on the new hwy so we don't have several hours of delays when there's a accident.	Respondent's Preference Recorded
150	Stop ruining our roads, we don't need any Roundabout	Respondent's Preference Recorded
151	Pedestrians and cyclists are able to travel along the Olympic Discovery Trail in this area, which is next to this road. I do not believe adding lanes to the highway for this is needed or an appropriate use of funds. While roundabouts are useful in some applications, I do not believe installing them on a highway used by many commuters to be appropriate.	Respondent's Preference Recorded
152	I drive from Morse Creek to port Townsend daily. This work is pointless. If you want to improve the road, the area between happy valley road and the 7 cedars casino needs improvements and maybe passed that too. People are blocking the road to make left hand turns and the road coming off Palo Alto is dangerous with the blind corner. Roundabouts don't work as good as you think. Check the ones in port Townsend, they cause many issues including increased traffic density and driver stress, both are hazardous on the road	Respondent's Preference Recorded
153	The roundabouts north of Sequim are too close together. You are proposing to put roundabouts on the only major highway in Clallam County. People traveling through, particularly those that travel infrequently	Respondent's Preference Recorded

	through the area will undoubtedly either get confused as to what lane to enter/exit, will drive too fast or slow down to a crawl, and not know when to yield. I get that roundabouts are popular with transportation planners right now, but they aren't practical on a main highway with fairly high truck/RV/tourist traffic. Drop the roundabouts for a more practical option such as traffic signal controlled intersections.	
154	Please make lanes generous for large vehicles. Please plan for the increased traffic that will definitely come year after year. Please don't put "round-a-bouts" on highway 101. "Round-a-bouts" are great in lower speed streets, but not on highways. "Round-a-bouts" are dangerous on a highway where traffic is driving at a high speed.	Respondent's Preference Recorded
155	Pls don't put vegetation barriers between lanes. They look terrible, like what is on the Morse Creek curves, and high maintenance.	Respondent's Preference Recorded
156	The proposed "roundabouts" in the Carlsborg area may produce heavy congestion if they are designed around the stated 20MPH criteria. Better to do away with the left turn possibilities and Mill and at Taylor cut off. This has already been done at several places west of that area (Kitchen-Dick, Dryke Roads).	Respondent's Preference Recorded
157	Unsafe drivers, whether speeding, tailgating, swerving in and out of traffic, or just plain reckless driving are the biggest concern for me. Especially when there are collisions involving locals - typically older persons who are easily injured and who commonly die in collisions, that are susceptible to intimidation by unsafe drivers and who cannot afford to repair or replace their vehicle if damaged - collisions involving locals that are caused by the 'out of towners' unsafe driving, directly or indirectly, and the local driver is injured or killed. IMO, improving safety, no matter the cost or inconvenience to habitual speeders/tailgaters and some local trucking companies, that bemoan all safety laws/rules, should be the highest priority. During the summer tourist season on the Olympic Peninsula, it is factually unsafe for us locals to drive on 101. This fact needs to be addressed. Thank you for your plan to install round-a-bouts and other safety measures.	Respondent's Preference Recorded
158	The olympic discovery trail already runs parallel to highway 101 for use by those walking, riding or rolling. Pedestrians should be encouraged to use that path vs the highway. Adding roundabouts in these spots will significantly impact the flow of traffic in these areas. I have lived here for 30 years, and only 10-15 years ago the highway was expanded to include two lanes of traffic flow from a standard two lane highway. If there are concerns about the flow of traffic maybe look into merging lanes, and other means of cross traffic entering the highway instead of slowing down all drivers on a high flow highway. On the Peninsula we are already isolated significantly, adding roundabouts and other means to slow traffic will only frustrate drivers more, not to mention slow down important services such as first responders and ambulances. I encourage you to look at long term satisfaction in other similar projects.	Respondent's Preference Recorded

159	Thanks for gathering this info!	Respondent's Preference Recorded
160	<p>Adding roundabouts to a major highway, that is the only access to the ONP is a stupid idea that will only add costs to taxpayers when they will have to do it all over and do it right. No one that lives in this area wants this. Leaders have expressed their concerns to the DOT and have been ignored. As the single access to the ONP and beaches what we need is 2 lanes both ways of HI way traffic to the Hood Canal. Roundabouts will only add to the congestion and will increase the costs of transportation of goods to this area. Our state is throwing money at the I5 corridor while trying to skimp on improvements to the rest of the state. This is not leadership, it's corrupt politics. Shame on our leaders. Time for you to go back to the drawing board and give us proper transportation or just leave it alone. What you plan is nothing but ruin.</p>	Respondent's Preference Recorded
161	<p>I have a one hour 20min commute since new construction projects one way daily. It used to be 1 hour 9 minutes. While these projects sound as if they will save lives, I hope that the impact on commuters such as myself will be taken into consideration.</p>	Respondent's Preference Recorded
162	I appreciate this survey	Respondent's Preference Recorded
163	<p>Please link the latest accident/fatality stats for Hwy 101 from Whitefeather way to Kolonels if you would. I would like to see them to be better informed.</p>	<p>Crash data is publicly available via the WSDOT crash data webpage, linked here: https://wsdot.wa.gov/about/transportation-data/crash-data</p>
164	<p>I've lived in Port Angeles for almost 30 years with my family. I commute to work daily on Hwy 101 to Port Townsend and weekly to Bremerton. While I do support safety improvements to the highway, I am very unhappy to see so many roundabouts being added to the highway.</p> <p>For many decades, WSDOT has been slowly working to make Hwy 101 a four-lane grade separated expressway, prioritizing through traffic over local access, and hundreds of millions of taxpayer dollars have been spent towards this goal. The interchanges in Sequim and Deer Park and widening to 4 lanes to Port Angeles have been a big part of that effort and have greatly improved my commute times for work and made it easier for tourists to reach Port Angeles from the Puget Sound.</p> <p>And while the recent fish barrier work has been a struggle to deal with, those impacts are temporary and for a good cause. However, adding so many roundabouts will permanently increase commute times and disincentivize tourism. This highway isn't meant to be a main street, and while parts might be considered a stroad, the work your agency has done over the years has been slowly converting it into a real limited access expressway.</p> <p>Please reconsider the use of so many roundabouts, they will cumulatively impact travel times, especially during peak hours and summertime tourist traffic. And once you build these first few, it's likely that will just</p>	Respondent's Preference Recorded

	<p>open the door to even more roundabouts on the highway in the future, further impacting commute times and making it take even longer to reach Port Angeles.</p> <p>Further, roundabouts absolutely suck to cross as a pedestrian, especially multilane roundabouts!!! Even with the flashing beacons, without an enforceable signal priority, you put your life in your hands trying to cross one and I find it laughable that this is being considered as a “pedestrian” safety improvement. And God forbid your disabled and try to cross one, or you have poor vision, especially on the departure legs! I do strongly agree roundabouts are safer for vehicles, but they are horrible for pedestrian safety, and I haven’t seen one yet that makes it safer for pedestrians than vehicles to use, even with beacons.</p> <p>Instead, given the high traffic volumes, past investments and expressway goals, and the absolute need for regional thru priority, please consider using grade separated interchanges like what was constructed in Sequim and Deer Park, though there are more compact versions that I’ve seen that might be better suited for some of these intersections. Grade separation has been proven time and time again to greatly improve safety for vehicles and pedestrians while still preserving mainline priority and travel times. Using additional pedestrian overpasses and underpasses in conjunction with interchanges, and adjacent shared use paths fully separated from the expressway, would be the best short and long-term solutions. If your agency can spend hundreds of millions of taxpayer dollars on the recent fish barrier projects to provide grade separated and passable crossings for fish, then you ought to be able to do the same for drivers and pedestrians!!! Unless of course you value the lives of fish more than humans! But I think WSDOT values both, so it would be nice to see investments in human infrastructure that are comparable to that of fish infrastructure!</p> <p>And one last thing. The sharp curves at Morse Creek have been horrible and dangerous to drive through forever, especially in wintertime, and the recent median and intersection improvements did little to help with this. So, has anyone ever thought to just span the valley with a viaduct? It seems like the best long-term solution, allowing you to straighten the highway, bypass the terrible intersections in the valley (a local road connection to Deer Park Dr following the old highway route would still provide access), and greatly improve safety and mobility for everyone, including pedestrians and bikes who absolutely do not enjoy traversing those steep grades. If this mess of a highway and valley was in Europe or Asia it would have been bypassed with a simple viaduct decades ago. I mean, aren’t you guys tired of dealing with all the issues relating to that valley? Especially maintenance and vehicle collisions?</p>	
165	DO NOT put round about a on Hwy 101 or Hwy 104! I have traveled daily to Silverdale and the partially completed round about at the Port Hadlock intersection	Respondent’s Preference Recorded

	<p>is already a problem. I traveled behind a loaded semi that COULD NOT make it around without running over the tiles. Then held up traffic going up the west side hill, causing cars to pass unsafely and illegally! It's a matter of time before some serious accidents happen!!!</p>	
166	<p>In Carlsborg, across (roughly) from Mill Road on the south side of 101 is a 55 and older community and I constantly see residents trying to cross the highway NOT at a crosswalk or stoplight. These are elder residents who cannot hustle across the highway quickly. I'm wondering if a barrier deterrent can be put in to funnel them to the nearest crosswalk, or other signage.</p> <p>Second, I work at 104 Hooker Rd (the PUD). on Hwy 101 coming from the west, there is a very long right turn lane that extends from west of our property all the way to the stoplight at Hwy 101 and Hooker Rd. There used to be stanchions in place so that drivers entering that right turn lane early, could only turn right into our driveway. Drivers wishing to turn right at the stop light could move over in the turn lane after our driveway. Sometime after we moved here, DOT took out the stanchions and now, if we have customers leaving our parking area wishing to turn right to head east on 101, they may see a car approaching in that turn lane early and make the assumption that the vehicle will be turning into our parking lot. This results in near misses as they are in danger of being t-boned.</p>	<p>WSDOT is proposing a roundabout at the US 101 Mill Road/Parkwood Boulevard intersection that would create a new marked crossing of US 101.</p> <p>We have passed your comment regarding the turn lane near the PUD to the design team.</p>
167	<p>Traffic here already sucks. We are captive if there's an accident east of sequim, no way to detour. What happens when we have a big earthquake? Please develop alternative routes</p>	<p>Respondent's Preference Recorded</p>
168	<p>Hwy 101 is just that, a highway not a street for pedestrians and bicycle riding. Build pedestrian bridges over the highway and a wide biking trail next to it if you want a highway accessible to walkers, cyclist and wheel chairs. Don't put cross walks across it because nobody will yield.</p>	<p>Respondent's Preference Recorded</p>
169	<p>This is a great proposal</p>	<p>Respondent's Preference Recorded</p>
170	<p>Do you live here???? No...you don't. If you put roundabouts in the areas you have designated you will back up the entire peninsula. We have one way in and out of here. Quit trying to do roundabouts in the middle of highways. Make overpasses for all the roads where you have to cross to get people over safely. Don't try to turn roads into multi use areas. If you put a roundabout at the bottom of Morse creek when it snows no one will be able to get up the hill. That is our one way into this town.</p>	<p>Respondent's Preference Recorded</p>
171	<p>There is an amazing pedestrian and bike trail (Olympic Discovery Trail) that runs parallel to Highway 101. I'm concerned that adding so many roundabouts could cause more issues than they would solve? Professional truckdrivers in my family find them almost a hazard. I only use that road a few times a week, but I know that especially during the summer, the traffic gets pretty thick. I would hope WA DOT will consider other options and work with the Olympic Discovery Trail? Thanks!</p>	<p>Respondent's Preference Recorded</p>

172	I think Blue Mountain Rd and Hwy 101 should be a priority. Either a light or roundabout. Left turns onto 101 are hazardous going either east or west. U turn lanes are conveniently spaced going east into Sequim, I don't feel roundabouts are necessary in that area. Whitefeather Way is also hazardous to make a left turn eastbound. Some sort of traffic control should be installed there.	Respondent's Preference Recorded
173	People be flying through the Kolonels way section y'all wanna redo. If you redo it we need wider lanes and a radar enforced speed sign. Also when it was paved last, they did a crap job, if y'all go through with this I hope the proper time and care is taken to smooth over old blemishes.	Respondent's Preference Recorded
174	The construction disruption of these projects will only overall harm the local residents. These are not walkable areas to begin with and bikes have access to a PAVED separate route already. You should focus on widening the highway and providing more opportunities for safe passing lanes to limit the amount of head on collisions during the high traffic of summer visitors.	Respondent's Preference Recorded
175	Most of these seem like great improvements- However I live off Mill road and for there to be 2 roundabouts in under a mile (Mill and Taylor cutoff) sounds like a bad idea... traffic will be backed up on this very busy stretch — all the elderly in are area don't use them correctly and already cause back ups on quiet roads where recent roundabouts have been put in— 100% something needs to be done about Mill Road— so dangerous and so many accidents!	Respondent's Preference Recorded
176	I forgot to mention in my last response, that there is an exceptionally good YouTube video on how to professionally design an urban expressway that has compact grade separated interchanges, with the roundabouts on the overpasses instead of the mainline: https://youtu.be/UV0x2hNRYnU?si=qq-cCIWEExF3x4EA	Respondent's Preference Recorded
177	No roundabouts	Respondent's Preference Recorded
178	NO ROUNDABOUTS ON HWY 101. Period. Ever. None. Zilch.	Respondent's Preference Recorded
179	Persons riding or driving animal -drawn vehicles. 1965 ex.s. c 155§4. Every person riding an animal or driving any animal drawn vehicle upon a roadway shall	Respondent's Preference Recorded
180	Leave the road the way it is. If anything, add a bypass through Port Angeles	Respondent's Preference Recorded
181	Persons riding or driving animal -drawn vehicles. RCW 46.61. 025. 1965 ex.s. c 155§4. Every person riding an animal or driving any animal drawn vehicle upon a roadway shall be granted All of the rights and shall be subject to all duties of the duties applicable to the driver of a vehicle except those provisions of this chapter which by their very nature can have no application	Respondent's Preference Recorded
182	Too many roundabouts. Some of the smaller intersections would benefit from longer merge lanes instead of roundabouts	Respondent's Preference Recorded
183	No roundabouts on Hwy 101	Respondent's Preference Recorded

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184	I have seen the stupidest ideas come from the Washington DOT. Congratulations, lowering educational requirements so everybody is equal has made you all idiots.	Respondent's Preference Recorded
185	Roundabouts on US 101 is a ludicrous idea. It would cause more accidents. It will cause big backups during summertime.	Respondent's Preference Recorded
186	I'd like to see a sign or two that indicates that the left lane is for passing!	Thank you for your feedback. Your comment was passed along to our signage team who will see if additional signage can be added.
187	Roundabouts are a great idea. Hostility to them seems to defy both my experience and a ton of data.	Respondent's Preference Recorded
188	I dislike roundabouts with a passion. I used to be a frequent visitor to Port Townsend. But since they installed the roundabouts I will not visit that town.	Respondent's Preference Recorded
189	<p>It's hard enough for the citizens of Sequim & Port Angeles, who can barely navigate a single lane roundabout, of which the Sequim area has a number of them, without causing a mess of congestion. What do you think will happen when thru traffic has to cross other lanes of traffic. The roundabouts are going to do nothing more than create accidents and injuries that do not exist now.</p> <p>Of the proposed intersections, the claim is to lessen injuries or fatalities and collisions is as far from the truth as you can get. Those intersections have very, very few accidents and as for injuries or fatalities there are none.</p> <p>If the purpose is to reduce congestion and/or collisions simply make them limited access by putting in get on and get off ramps merging into 2 lane same direction divided highway travel portions like most civilized highway systems have.</p>	Respondent's Preference Recorded
190	Please take into consideration that hwy101 from Walmart thru Morse Creek and East is a life saving route by ambulance ride for many from our community. Helicopters can not always transport due to weather and our local hospital is not equipped to save the lives of premature babies, heart attack patients and many trauma patients. We have one road and one road only out of our town by ambulance. I live at Morse Creek and there is now no way for an ambulance to work thru traffic due to the concrete curbs in the center. NO WAY around stopped traffic or flowing traffic. Not enough road for us to pull off to let them pass. I also would not walk or ride anywhere along our highways there are to many unlicensed drivers and drivers on drugs to make it a safe area for walking or riding a bike. I witness crazy stuff daily along 101 and thank goodness I'm in the safety of a car	Respondent's Preference Recorded
191	No roundabouts!	Respondent's Preference Recorded
192	People cut right across the highway at the mill road & 101 intersection. A roundabout would be perfect. Additionally, signage for eastbound traffic indicating that the right lane will end soon as an off ramp could be placed immediately after the roundabout, avoiding situations where someone gets what's presumably the	Respondent's Preference Recorded

	slow lane only to have to merge left right away, and right as the speed limit increases from 45 to 55.	
193	Please consider looking at the safety of all travelers using Highway 112. It could seriously use an update.	Respondent's Preference Recorded
194	The idea of putting traffic circles in to our main highways seems like a brain dead attempt to capture more tax payer dollars. I could not believe it when I saw this initially and I cannot believe it is actually being thought upon further. The traffic circles would only cause traffic to slow and cause more accidents because traffic circles are not common in these areas and people barely know how to drive safely as it is. Adding a whole other obstacle I think will do way more harm than good and I really don't think people are thinking of the peoples best interest when they concoct expensive projects like these. All in all I hate this idea alot and I think the people proposing it should think of better covers to extort peoples hard earned money.	Respondent's Preference Recorded
195	please keep non motorized transport in mind	Respondent's Preference Recorded
196	While I travel through that area only sporadically, I support WSDOT efforts to make it as safe and efficient as possible. For comparison, I often travel west after exiting I-5 along Marvin Rd and have found that series of roundabouts to be easy and quick to navigate.	Respondent's Preference Recorded
197	There needs to be a right hand turn lane into Strait View Dr	Respondent's Preference Recorded
198	I am not in favor of bicycles, pedestrians and others using the US 101 right of way because they have the Olympic Discovery Trail which fairly parallels it in this area. Keep these non-vehicles off of US 101 in the Port Angeles-Sequim area.	Respondent's Preference Recorded
199	Avoid slowing down 101 to 104 as it is the only corridor to work in Kitsap and Jefferson counties. We need highway speeds on 101. Also eliminate an work during normal workday commute times. DOT has negatively impacted 101 commute times by 20 to 40 minutes this spring and summer with projects that have no benefits to local working commuters.	WSDOT has a responsibility to maintain the state highway system, and during construction WSDOT does it's best to minimize impacts to all road users.
200	Round abouts are not easy to mitigate as a biker or pedestrian. Not enough education or training for American drivers on how to use a round about. The amount of semi trucks this area receives, round abouts are not the most efficient in lowering gas consumption. Even for cars the amount of slow down then accelerate on this highway from 60mph down to 15mph, is a lot of gas consumption, something I thought WA was trying to reduce.	Respondent's Preference Recorded
201	The Sequim Palo Alto/ Happy Valley corridor needs to be fixed. It is extremely dangerous to turn there	Respondent's Preference Recorded
202	I think this is very misleading. Titled 101 Paving project but is not even close to a paving project. The general public would read this and think you want to re pave 2 major parts of the mainline and they would be all for it. This is very sneaky of the state to try to pull this off and a huge waste of tax dollars. Why are we worried about pedestrians and bikes when we have the Olympic Discovery Trail?	Respondent's Preference Recorded

	<p>Morse Creek is an accident waiting to happen! It need re paved from one end to the other. The asphalt patching through there from the last huge waste of tax dollars should never have been driven on this long.</p> <p>So in short, we should be putting money into repairing and maintaining our main arterial highway instead of stupid round abouts and trying to put pedestrians and bicycles on the highway where they really have no business being.</p> <p>Disapointing...</p>	
203	<p>This is all well and good, but the biggest problem is the hood canal bridge area wn route to sequim with single lane highways. Please do something about that horrible bridge and all the traffic delays by lowering/raising it.</p>	Respondent's Preference Recorded
204	<p>In my opinion this improvement plan appears to be a misuse of funding. I believe that the Safety analysis should focus more on ped. crossings for 101 however; more focus should be given to the POOR condition of the roadways at Morse Creek. This section of roadway is extreamly unsafe for motor vehicles/motorcycles. Rather that spending money on median extension, high friction treatment and roundabouts and shoulder repurposing, let the bikers use the adjacent discovery trail. Adding additional shoulder traveling options is redundant. Lets focus on improving the current poor conditions of the 101 roadway. Furthermore, there are too many crack sealing sections (such as O'Brien rd area) that are very slippery when wet which effects braking ability.</p>	Respondent's Preference Recorded
205	<p>Update us on your study findings. Hold meetings for more public review.</p>	Respondent's Preference Recorded
206	<p>Mill Rd and the 101 needs to be right turn only, north and sputh sides, block that median off. Individuals can use the proposed round about and the intersection at Carlsburg to head the opposite way. I have had so many near misses when drivers turn left but only check traffic on their side of the highway. Sunny Farms needs to have their 101 access points removed, customers turning onto the highway are a menace as they try to merge all the way left immediately upon entering the highway.</p>	Respondent's Preference Recorded
207	<p>I don't want roundabouts.</p>	Respondent's Preference Recorded
208	<p>Love the idea of roundabouts, especially at Carlsborg and 101, The Longhouse/Casino, and Whitefeather way</p>	Respondent's Preference Recorded
209	<p>you all are missing the boat on who needs and uses this highway the most. it took us decades to get a 4 lane highway between PA and Sequim so that we could commute at a more efficient manner and now you want to take all that away, seems like a huge waste of tax money. your making it damn near impossible for trucks to navigate the area and you are leaving out all the companies that do business in the area that pay your damn wages and give you all our hard earn money so you can sit in your little office with your cracker jack diploma and come up with these stupid ass ideas. How about go do some traffic studies or talk to other states</p>	Respondent's Preference Recorded

	<p>like Texas and Colorado or Utah or a number of others that have thousands of studies showing that wider roads and higher speed limits are safer and easier for traffic movement and actually cause less accidents and less back ups.</p> <p>and why the hell does it matter or even have to be asked what language I talk or what I am? Or if im male or female, does it make my comments and answers carry more weight if I tell you im non-binary??? or if I have a disability? If im not those things does it mean my voice and opinion dont matter? Seems to me non of those question should be asked or matter. you sure dont care what or who I am as long as my tax money is in your pockets every two weeks.</p>	
210	I think this survey is a great step in the right direction.	Respondent's Preference Recorded
211	What happened to the Palo Alto corridor project?	Respondent's Preference Recorded
212	This is a terrible idea	Respondent's Preference Recorded
213	Local business leaders have not been satisfactorily consulted, and I urge you to gain their perspective.	Respondent's Preference Recorded
214	Please consider other pedestrian/ bike crossings of the highway that don't involve interactions with cars at all. The pedestrian tunnel at Blyn is a great example of how pedestrian crossings can and should be done over Hwy 101. In my biking and walking experience, roundabouts may reduce the severity of crashes between pedestrians, but drivers are still looking only in one direction meaning if you're crossing from the direction they aren't looking in they don't see you and roll right through you. Basically, it's always the pedestrian's responsibility to make sure there is no accident. I would not allow a child unsupervised to cross a roundabout biking or walking.	Respondent's Preference Recorded
215	We do not need these roundabouts, particularly the ones out in agricultural areas. AND the roundabout proposed for 104 at Paradise Bay Rd will be a disaster for traffic flow near, on, and approaching the bridge. Did you know there is a significant hill there on 104 there west of the bridge? Semis already have a hard time getting up that hill, and this would slow down or stop them. Did the planners even look at the site? PLUS this will cause miles long backups on both sides of the bridge.	Respondent's Preference Recorded
216	I hate Roundabouts on main highways. This will be a nightmare during summer time when vast numbers of travelers with RV's and semi trucks are trying to get thru these nuisance designed to slow traffic.	Respondent's Preference Recorded
217	I feel that many roundabouts will slow down the emergency vehicles, not making it safe for people to get needed help. These roads are for fast and responsible speeds to get to places. We have ways for wheelchairs and bikes to ride more safely on back or side roads. Please do not mix highways with pedestrian side roads.	Respondent's Preference Recorded
218	While the idea of roundabouts is nice, practical use for trucking, delivery, and logging vehicles is infeasible and expensive. It would increase costs for everyone on the peninsula to have goods shipped in or out. Costs are prohibitive as it is.	Respondent's Preference Recorded

219	I routinely haul large stock trailers (with live animals) and it would greatly help the safety of travelers and my stock if you could put warning flashing lights prior to traffic lights on Highway 101 that warn when a light is about to change to red. This would allow for adequate and safe braking. This is commonly done in other stretches of state highways (Wenatchee area for example). Thank you	Respondent's Preference Recorded
220	Please don't put roundabouts on 101. Worst decision ever if you do.	Respondent's Preference Recorded
221	Half the near term ideas are too close to the river to be done under the budget for that law. The paving itself will go over and y'all never fixed the bad 2022 grading that ended early	Respondent's Preference Recorded
222	Round-A-bouts are TOO SLOW, and make people angry. Angry drivers are dangerous.	Respondent's Preference Recorded
223	I hate roundabouts. From a pedestrian and bicycle perspective, they make crossing the road (101) MUCH more challenging and stressful, compared to signals and crosswalks. From an active transportation perspective, this plan is a loser!	Respondent's Preference Recorded
224	My husband and i, retired people, are considering moving to the Sequim area. We have experienced across the country, many of the improvements you are proposing, and have found that while they may provide some temporary irritation and a period of adjustment for current car users, overall they are better for all around use of the roadways.	Respondent's Preference Recorded
225	I think these round abouts are a bad idea. So many hesitant drivers make them unsafe and actually slow down traffic.	Respondent's Preference Recorded
226	More enforcement of all driving laws ie: texting/calling while driving; speeding; running red lights. Provide education on correct roundabout procedures, yield does not mean stop!!!	Respondent's Preference Recorded
227	We don't want roundabouts on HWY 101. Keep them in Olympia since you have such love for them.	Respondent's Preference Recorded
228	WSDOT needs to establish a better presence on the Olympic peninsula. It would be great if their was an engineers office out here so the people designing the projects also lived and worked in the community.	Thank you for your feedback. WSDOT's engineering office for this project is based in Port Angeles.
229	Please provide ped and bike crossings with grade separation. Prioritize mainline travel time by not installing roundabouts. Roundabouts cause all vehicles to slow down and come to a near or complete stop thus increasing vehicle admissions in braking and acceleration. Trip delay increases freight travel time and costs. Trucks taking both lanes will cause significant delays through two lane roundabout. Traffic volumes are very high in the corridor especially in the summer and can not afford to have this type of bottleneck. The biggest pedestrian safety hazard is the narrow shoulders from the Morse Creek Curve to Walmart. Many users go from ODT to Walmart and only way in along 101 through these curves. Provide a separated path along 101 from Walmart to Morse Creek. Simply painting an already very narrow shoulder will not improve safety. Please prioritize safe pedestrian access through Morse Creek curve over roundabouts in Carlsborg.	During the pre-design, WSDOT considered a shared-use path near the Morse Creek Curves. However, due to the narrow shoulders in the curve, and significant costs of widening the road in this area, the shared use path was removed from consideration.

230	<p>I live in the Western Meadows neighborhood between Boyce and Joslyn Roads, and can see the benefit of some of the upgrades. Although US 101 is useable as a bicycle/ pedestrian path, it's not always safe to do so. Entering and exiting our neighborhood at Peregrine Lane is interesting, as entering from westbound 101 requires one of the following maneuvers:</p> <ul style="list-style-type: none"> - a U-turn at Boyce Rd (unsafe) - A U-turn at Kitchen-Dick (safe, but requires a one-mile round trip) - An illegal left turn from the painted median barrier (which could easily be made a left turn lane in our opinion) 	Respondent's Preference Recorded
231	<p>I think it would be worth speaking with people directly that use these facilities. A certain subset of people will leave feedback here which is may not be the same set you should be aiming to accommodate.</p>	Respondent's Preference Recorded
232	<p>I think that roundabouts do minimize human loss and/or injuries and minimizes property damage.</p>	Respondent's Preference Recorded
233	<p>The Safe Streets information refers to census data but does not mention population growth. Clallam County, Port Angeles, and Sequim are currently updating their GMA comprehensive plans. These will incorporate 20-year population projections from OFM. The WSDOT Safe Streets studies should be based on this data, not just current census information. Ideally, WSDOT should collaborate with the GMA planning process and design multimodal facilities accordingly.</p>	<p>During the pre-design WSDOT worked closely with staff from Clallam County, City of Port Angeles, and City of Sequim. The collaboration with local partners was very useful in aligning this project with local projects and priorities. Additionally, WSODT reviewed the latest versions of local plans when developing the improvements.</p>
234	<p>Please be sure to coordinate your work with county and city strategic planning and updated population information.</p> <p>Please take into consideration that we essentially live on an island out here. Highway 101 is our only way on or off the peninsula. It is vitally important that it remains passable and safe. Thank you</p>	Respondents Preference Recorded
235	<p>Comment regarding the improvements at River Road. Cars traveling north frequently use the shoulder as a right turn lane onto US101 East which creates a hazard for cars and any pedestrians or bikes in that area. Cars often travel the shoulder at a rate of speed that seems unsafe for that intersection. Please consider either clarifying with signs or markings that the shoulder is NOT a turn lane or add a designated turn lane while you study improvements to that area.</p> <p>Thanks.</p>	Respondent's Preference Recorded
236	<p>Change is sometimes a challenge, but the 101-traffic corridor that serves the Olympic Peninsula is outdated, not as safe for pedestrians or bicyclists as it needs to be, and also could benefit from more controls on traffic.</p>	Respondent's Preference Recorded
237	<p>Complete Streets and Roundabouts are great in areas of local streets not highway environments. You need to understand that HWY 101 is our I 5 and in an emergency evacuation you will trap people. The Roundabout at Kornell's Way will be a complete disaster with a destination center (Walmart) on one leg</p>	Respondent's Preference Recorded

	<p>and vehicles coming up a hill out of a 40mph zone now entering another trying to navigate persons entering or exiting Walmart making this a very challenging configuration.</p> <p>The biggest pedestrian safety hazard on this corridor is the narrow shoulders in the Morse Creek Curve from Strait View Dr to Kolonels Way near Walmart. Many users go from the ODT at the corner of Strait View Drive and US101 to Walmart area and there is only one way along a narrow US101 shoulder through these curves. Provide a separated path along US101 from Kolonels Way (Walmart) to Strait View Drive near Morse Creek. Simply painting an already very narrow shoulder will not improve safety for pedestrians and cyclists. At times throughout the year the ODT is closed west of Morse Creek Curves due to landslides and trail washouts, all users are forced to detour from the ODT along this narrow US101 shoulder. Please prioritize safe pedestrian access through Morse Creek curve.</p>	
238	<p>No to round-abouts and additional bike/pedestrian access on this part of the way. We have an excellent bike system. Forget upgrading this part and work on 4 lanes from Sequim through Discovery Bay. The road from the Hood Canal Bridge to Poulsbo needs more updating than this section. Talk about dangerous!</p>	Respondent's Preference Recorded
239	<p>After contacting legislatures in Olympia, I was told that a frontage road was slated to connect Palo Alto Rd to Happy Valley and then Simdars Rd. An assistant to Steve Tharanger said the work was slated to begin in 2025. What is to be done to ensure a safe, Palo Alto access to Hwy 101? A turn lane and an acceleration lane would suffice.</p>	Respondent's Preference Recorded
240	<p>Why is there no plan for improvement in the Gardner area? There are many accidents there caused by residents needing to turn left when people are driving 50-60 mph. These usually end up in major backups on the 101.</p> <p>Also living off of Taylor Cutoff, why will there be two roundabouts so close to each other? Especially since the one planned for Mill has very little cross traffic. And in the long plan one will be added at Carlsborg/Hooker which will mean there will be 3 roundabouts within a mile which again makes no sense and the cost for the area extreme.</p>	Respondent's Preference Recorded
241	<p>Exiting the drive from Dollar Tree next to Morse Creek curve is extremely dangerous. Visibility is next to zero due to the curve and cars exit in the giant pot hole in the center of the driveway.</p> <p>A roundabout is great on streets within a town (Sequim, Gig Harbor) but NOT on a Highway. I predict the area will grow significantly and the highway will widen making money spent now on roundabouts a waste.</p>	Respondent's Preference Recorded
242	<p>Please focus on other areas to improve, these areas do not need improvement! Highway 112 would benefit immensely from being repaved.</p>	Respondent's Preference Recorded
243	<p>Highway is a death trap. I stay off of it whenever possible.</p>	Respondent's Preference Recorded

US 101 Paving Pre-Design Study

244	I vehemently oppose any roundabout for the Kolonels/101 intersection. It's bad enough there without adding the confusion of a roundabout.	Respondent's Preference Recorded
245	Thanks for asking	Respondent's Preference Recorded
246	In California we had multi-lane roundabouts and they were not smooth flowing because the traffic crossing from the center lane to continue on was conflicting with the traffic coming onto the roundabout. I, personally, am very opposed to them on multi-lane roads. They work great in Sequim, but those are single lanes. I've only been hit once by a driver who was on his phone, The proposed roundabouts without any side roads to travel between Sequim and Port Angeles would make me extremely hesitant to travel on 101.	Respondent's Preference Recorded
247	No to roundabouts. No to lengthening the Morse Creek median	Respondent's Preference Recorded
248	We would love to see safer ways to cross hwy 101 on bicycles or walking. Our roads are now filled with cars throughout the day and trying to move from one side to the other is becoming increasingly dangerous. Thank you!	Respondent's Preference Recorded
249	There are a lot of other highways that need improvement more than this. Most of 112 is awful to drive. Now every one has to do it while the bridge is being finished. It has a lot more safety issues than these proposed areas.	Respondent's Preference Recorded
250	I love round-a-bouts!! I have traveled I the UK and found them to be very successful is how they maneuver traffic. Very safe and very traffic flowing very well.	Respondent's Preference Recorded
251	I personally think it's going to create more traffic	Respondent's Preference Recorded
252	I am not in favor of round about restrictions or traffic curtailments along the 101 corridor. These will disrupt traffic flow and cause massive back ups. Semi truck stoppages and slow downs will add frustration and danger to all drivers.	Respondent's Preference Recorded
253	Round abouts are not hig H way friendly. Highway 101 is NOT an appropriate location for a round about. The population here is elderly and will not welcome or be able to navigate a high speed round about. Additionally, there is heavy semi truck traffic and logging trucks who will make using these features slow, dangerous and anger producing. JUST DON'T DO IT. PLEASE!	Respondent's Preference Recorded
254	This is a HIGHWAY. Notice the name Highway 101. I do not see any need for any roundabouts between Sequim AND Port Angeles. On non-55 mph roads these are fine. On a Highway this seems very unwise. Most of the people I talk with agree. Please do not do this.	Respondent's Preference Recorded
255	Please don't waste money to create a pedestrian path next to hwy 101 over Dungeness river- the ODT is easy to access for that, you could help Clallam county improve the E. Runionn rd segment to Mill rd. We are very strongly against Round abouts being added between Sequim and PA. Frontage rd to existing lights is more appropriate.	Respondent's Preference Recorded
256	I have lived at 95 Happy Valley Rd, Sequim for almost 30 years and I have a very hard time getting onto the Highway 101 to turn left to go into town to work and	Respondent's Preference Recorded

	<p>shop, especially in the morning between 8-10 am as there are very few simultaneous gaps in the East/West traffic flow on the highway. Sometimes I have to go East down to Whitefeather way turn there, then u-turn to go west back past my road just to get across both lanes of traffic. This is frustrating to me and to my fellow travelers as they want to disregard local traffic and speed along the highway to their own destinations. When I try to go home from town and slow down to turn right onto Happy Valley Rd, impatient drivers behind me practically sideswipe my little car in their rush to continue around me as they want to continue going 50-55 mph and I'm straddling a tiny edge of the lane to slow down enough for safety turning onto Happy Valley. So I don't understand why the resurfacing project is stopping at Simdars, which does have its own protected lane onto the highway and Happy Valley Road gets a 5 mph drop in speed which most drivers seem to ignore. Little notice seems to be addressed to the safety of north/south bike and foot travelers trying to come down from the east end of Happy Valley to intersect with the Trail to continue to Sequim Bay or Washington Street.</p>	
257	<p>Roundabouts are great in theory. When busy it makes it difficult to enter as people just keep coming. With stop lights you know when it's your turn.</p>	Respondent's Preference Recorded
258	<p>As an owner of a fleet of commercial vehicles...Please Do not put in Roundabouts. They are not constructed large enough to accommodate commercial vehicles. We have been involved in many incidents where traffic doesn't know how to navigate roundabouts with trucks. If you have to build them please make them BIG. There are examples in Fife of roundabouts built that trucks cannot fit through, causing them to run over curb and sidewalks.</p>	Respondent's Preference Recorded
259	<p>The areas you are planning to put the roundabouts are much more suited to traffic circles or stoplights. Look at the roundabouts in Gig Harbor at Burnham drive. When these types of roundabouts are subjected to heavy travel, they tend to gridlock, which will lead to drivers jumping into traffic and praying the other driver is paying enough attention to avoid the collision. Additionally, the roundabouts you designed will need to be modified for increased traffic. If you used a traffic circle or stoplights, you would just need to increase the size of the roadway. Stop with these overengineered roundabouts.</p>	Respondent's Preference Recorded
260	<p>This is a one route community. I talk to MANY folks. No one wants any rounds on 101. They work on side streets but not 101.</p> <p>It is my understanding that the capacity of a lane of a roundabout is 10,000 cars per day (20,000 cars "maybe " for two lanes) We are at 25,000 cars per day now. Any rounds are obsolete before they are built. Please consider long term solutions that would be the best investment.</p> <p>Bill Hermann</p>	Respondent's Preference Recorded
261	<p>Please stop putting in roundabouts!</p> <p>No one here knows how to use them!</p>	Respondent's Preference Recorded

	They are terrible! Please don't do this to us! It slows traffic, it's frustrating, it will increase road rage, people come to complete stops and won't go through unless the lanes are all empty. This is not a good area for roundabouts!	
262	Until drivers pay attention, roundabouts are major causes of road rage. Many drivers seem to think if they are on the "major" road, they have right-of way; they do not watch for bicycles or pedestrians. Even if you put automatic crosswalk lights for bicyclists and pedestrians approaching the intersection, they are frequently ignored.	Respondent's Preference Recorded
263	would like more discussion on the number of roundabouts between River Road and Carlsborg. Seems excessive	Respondent's Preference Recorded
264	I love 6, 7, and 8, Accessing the highway from Mill Road and Taylor Cutoff is very dangerous. There was an accident there just last week. Leave the stop sign at Carlsborg and put in pedestrian crosswalks with blinking lights. If they put in the 200 housing development down the street, that road will get considerably busier. I think a roundabout will slow people down enough at Mill and Taylor Cutoff to make it safer. What I would really like to see is crosswalks painted on the streets where the bike/walking paths cross the streets, such as on Heath Road and Carlsborg. These are both very busy areas with lots of bikers and walkers crossing the street, especially in Carlsberg. More visible crossing signs would also be safer.	Respondent's Preference Recorded
265	I understand and agree with this presentation	Respondent's Preference Recorded
266	General comment for study / project area as well as all of 101 from Sequim to P. A. With such wide existing shoulders and medians, I can't see why there hasn't been more (adequately extended) accel / decel / merge lane development. For minimal cost, existing surface can be utilized to facilitate entry and exit from a relatively high - speed road with growing volumes.	Respondent's Preference Recorded
267	Thank you for road improvements and spending tax dollars wisely!	Respondent's Preference Recorded
268	I live in Sequim, Sunland and think the round-a-bouts have been a great addition.	Respondent's Preference Recorded
269	I think if the round about is large enough for the large trucks it would be an asset. People need to learn how to drive through them. Also we have the discovery trail that goes from Port Angeles to Sequim. Keep the bikes off the highway.	Respondent's Preference Recorded
270	While I stand in support of multi-use roads, allowing for more modes of travel, I must give voice to objecting to building more roundabouts. I'm not against roundabouts as such. I grew up in an area that had one where two major US routes intersected. The roundabout allowed a nearly full speed choice of which route to choose. But it was designed well. Multi-lanes and having a large diameter made this roundabout work well.	Respondent's Preference Recorded

	Here the roundabout are effective as speed bumps, but not as traffic moving devises. Please rid us of the small roundabouts. Please either delete such plans or triple the planned diameter of these roundabouts. Providing pedestrian bridges is often a strong and safer decision.	
271	No round abouts, especially on a highway. It's bad enough people hardly go the speed limit anymore and they don't even use the ones in Sequim properly. Adding them out on the 101 would frustrating and disastrous.	Respondent's Preference Recorded
272	The morse creek median is the stupidest design yet.	Respondent's Preference Recorded
273	Please finish Palo Alto and Happy Valley bypass road for safety.	Respondent's Preference Recorded
274	I drive a garbage truck, possibly the one in your video clip! I'd love to see better some lights through Morse Creek. Also the u turn locations have larger than normal stop signs place in bad places, obstructing the view of traffic at times. Thanks for all you do!	Respondent's Preference Recorded
275	What about finishing the w 101 bypass on-ramp at Simdars road, which should include a phase two solution the Palo Alto and Luella death traps?	Respondent's Preference Recorded
276	Looking forward to roundabouts making traffic flow better, not looking forward to the construction impacting my commute to work.	Respondent's Preference Recorded
277	We don't need any improvements which encourage bicycling on US 101 in the study areas. Bicyclists have the Olympic Discovery Trail, which runs largely parallel to 101. The only section of the study area which needs repaving is the Morse Creek curve.	Respondent's Preference Recorded
278	Please no more roundabouts. The proposed roundabouts by Walmart at the top of the Morse creek rd with those so called "improvements" would be a joke. The idea of roundabouts between Port Angeles and Sequim is also in the same boat. There isn't anywhere that would require a roundabout there. It would effectively put a cholehold on the peninsula for traffic flow. It's already terrible when any event happens and to have people that don't know how to do a roundabout flocking to the peninsula in large motorhomes or travel trailers as well as not used to driving on what we are told are safe roads is laughable. Basic repairs to the roads first would be preferred over the roundabouts. How about paving, or painting the lines, adding reflective markers, better lighting... the improvements that you did to Morse creek make it far more dangerous. There is no space to pull off the road now that the planter in the middle was added. It's constantly full of garbage and weeds. You didn't pave the road so there are still large ruts that shift you into the wrong lane as well as your crack sealing that reflects in the sun to where you can't see the lanes of the road. The thought of roundabouts is laughable as the main road on and off the peninsula is already inadequate for the amount of traffic on the peninsula. The roundabout at 19 and at the bottom of the hill towards hood canal bridge are going to cause so much backups and grief that it'll likely start shuttering business and forcing people to relocate	Respondent's Preference Recorded

	for services. Poor planning by people who don't traverse these roads on the daily.	
279	I am still unclear if roundabouts on roads that have >45mph speed limits (and mostly are highway 55mph) are safer. I agree that the risk of fatality is lower, but are the total number of accidents? I think merging shoulder lanes onto highways are a far better solution. We are an economically depressed community at the end of a one way highway. We have much higher priorities where money should be invested in this community. Finally, the few jobs that we do have are with lumber trucking companies, if roundabouts impact their economic vitality, than they definitely should not be installed.	Respondent's Preference Recorded
280	Roundabouts are such brilliant design idea that Brook . Safety, traffic flow, reliability. They are a real benefit to the highway network. For cyclist safety I definitely believe in a true divided bike lane. This would increase bike usage.	Respondent's Preference Recorded
281	Bikes have the Olympic Discovery Trail. We do not need bike paths on the highway. We also do not need or want roundabouts!	Respondent's Preference Recorded
282	here is my feedback, roundabouts, generally good if people understand them there needs to be one at the hood canal bridge and get rid of that stoplight, it backs the traffic up so far, i have seen it backed up for over 5 miles, where you are putting it now on the other side, is only going to back up traffic...the light needs to be removed to get traffic moving there should be a roundabout at john wayne /palo alto road, that is a killer zone waiting to happen, it is on a hillside and hard for people to see coming around that corner... there should be a round about a the long house market in blyn, or by the casino, away for bikes to cross the highway to go to the longhouse market or the casino...very dangereous road to ride on with bikes or to cross...and another sore spot, one by chicken coop road and that Lavendar Festival place, if not round abouts, then there needs to be more turning lanes, so traffic doesn't have to stop and hold everyone back behind them, cause one can turn, example by Gardiner another bad spot--horrible	Respondent's Preference Recorded
283	We have bus stops along the highway but zero crosswalks to get across. It is extremely dangerous, and there have been several pedestrians killed trying to cross the highway, to cross when cars are going 55+, and there are no lights in most of these areas to see pedestrians. Also, speed limits are completely ignored thru Morris Creek. Please consider adding traffic/speed cameras thru there. There are accidents weekly as people try getting out of their neighborhoods.	Respondent's Preference Recorded
284	Please stop memory the roundabouts and stop lights on our highways! Highways are meant for traffic movement	Respondent's Preference Recorded

	(quicjly) and adding these roundabouts to 101 and 104 are going to impede the flow of traffic tremendously! Please listen to locals, we need to be able to get through areas quickly- DO NOT add roundabouts or lights to highways! Find other ways to get traffic across the highways (overpass/underpass/bypass) but not roundabouts, intersections or lights! Just wait until 104 is done and see how much of a nightmare it is for all us commuters. Please instead consider 4 lane highway all the way from Sequim to Poulsbo-that would really help with traffic flow instead of roundabouts!	
285	From the highway at Mill Road please connect the walking path on west Milk Road to meet up with the highway near Sunny Farms. Please have a larger bus stop with bike storage at that location. Please have Mill Road divided with curbing to Gupster to prevent fast moving cars off highway turning across bike and pedestrian path on Mill Road. I live right near that area. Please have a crosswalk from Gupster to the bike/walk with flashing alerts because we have elderly and kids crossing over and it is unsafe due to fast rate of speed coming off of highway. Thank you!	Respondent's Preference Recorded
286	Along with these proposed roundabouts, please add center median and reflectors all along 101 from the 104. This is used on the Malahat Highway on Vancouver Island. The speed is slower as well. Our two lane highway is vital to our economy and safety, and we desperately need people to slow down and follow heightened safety. Thank you.	Respondent's Preference Recorded
287	NO Roundabouts on Hwy 101	Respondent's Preference Recorded
288	NO ROUNDABOUT!!!	Respondent's Preference Recorded
289	<p>Roundabouts are not a good idea in this area, we have poor drivers.</p> <p>Anything that causes an increase in pedestrians being near traffic is going to cause mass accidents.</p> <p>Also any crossings on hwy 101 will just cause traffic to come to a halt decreasing traffic flow on an already narrow two lane hwy.</p> <p>If there are any biking lanes added they will have to be completely separate from the hwy so those people are safe, it would be better to connect those lanes to the Olympic Discovery Trail instead.</p> <p>We have homeless being shipped here from the Seattle area. It would be best to make sure everything is well lit and not comfortable for people to set up camp.</p>	Respondent's Preference Recorded
290	Round-abouts are great!! Public just needs to be educated.	Respondent's Preference Recorded
291	Your roads department have wasted enough money on stupid little curbs for plants to attract deer and then put in round about on a highway and think it's Going to improve the traffic flow. Your guys planning this types of ideas definitely don't live in the affected area of roads or never traveled it. Stop light would have been more effective than round about	Respondent's Preference Recorded

292	<p>The proposed roundabouts seem excessive. There are many instances where small side road traffic could be redirected to single larger intersections--especially around Kolonels and Carlsborg Rd. Restricting left turns across the highway and redirecting traffic to use frontage and side streets would make a far better solution. The "improvements" along highway 101 are already severely impacting travel and increasing travel times (and frustration levels) between the Sequim-Port Angeles area and necessary services (like medical) that are in Silverdale and Seattle. Excessive use of roundabouts to accommodate "convenience" from a side street one block away from a controlled intersection is not the solution. Redirect side street traffic flow to controlled intersections, eliminate unnecessary left turns across the highway, and add necessary passing lanes through Sequim to improve traffic flow in the area.</p>	Respondent's Preference Recorded
293	<p>There is a large push to be against round abouts by the local chamber and EDC. I do not agree. I believe round abouts work well.</p>	Respondent's Preference Recorded
294	<p>Not a fan of roundabouts</p>	Respondent's Preference Recorded
295	<p>Thank you for taking input.</p>	Respondent's Preference Recorded
296	<p>I please ask for the cross walks at the round abouts to be pedestrian lights that pedestrians can press to make the crosswalk lights flash so cars must yield to pedestrians. Not having those hinders pedestrian transit as cars will not stop for them unless legally enforced to do so. PS: please do not use the high visible flags, they always end up stolen or all on one side of a cross walk. They are not very helpful. Thank you for letting us add our input.</p>	Respondent's Preference Recorded
297	<p>I will not gripe about other projects, I think our stretch of highway could use more sidewalks & better access. But please no roundabouts. In theory, it's a wonderful idea. In execution, we cannot trust drivers to properly use them and they seriously disturb the flow of traffic. As an example of poor roundabout execution in our community, just outside of the Walmart parking lot in Sequim, I have nearly been killed by a semi truck entering the simple roundabout without yielding, and witnessed countless other near miss accidents take place. This roundabout is in a slowed traffic area, yet still a hazard to drivers. In addition, the development of the larger highway was put in place to increase transit time & the flow of traffic. We already know through practice, roundabouts tend to provide the opposite effect. Adding to this dilemma, the Port Angeles & Sequim areas have an older, slower moving demographic who will inevitably slow highway speed even further, creating room for more accidents to take place.</p>	Respondent's Preference Recorded
298	<p>One of the more common issues I see on the Port Angeles side is wildlife crossing the street, causing sudden stops. Improvements around how to help nature cross 101 would also positively impact the area as we have many deer, elk, dogs, and other animals that frequently end up in the only main road. Their habitat is on both sides</p>	<p>Thank you for your feedback. We have passed you comment along to our maintenance and habitat connectivity offices who may decide to add more signs.</p>

299	<p>I'd like to see raised or tunneled crosswalks over 101 so people on Taylor cutoff can have access to services (grocery) on the north side of 101 by foot or bike. Round about crosswalks, especially two lane, can get really scary if you can't move very fast. I can also see collisions happening because people on the 101 are not going to anticipate pedestrians or traffic coming from Taylor cutoff. Tourists see the two lanes and speed to 70 in that area where it turns to 45. They think two lanes! I can fly now! If you want to slow traffic down through the area, really slow it down. I think it'll get very congested long term. I'd rather see the pedestrian/bikes not add to the congestion. Cheaper solution maybe ...It's almost like you'd want a cross walk between Carlsborg and Taylor cutoff so it doesn't impact the flow of the round about. Can you also put up sound barriers from the highway???? Trees, walls, anything. "Beautify it" Crossing at a busy round about sounds scary as hell. People speed out of the curve and that's right where the people cross....please please make a bridge or tunnel. Tunnel example would be kenmore - 68th and bothell way or by 7 cedars casino. It would also allow non car people to get to town via the odt from Taylor cutoff if it wasn't so treacherous to cross the 101....</p>	Respondent's Preference Recorded
300	<p>I live in Sequim, but work In PA. People don't know how to use roundabouts, 4 way stops or merge lanes around here. Every single day, in Sequim, I witness the stupidity of roundabout use. Not doing the speed limit, yielding to other drivers while in the roundabout, or not yielding to traffic in the roundabout already.</p>	Respondent's Preference Recorded
301	<p>I appreciate the expansion of roundabouts. My concern is regarding education for drivers (such as myself) who only understand how one lane roundabouts are navigated. Are driver education opportunities an aspect of these road improvements that are being thought about in the planning?</p>	Respondent's Preference Recorded
302	<p>While you're at it, you should redo Morse Creek (101). The crew who redid it a couple years ago were hacks. Bumpy, uneven, dangerous center, cracks upon cracks. It was better before it was "improved." If you're the people who did that work, you should all be fired for gross incompetence.</p>	Respondent's Preference Recorded
303	<p>no roundabouts</p>	Respondent's Preference Recorded
304	<p>Avoid roundabouts and stop lights. Please use more exit/overpasses/frontage roads.</p>	Respondent's Preference Recorded
305	<p>Why are people scared of roundabouts?</p>	Respondent's Preference Recorded
306	<p>Other than paving the the S curves and maybe taking out the dangerous barriers that were put up a few years ago. Nothing needs to be done! We have the ODT for anyone other then cars or trucks. AND WE DON'T NEED ROUNDABOUTS!!</p>	Respondent's Preference Recorded
307	<p>No round about on 101.</p>	Respondent's Preference Recorded
308	<p>Glad to see that the state is looking at safety improvements.</p>	Respondent's Preference Recorded
309	<p>The problem with roundabouts is that many people are naive as to how enter/exit and who has right-of-way. The end result is stopped traffic and reduced flow.</p>	Respondent's Preference Recorded

310	<p>Please for the love of god do not give us more roundabouts. Regardless of what your 'studies' show, roundabouts are extremely dangerous and categorically UNNECESSARY in this area. The harebrained notion that roundabouts are safer, particularly for pedestrians, is absolute bogus. Unless those specific improvements come with mandatory driver ed classes that all area drivers (and hopeful visitors to the area) must sit in order to use these intersections, kindly refrain from implementing them. Signed, someone who has actually lived in Europe and is appalled by the way roundabouts are navigated in this country.</p>	Respondent's Preference Recorded
311	<p>Please do NOT add roundabouts. While you're at it, increase the speed limit in these areas back to 50.</p>	Respondent's Preference Recorded
312	<p>I would like to add that the path for cyclist, scooters, walkers, etc does NOT need to be wider than the main road for cars, big truck, semis, (that carry food, etc for all of us) and NOT to put plants in b/c no one takes care of it. It isn't allowed in the budget to have that maintained by anyone so it becomes weeds. Look at Morse Crk! And also, IF Morse Crk weeds WERE worked on, the hwy is partially shut down, people are frustrated, and \$50,000 is spent each time. WHY?? I am a bicycle rider myself and if you think about how many vehicles there are to bicycles the areas that are made for bikes, etc, need to be more narrow. I don't need them SO wide.</p> <p>Just for instance, and know this isn't in your area, on the Blvd bridge and the new Race St project.....if a big semi needs to turn south off the bridge, he needs to have a flagger just to turn a corner!! That's not right.</p>	Respondent's Preference Recorded
313	<p>I am very familiar with roundabouts having frequently used them on 395 in Deer Park, WA. I am not in favor of them on 101 between Sequim and Port Angeles. WSDOT should partner with the Discovery Trail to improve pedestrian and bike access across the peninsula. Another east-west route is sorely needed.</p>	Respondent's Preference Recorded
314	<p>build a viaduct over Morse Creek drainage to make the road safe. remove asphalt from unused turn lanes to deer Park, restore to nature or make a welcome to Port Angeles sign there.. trees,grass flowers anything but all that asphalt.</p> <p>fire who ever keeps pushing round abouts and hire someone from another school, evergreen should never be accredited</p>	Respondent's Preference Recorded
315	<p>I don't like the idea of a round about</p>	Respondent's Preference Recorded
316	<p>DO NOT put in these STUPID roundabouts!</p> <p>These will only make traffic more of a disaster than it is!</p> <p>People DO NOT know how to properly use roundabouts to begin with and putting them in the highway will create far more problems than you seem to think it will solve.</p> <p>This is a huge waste of MY TAX DOLLARS!</p>	Respondent's Preference Recorded
317	<p>Raised reflective lane markers would greatly improve safety and visibility at night. Especially during the winter</p>	Thank you for your feedback. We have passed your comment along to our

	with short days and long nights. Would also be beneficial during rain and when the roads are wet during the night hours . Not only would it improve better visibility, but the raised reflective lane markers would also alert the driver with the bumps by going over them.	maintenance team who may decide to add more reflective lane markers.
318	<p>Highway 101 is the only way in and out of Sequim & Port Angeles. It is used for trucking in all of the supplies to our area. Please ensure that this road is kept as a primary highway, excluding roundabouts and stoplights. We need overpasses and on and off-ramps . Increasing the time it takes to get from the major cities to the North Olympic Peninsula will increased our shipping costs, and therefore increased the cost of goods to all those that live on the North Olympic Peninsula.</p> <p>The examples listed are not the only access points for those towns.</p> <p>While I understand the need for bicycle lanes and pedestrian paths, please understand that highway 101 is extremely unique.</p>	Respondent's Preference Recorded
319	Would prefer only one roundabout with frontage road instead of two roundabouts at Masters/kolonel and Carlsborg/Joslin. Also more trails where existing r/w allows to separate bikes from autos...every contract should include these improvements	Respondent's Preference Recorded
320	I absolutely hate every decision Wsdot has made in the last few years about the roads I travel from port angeles to the hood canal bridge. You people should be stoned to death for being so stupid and ruining our roads.	Respondent's Preference Recorded
321	Wasting more tax payer dollars without improving our highways in a meaningful way. Please save the money on so many roundabouts and fix the dangerous mess on Morse Creek. Look at what a waste of money 6 u turns were in 3 miles from Shore Rd to Kitchen Dick.. No one uses them. How many millions is wasted there. Do something for the people on Palo Alto and Louella roads. They are in danger trying to enter Hwy 101.	Respondent's Preference Recorded
322	Please fix the road around Morse Creek the contractors messed up when they narrowed the lanes and put in a concrete planter. As I drive 101 from Port Angeles to Port Townsend daily, for work, I don't see the need for anymore roundabouts.	Respondent's Preference Recorded
323	Please study the Dryke and Hwy101 intersection.	Respondent's Preference Recorded
324	Stop the round about they slow down traffic unsafely due to the semi truck traffic!	Respondent's Preference Recorded
325	Roundabouts are not going to ease traffic when we have such a huge amount of tourist coming to an already booming and growing community. Our roads need to be widened to ease heavy traffic that only gets worse during tourist season. Its inevitable the community will continue to grow and the highway will need to be widened anyways with means ripping out all the projects that just went in and redoing them. This proposal is just a fad, and a way to spend that budget. Listen to the community you're affecting. Our roads don't need roundabouts. Morse creek was a disaster and continues to be a hazard with deer in the road to help mow all the lovely weeds that are supposed to stop	Respondent's Preference Recorded

	accidents but has literally cause Morse creek to be shut down in the winter because the road, even though it's two lanes, is so narrow. One accident on either side holds everything up. This proposal does not benefit the community. This is a silly hello kitty bandaid on something that needs stitches. Solve the real problem here for those of us who drive this highway every single day.	
326	Please look into adding an exit lane off deer park onto 101 East. And sidewalks down Carlsborg Road	Respondent's Preference Recorded
327	This is a horrible it will not improve traffic flow! This will be just like Morse creek and deer park, better flow then you lower the speed limit on top of this making traffic horrendous! Absolute failure ! we already have an issue with tourist trying to figure out how to drive. When it's not summertime, we have no traffic issues so please don't waste our money or make our roads any worse	Respondent's Preference Recorded
328	NO ROUNDABOUTS ON 101 please	Respondent's Preference Recorded
329	No more roundabouts on 101	Respondent's Preference Recorded
330	No more roundabouts. This county doesn't know how to use them. Just those two roundabouts between Carlsberg road and river road exit will add 15-20 mins to your commute from port angeles to sequim. I would like to charge WSDOT 40 mins a day for my time that this will take from me everyday. And then throw in that I have two more roundabouts that I will be dealing with daily on 101 in Jefferson County. So my commute to work everyday from port angeles to bremerton is going from 75 mins to up to 120+ mins with these roundabouts. You all think this is a good idea but it's not for a retirement community that can't drive to start with. There are back ways into the business for the mill road roundabout and the 55 and older mobile home park can go out to the light at Carlsberg. You can turn at the light and use a back road to get to sunny farms. There is no need for these roundabouts. You can eliminate the left turns and make people go to the light or use the sequim off ramp if you are really worried about safety that is what you would do. You made all the people that live off of 101 have to use the legal u turns when you redid all of that work a couple years back, why not do that again and not use the round abouts. Roundabouts are not a good idea for this community or for 101. I would really like to know what the big fascination is with roundabouts.	Respondent's Preference Recorded
331	What about the possibility of closing off left hand turns onto the highway? From the streets where roundabouts are proposed? As a commercial driver that has frequented the roundabouts on highway 9. In both Arlington and lake Stevens. Having multiple roundabouts back to back. Creates high tension situations. You wouldn't believe the things I've seen people do. Perhaps just the Taylor cutoff roundabout? Maybe even a roundabout at carlsborg/hooker road intersection. But the miller road roundabout?? Absolute waste of time and money. Could easily just stop left hand turns onto 101 from that road. They would have a roundabout at either end for a Uturn. But what do I	Respondent's Preference Recorded

	know?? I'm just a guy that spends a better part of his life on these highways and byways	
332	Instead of roundabouts add another lane. With more people moving here it will be soon enough that there won't be enough space for vehicles.	Respondent's Preference Recorded
333	Kindly reconsider the roundabouts on 101 between Port Angeles and Sequim. It will add travel time between the two cities increasing people speeding to make their appointment causing an increase in road rage. Traveling these roads every day, I already see an increase in bad behavior in the summer when traffic increases. There are already recent changes with making people travel the wrong direction to make a u-turn to come out from Barr Road. Too many changes for not much benefit.	Respondent's Preference Recorded
334	straighten the dangerous mores Creek curve.... rip out the asphalt turn lanes that are blocked in front of deer Park Cinema and put planters or plant trees....less asphalt.. merge lanes from the side roads. restore the speed limit to 55 instead of the ridiculous 45 on the straight away	Respondent's Preference Recorded
335	Morse Creek improvements- Please consider adding noise buffering- either more plantings or use of noise barriers. Slowing traffic could also help but this needs to be enforced so it won't work on its own. Please do not add lighting that intrudes on communities nearby or night sky. All for adding better walking biking and accessible access for people, but please consider how your improvements can also benefit nearby communities affected by road noise.	Respondent's Preference Recorded
336	Please do not put in so many roundabouts! Yes they are needed at Happy Valley and the 101 and at Paradise and the hood canal bridge. I don't believe we need the others. They will slow traffic and are not needed.	Respondent's Preference Recorded
337	Please no roundabouts in the areas proposed. The places specified wouldn't change change the current situations of congestion or improve safety. Acceleration lanes and deceleration lanes would better suit the area. They do need better lighting and need brighter lights at the current intersections. I would like to see a roundabouts on Old Olympic and Carlsburg Rd. and the other one at Old Olympic and Kay's Rd.	Respondent's Preference Recorded
338	I would request that extra care be taken to consider the timing and duration of construction to limit the disruption to both tourism and local travel times.	WSDOT has a responsibility to maintain the state highway system, and during construction WSDOT does it's best to minimize impacts to all road users.
339	The Morse Creek needs complete paving.That uneven paving is junk and dangeris	Respondent's Preference Recorded
340	Pave the lanes complete not just where 4 wheeled vehicles roll because it's much safer for motorcyclists to ride on a fully paved lane compared to one that has but joints between new and old pavement	Respondent's Preference Recorded
341	Please consider a roundabout O'Brien/Old Olympic Rd. It's a very busy intersection with a lot of different scenarios. I have personally witnessed awful accidents that could have ended very badly.	The US 101/ Old Olympic Highway intersection has been recommended for additional study to determine the best type of treatment for the intersection.
342	Roundabouts are a terrible idea at these locations.	Respondent's Preference Recorded

343	You need to focus on the condition of the roads and overall safety. Like the work done on Morse creek is a joke. It's more dangerous now than ever.	Respondent's Preference Recorded
344	I like the idea of a roundabout at Mill Road in Sequim. That's where we exit and enter 101	Respondent's Preference Recorded
345	Widen highway from Hood Canal to Carlsborg, 4 lanes.	Respondent's Preference Recorded
346	No roundabouts!!! I have witnessed near miss crashes all the time. I think adding them to 101 will bring traffic backups like it used to be before our bypass was put in! Roundabouts on Hwy 101 will create more problems	Respondent's Preference Recorded
347	We do NOT need more roundabouts or anything that makes the roads narrower/ more difficult for bigger vessels to traverse! The crosswalk on Lincoln St with the flashing lights is about the only good idea I've seen for pedestrians happen regarding construction so far. If you feel like spending money, I suggest filling the holes created by the last construction project around Morse Creek- you know, the ones that fill with water & make the road more dangerous. Or how about making the left lane clearer near the end of Morse Creek heading eastbound before Deer park? Pretty difficult to see with the giant holes you guys left.	Respondent's Preference Recorded
348	Round about a on a highway is the dumbest idea ever.	Respondent's Preference Recorded
349	Re: Roundabouts. I find it surprising that you used the Hwy 9 Lake Stevens mess as an example. I was in that area for a bit and routinely shopped at the LS Safeway. I'm familiar with roundabouts and this was the worst traffic nightmare I've seen in a long time. Hwy 9 traffic was an unrelenting flow and the backups for other entry points were extreme. If a driver wants to take any exit except the first, you have to wait until BOTH lanes in the roundabout are free, or you are forced into the first exit. I witnessed smashed vehicles being towed away from it twice during my visit. Given summertime traffic here I see the same nightmare happening and it is not only unjustified, it is downright dangerous. PLEASE don't do this to us. I can't think of anything more ill-advised.	Respondent's Preference Recorded
350	I am familiar with the SR 9 roundabouts mentioned (and SR 92), and I support the current 101 design intents. There isn't enough time to safely cross 101 on my street legal motor scooter at Carlsborg/Hooker when I'm the only vehicle at the light. Thank you for a comprehensive proposal.	Respondent's Preference Recorded
351	The highway between Port Angeles and Sequim needs longer merging lanes to transition on and off of the highway. I feel like I'm endangering my life whenever I need to cross the highway (I.e. Old Olympic Hwy) or merge on/off the highway. There are no true on/off ramps or crossing options (without an overpass).	Respondent's Preference Recorded
352	None of these options are necessary. An off ramp at spot 10 headed east would be nice. Definitely eliminate the round about at mill rd. Too many in a small area and then the light at hooker rd is going to cork off the roundabouts and stop traffic any way.	Respondent's Preference Recorded
353	Will the work near Simdars Rd and HWY 101 (East Sequim, Clallam Co.) include 1) a west-bound on-ramp and/or	<ol style="list-style-type: none"> 1. Work near Simdars includes new Westbound and eastbound on ramps. 2. Roundabouts at Palo Alto and Happy Valley are not being considered. The project will build a new frontage road

	<p>2) roundabouts per the February 2022 discussions for safer 101 access for Palo Alto Rd and Happy Valley Rd?</p> <p>3) Will there be a roundabout at Whitefeather Way for the new housing development?</p>	<p>parallel to US 101 and remove access to US 101 at Happy Valley and Palo Alto Roads.</p> <p>3. There are no current plans to build a roundabout at the intersection of US 101/Whitefeather Way.</p>
354	Please don't make the lane narrow like when you redo Morse creek. It's so narrow today that at certain spot you're only a foot something between on coming traffic.	Respondent's Preference Recorded
355	Clallam county has a designated bike trail that is over 100 miles long that bicyclists should utilize before putting a lane right next to the highway with semi trucks and buses and cars going 55mph. Would be nice to have more lighting in certain areas because there is some dark spots out here on 101 in those areas. Also if the pre-planning budget was under \$500k then you don't need to use the complete street law right? Also why 2 roundabouts right next to each other in Port Angeles? There's a controlled 4 way intersection already.	The Complete Streets requirement comes into effect when the entire project budget is greater than \$500,000. The budget for both projects is about \$38 million.
356	Round abouts are fine except when placed near a hill or incline then it has the potential to negatively impact the flow of traffic due to the large amount of heavy haul trucks in the area. These trucks can weigh up to 105500lbs and take alot of time to build up speed which causes other drivers to become impatient and that's when they become more reckless.	Respondent's Preference Recorded
357	These projects are not needed or wanted in this community. This project is also a huge mismanagement of highway funds when we have other highways in this county that are in much worse shape and need major repairs. Fix highway 112 & 113 first before you start any more work in 101.	Respondent's Preference Recorded
358	As a person who drives on these roads delivering mail every day, I recommend bikes and pedestrians stay off the highway. Make bus stops wider for safety. Here in Sequim, round abouts seem to confuse drivers. They don't seem appropriate for highways.	Respondent's Preference Recorded
359	wow, a bike lane in the sequim portion would be great.	Respondent's Preference Recorded
360	The ODT serves the walking and riding community thru the area. The only possible common sense improvement to these stretches of road is more lighting. A reduction of lanes would have a massive negative impact on commuters and visitors.	Respondent's Preference Recorded
361	Love these improvements & love the use of roundabouts! Keep up the good work.	Respondent's Preference Recorded
362	KEEP IT THE WAY IT IS. ENOUGH HAS BEEN CHANGED ALREADY. MORSE CREEK IS THE ONLY WAY IN AND OUT OF TOWN.	Respondent's Preference Recorded
363	Just keep improving out area. Traffic has come up 100% for many years. Our roads are traveled furiously by visitors.. the local residents are effected in the overload..	Respondent's Preference Recorded
364	Roundabouts are not needed, traffic flows just fine without them and would just make everything worse. Attention needs to be at Morse Creek, build a bypass that goes straight across, and also instead of a center divider that just gets over grown with weeds, there needs to be lighting around that whole curve, it's a very	Respondent's Preference Recorded

	dangerous part of the roadway and in the winter when it's dark during the morning commutes and evening commutes you can't see a thing going around that corner.	
365	Why not finish the road east of Tumwater truck route. That is a Horrible stretch of road. I was hopeful that was going to happen. But we just got piss poor patch job instead.	Respondent's Preference Recorded
366	<p>I first encountered roundabouts in Europe, before they started appearing here. They are wildly more efficient than 4-way stops, especially in "You go First" "No, you" Seattle area... 'cause we forgot rules of the road, who actually has right of way.</p> <p>I am very happy roundabouts are appearing here. They slow down traffic. They are easy to navigate, and you don't have "you go first."</p> <p>The only thing that makes them difficult is all the signage, trying to educate people who might have never seen one. I counted, at one roundabout, Ten actual signs. Just one would do. "Yield to traffic in the roundabout."</p> <p>You're too busy reading the all the signs to drive.</p>	Respondent's Preference Recorded
367	I think these roundabouts you are trying to put in are going to cause more harm then good. I know they work in some places, but in our area no one cares about anyone else. No one yields to let other people in. If you have ever left walmart in Sequim and tried to get to the highway to go towards port angeles, you'll likely be stuck waiting for a gap for along time. I have had to wait 5 minutes one time just to get onto the round about because no one would yield when coming out of sequim. If you guys build these it is going to cause alot of problems, even more congestion, and a WHOLE BUNCH OF ROAD RAGE.	Respondent's Preference Recorded
368	At a bare minimum, Taylor cut off and 101 should have a traffic light. Roundabout is better than nothing but honestly, shouldn't we look long-term and consider creating a limited access highway and overpasses like the river Road area. This intersection is the single biggest reason I drive a car into town rather than riding my bike. If it was safe for me to get to Safeway by bicycle, I would be picking up groceries without using a car. As is, I tend to drive my car into town unload the bike and then go cycling. This is been a dangerous intersection for decades. My late mother-in-law had an accident there and just a few weeks ago friends trying to come visit. were nearly T-boned. This needs to be done yesterday! Fix Taylor cut off intersection with 101 and provide safe transit for Cyclist and the disabled NOW	Respondent's Preference Recorded
369	Most people in this area do not use round abouts correctly and it'll cause more road rage and accidents.	Respondent's Preference Recorded
370	Regarding roundabouts, US 101 should not be treated as a surface street. Limit the number of intersections, entry and exit points. Channel traffic onto side roads and improve THOSE to handle traffic. Many small side streets should NOT have highway access. Redirect to	Respondent's Preference Recorded

	frontage roads and move traffic to fewer controlled intersections.	
371	Prioritize mainline travel time by not installing roundabouts at these proposed intersections. Roundabouts cause all vehicles to slow down and come to a near or complete stop which increases vehicle admissions in braking and acceleration. Installing a roundabout at the intersection of US101 and Kolonels Way will cause severe delays and frustrated drivers will undoubtedly cause accidents out of sheer frustration of being stalled in traffic due to trucks taking both lanes through a two-lane roundabout. The proposed roundabouts at all locations will cause significant delays. Traffic volumes are very high in the corridor especially in the summer and we cannot afford to have this type of bottleneck on our one and only route on and off the Peninsula.	Respondent's Preference Recorded
372	Roundabouts are a joke on a highway and will slow traffick down even more. How about we fix neighborhood streets that actually need it than waste money on the highway	Respondent's Preference Recorded
373	I'm all for road and safety improvements, as long as they don't tie up traffic for longer than 15 minutes or so. Unlike a lot of commenters, I like the roundabouts - I've driven a number of times in the UK, and my experience with the many roundabouts there has always been favorable. My only concern about US 101 is that it's the only way south, which means, if there's ever a need to evacuate, it's going to be ugly.	Respondent's Preference Recorded
374	I have been driving this section of highway for the last 35 years, and driving it daily for the last 25 years. I rarely to never see pedestrians or bikes using the highway. Designing the road to accommodate bikes/pedestrians is completely unnecessary. ESPECIALLY given that there is a much better and safer alternative - the Olympic Discovery Trail - that parallels the whole study area, and is very close by.	Respondent's Preference Recorded
375	No roundabouts. No highway roundabout. Traffic at the roundabout this side of the hood canal has been abysmal since it was installed.	Respondent's Preference Recorded
376	The US101 Eastbound lane reduction that occurs at the Dungeness River should be moved Westward of the Tayler Cutoff intersection, if properly executed, this could make it easier for traffic to enter the proposed roundabout.	Respondent's Preference Recorded
377	Flow of traffic should be main goal. Add lanes. No roundabouts.	Respondent's Preference Recorded
378	No roundabouts in Sequim and Olympic Peninsula! People literally consider them stop signs here and that is dangerous. Please fix the "Scary Turn" from Happy Valley Road and 101.	Respondent's Preference Recorded
379	I support the upcoming pavement rehabilitation project, it is long overdue and much needed. I do not support the planned roundabouts at Joslin and Mill roads. There are ways for people to access the highway at the Carlsborg road intersection from those areas. Having 5 roundabouts on a 2.5 mile stretch of rural highway will cause too much congestion and waste of taxpayers money for the number of vehicles that use those intersections.	Respondent's Preference Recorded

380	I feel this section of highway is in no urgent need of redesign or upgrade. Morse creek is scariest part of my daily commute if this money could be spent on developing an alternative route or bypass I feel like lives could be saved. The recent addition of curb barrier and reduced speed limit and narrower lanes has really only made the problematic short stretch even more dangerous. Even if the funding for this proposal is just put into collecting safety data and energy data on the Morse creek curves I feel like it would better WSDOT and highway 101. How much energy do trucks lose breaking to slowdown for this area? How much energy do vehicles use to climb out of the ravine and reach highway speeds? It would be an amazing feat to bypass that area altogether, and would undoubtedly save energy in the long run. Please consider this as an area of focus in future projects and planning. I know it recently received a lot of attention and had the median put in, but I feel as this area continues to grow it will only continue to be a problem.	Respondent's Preference Recorded
381	Please reduce the amount of lighting.	Respondent's Preference Recorded
382	I do not think roundabouts are the solution to be added to our highway. I believe drivers will not use them correctly and more crashes will end up happening.	Respondent's Preference Recorded
383	You do not need to disrupt a high way especially when There is not enough people walking or riding bike. A round about will not be beneficial what you need to do is add more lanes and widen the road	Respondent's Preference Recorded
384	Please consider putting in a traffic light, or a roundabout, at Strait View Dr. It is a terrifying experience trying to turn in and out of our neighborhood directly onto the busy highway where cars are going 70+ mph. There have been many accidents here and it's truly is very dangerous. Trying to turn left onto 101 from Strait View Dr is sometimes next to impossible. A traffic light, or roundabout, at this intersection would be life saving.	Respondent's Preference Recorded
385	Thank you for the opportunity to submit input. The only suggestion I have is a safer merge lane from Strait View Dr to 101 N/S. It is pretty daunting trying to cross when S/B is a steady stream coming down the hill at 60 mph. Thank you	Respondent's Preference Recorded
386	Please do not put roundabouts in. Do not want roundabouts installed on Hwy 101 at any section of the corridor. Very stupid planning. Never have seen bicycles, pedestrians walking or wheel chairs at any of the locations slated for roundabouts. If you want to improve lighting and repave the road, great. FOCUS ON REPAIRING OUR BRIDGES. The WA legislators have FAILED at funding our bridges that need work today. in 10 years there are hundreds if not thousands of our bridges that are going to fail. Stop screwing around with paving and roundabouts. Repair, fix or replace our bridges. This issue is a serious risk to our transportation network on the Olympic Peninsula. Please have the WSDOT, WA Legislators pull their heads out of the sand, fix our bridges and then we can deal with stupid roudabouts. There are thousands of bridges, that if they fail, will cause people to have to	Respondent's Preference Recorded

	<p>travel greater than 70 miles around to get where they need to go, cause WA DOT and WA Legislators want to put stupid roundabouts in, instead of fixing our VITAL bridges. 35% of all WA bridges are good. 55% of all WA bridges are fair, 8% are poor. The poor category will increase significantly in the next 10 years. We cannot afford roundabouts if our bridges fall down people. Please have our WA Legislators contact our WSDOT Bridge Engineers and ask them how much money they need to repair and or replace our bridges because they are going to fall down. Stop roundabouts. Fix bridges.</p>	
387	<p>Because of excessive speeds and limited sight lines, it is already difficult to turn east onto 101 from Strait View Drive. The safest opportunity to do so now is when 101 traffic is periodically stopped by the light at E. Kolonels Way. I am very concerned that the "improved traffic flow" resulting from a roundabout at that location make such turns very hazardous for the several hundred residents of the 4 Seasons Ranch community along Strait View Drive. The impacts are likely to be even greater for residents of the 4 Seasons Park community attempting to turn west on 101 from Cottonwood Lane. Have these risks been evaluated? Are there plans to mitigate them?</p>	Respondent's Preference Recorded
388	<p>I Honestly think putting in more roundabouts will affect the area with a even worse impact. I do not feel that there needs to be 4 separate roundabouts within that small highway stretch. It's a highway for a reason, therefor making multiple roundabouts would make the travel time for every single person longer and more complicated for no reason. The Highway is fine how it is, I think this will just make people even more aggressive while driving.</p>	Respondent's Preference Recorded
389	<p>I question the need for traffic circles on both sides of the Walmart. I think drivers will be very frustrated having to deal with two in such a short distance between them.</p>	Respondent's Preference Recorded
390	<p>Complete waste of money. Why are bikes on highways? Use the Discovery Trail, much cheaper and safer. Make it 2 lanes from Sequim to the Hood canal floating bridge. Roundabout by HCF bridge heading west - trucks will be going up the hill 15mph. PLEASE NO ROUNDABOUTS ON THE HIGHWAYS. Most people in Sequim have no clue how to use them including signaling where they are headed...MAJOR EDUCATION IS NEEDED!!! WSP should be pulling over slow drivers!!!! In all my years of driving on OP I have never seen a pedestrian on US 101????? Again complete waste of money</p>	Respondent's Preference Recorded
391	<p>Seems like a good plan.</p>	Respondent's Preference Recorded
392	<p>Round abouts are not just a bad idea but a dangerous idea, it is not safe or practical for trucks, semis or other pulling a load, to have to stop and make sharp turns impeding other drivers in the process. Even the very low speed and relatively low traffic round abouts in sequim are used incorrectly by most drivers. Round abouts should stay in troupe where they belong. Highway traffic should not b interfered with for convenience of side</p>	Respondent's Preference Recorded

	streets. This will cause more wrecks and bad traffic in our area. Terrible idea.	
393	After recently driving through 12 plus states, the states where there were roundabouts on major highways (which 101 is) there use leaves a great deal.to be desired. They constricted traffic flow especially for the semi trucks and wide loads. There were longer backups at roundabouts than at any other intersection we were at.	Respondent's Preference Recorded
394	I have no problem with round-a-bouts. Something definitely needs to be done about improving the Morse Creek separation barriers. Poor design as currently constructed.	Respondent's Preference Recorded
395	If there is any way to halt any and all plans for the addition of roundabouts on 101, as a local business owner and resident I implore you to stop and gather more community input before moving forward. The city of P.A. took it upon themselves to remove lanes of traffic on extremely busy streets for no valid reason, not only worsening (almost tripling!) the tourist-season traffic in said areas but also creating confusion for local drivers. Who asked for the lanes of traffic to be turned into 10ft-wide sidewalks? Who benefits from this? Look at Paradise California. They too made the decision to remove a lane of traffic on the only main road coming in & out of town. Because of this, when the town was hit with wildfires, many people burned to death in their vehicles as they were stuck in traffic that wasn't moving. Adding roundabouts will slow the flow of traffic. In an emergency, there will be no way for traffic to exit the area in an expedient fashion. Such alterations are not only unnecessary, they are extremely detrimental in cases of natural disaster. They are also a huge waste of taxpayer money. As a local business owner I find I unacceptable such measures are being implemented without our consent. Please, slow down and make sure you have majority consensus from the constituency before moving forward on this.	Respondent's Preference Recorded
396	No more stupid roundabouts!	Respondent's Preference Recorded
397	Crossing highway 101 in the WSDOT study area to access the Olympic Discovery Trail by foot or bicycle is scary as hell! I'm also too scared to ride along highway 101 on the shoulder, with vehicles whizzing by at 60 plus mph, so close you feel like you can reach out and touch them. If I did choose to ride my bike along highway 101 to the west, I'd still have to cross 101.	Respondent's Preference Recorded
398	STOP WASTING OUR TAX MONEY YOU THEIVES AND CROOKS. Seriously the funds you are allocating for this could probably fix large areas of highway 112 or other extremely bad roads in Clallam. The brain dead idea that round abouts would help in ANY WAY has to be the most idiotic idea dreamt up by people who lick windows for the taste	Respondent's Preference Recorded
399	If you put round abouts on 101 the trucks that deliver goods will not come up here. The will boycott us.	Respondent's Preference Recorded
400	NO ROUNDABOUTS!!!!!!	Respondent's Preference Recorded
401	Before you put roundabouts into a US highway, talk to the State of NewJersey. 40 years ago US 1 was full of roundabouts (Much better ones than Washington	Respondent's Preference Recorded

US 101 Paving Pre-Design Study

	<p>builds). They have all been removed. You should know why.</p> <p>Under and overpasses for pedestrians would be better than surface crossings.</p>	
402	<p>I do not think that roundabouts on a major highway are a good longterm solution for this area. Also, highway 101 headed east from Sequim needs to be widened to make it two lanes each direction from Sequim to the hood canal bridge.</p>	Respondent's Preference Recorded
403	<p>STOP MESSING WITH OUR ROADS AT THE HEIGHT OF TOURIST SEASON!!! We are a tourism-backed town. Construction between May-September severely impacts local businesses financially. Our customers and employees are unable to find parking, the noise is incredibly frustrating, and employees struggle to make it to work on time or get home when they need to on already longer days thanks to tourism.</p>	Respondent's Preference Recorded
404	<p>Even though roundabouts Do Stop Traffic largely due to lack of education and familiarity, additional roundabouts can be beneficial as they will aggravate visitors and perhaps reduce traffic overall as people will avoid the areas of roundabouts.</p>	Respondent's Preference Recorded
405	<p>US101 is our only highway. Slowing it down or hindering traffic flows will negatively impact our community. The entire length of US 101 under consideration is paralleled by the Olympic Discovery Trail, a multi-use trail that is paved, off the road with well-marked crossings and it stretches from Diamond Point Road to downtown Port Angeles. Pedestrians, including myself, use this trail safely instead of US 101. I hope that WSDOT will reconsider both the application of the Complete Streets program and the current design plans for US 101 in Clallam County.</p>	Respondent's Preference Recorded
406	<p>Anything that slows the speed of traffic through the Morse creek curves will help.</p>	Respondent's Preference Recorded
407	<p>I think this is a poor application of the "clean streets" concept.</p> <p>Not what it was intended, this is not a common walk or bicycle path. They should be directed to the Olympic Discovery Trail. That would be a better use of tax dollars.</p>	Respondent's Preference Recorded
408	<p>I agree to please please improve the morse creek curve. It is in dire need of paving and a WIDER SHOULDER. During winter or maintenance, the ODT trail is diverted to the 101 in order to bike to PA, I commute via bike in all seasons, the curve is insanely dangerous. Also many bike tourists cycle through, some need the road for variety of reasons, such as bagley creek is too steep with camp gear or they may head off to an homestay and travel on 101, or to go to shops. I appreciate the improvements and that you will consider cyclists. Many of my neighbors are purchasing ebikes and I believe in this mode of transportation in a small town, we just need a safer way to do it! Thank you</p>	Respondent's Preference Recorded
409	<p>I live in Coos Bay, too far from the study area.</p>	Respondent's Preference Recorded
410	<p>Please dont add round abouts. The area is only going to receive more traffic and the money would be better</p>	Respondent's Preference Recorded

	spent utilizing larger merge lanes or actually building overpasses and exits to mitigate traffic. Roundabouts don't belong on highways period. The goal of a highway is to maintain traffic and get people to and from locations in a timely manner. Also please keep bikes and pedestrians off the main highway by utilizing dedicated bike and walking paths. Thanks	
411	Post "Keep Right Except to Pass" signs, so people Don't have to pass on Right or weave back and forth to go around the Idiot drivers.	Respondent's Preference Recorded

Table 2. Email Comments

Email Number	Content	WSDOT Response
1	<p>Would/could the study also look at the Hiway 101 entrance and exit ramps in Sequim? The River Road entrance west bound has a 12 in dia hole that is about 6-8 inches deep next to the fog line and in the bicycle pathway.. It's been reported but never fixed. I'm sure there are similar things on the other 5 ramps, even just restoring lost grading gravel.</p>	<p>Pre-design team sent an individual response.</p>
2	<p>So please understand my frustration with this. Lately every time WSDOT does an improvement they actually make things worse. The accessibility improvements in Port Angeles for sidewalks has literally been just tearing up what's there and we're putting the exact same thing back. The improvements from a year or three ago, honestly I can't remember, that were supposed to be made going through Port Angeles have actually made things worse. More confusing for locals, and extremely confusing for tourists. This is actually made traffic in Port Angeles more dangerous than it was before. The Lincoln Street corridor is way more dangerous now than it used to be. We have seen a recent I would say 50% increase in wrong way drivers in Port Angeles on first Street front Street and Lincoln Street. The changes that were made with our traffic lights and the lanes have made things way worse than they ever were before. WSDOT has made things worse here, not better. To the point of endangering lives. Before you guys make any decisions honestly you should have a town hall meeting and also at the same time the locals in the area we're not going to know whether your plans are going to make anything better or worse. But what we are seeing from your track record in the last few years you have done nothing but make everything worse. More dangerous for the locals more dangerous for the tourists even more dangerous for law enforcement and paramedics. Let's get everybody on the same page here. Also the roundabout thing that has to go we have way too many people in the American society that do not know how around about works and I have seen semi trucks tourists and even the locals messing up at roundabouts. I am fine with a roundabout I know how they work and what to do but I have watched so many large trucks crash into the center of around about and I have washed way too</p>	<p>Pre-design team sent an individual response.</p>

	<p>many tourists as well as locals go in there and mess their car up cuz they're just not used to this and well honestly I don't think American drivers can drive in a circle they have to go from this intersection to the next. They don't understand that if you have to you go around again.</p> <p>Hello,</p> <p>I appreciate the effort you are making to reach out for feedback and have reviewed your planning for this project.</p> <p>From my experience you missed a significant issue. The only way for pedestrians and bicyclists to safely cross the Dungeness River is on the Olympic trail. Bicycling across the river on 101 is a scary proposition. If there is any way you could increase the options and/or improve the safety of crossing the Dungeness, it would be very helpful to bicyclists and pedestrians.</p> <p>The places you are making these improvements would be helpful but there are alternatives that are only a block or two away. There is no alternative south of the Olympic trail for crossing the Dungeness.</p> <p>This is the type of situation that won't show up in study data because people assume it is not an option. The prospect of riding across the 101 bridge is so daunting, people avoid it and so the won't be accident data.</p> <p>However with more and more large developments being built on the south side of 101, a safe way to cross the river using 101 will be needed and would fit nicely with the plan you have that stops at the river.</p>	
<p>3</p>	<p>Hopefully you are the right contact person for the Morse Creek Curve Improvements.</p> <p>My neighbors and I have many suggestions that have long been ignored. We live in 4 Seasons Ranch and it has become difficult and dangerous getting in and out on Strait View Drive to Hwy. 101.</p> <p>First of all, many people ignore the 40 MPH and still drive too close and recklessly.</p> <p>Here's my suggestions and most of my neighbors agree. There needs to be flashing speed signs on both sides of the highway, letting people know when they are speeding. There need to be some sort of speed bumps coming down each hill, east and west to warn people to slow down. We desperately need a turn lane coming west from Deerpark to turn right onto Strait View Drive. There needs to be better lighting for night and better painting of lanes. The median should be filled with concrete or gravel.</p>	<p>Pre-design team sent an individual response.</p>

	<p>Planting has been a total disaster and just promotes weeds and takes a lot of time and money to maintain.</p> <p>Please let me know if you are the right contact person and if not who I might contact. The State Patrol also needs to do much more radar patrolling of the Morse Creek Curve to stop the speeding and tailgating.</p>	
<p>4</p>	<p>Following are my comments on the repaving project and near-term improvements on the Sequim portion of the Highway 101 re-paving project. I live just outside the city limits in the River Road area and I both drive and ride my bicycle throughout the area. My bicycling includes many trips not on the Olympic Discovery Trail and many trips to replace driving.</p> <p>While I applaud the application of Complete Streets and a proposal for a shared use path going westward from Gilbert, I am at a loss as to why it would extend to Boyce. I would rather see it stop at Carlsborg and the extra funding used to create a heavily painted path, with markings at each curb cut, and heavy paint with bike symbols at each corner of Carlsborg to add awareness. Or even stop at Joslin, which at least indirectly connects to the Discovery Trail via Runnion. Overall, I think an explanation of the rationale would be useful, as the plan right now is akin to a bike lane with a "Bike Lane Ends" sign. How do you get to this shared path and where do you go when it ends?</p> <p>I look forward to seeing what design will be used to reduce the pedestrian/bike crossing distance at Carlsborg. I believe "chirping" crossing signals should be added throughout the intersection.</p> <p>River Road Improvements At the River Road overpass, which I ride almost daily, you are no doubt aware that when heading southbound toward River Road from Sequim, bikes are forced to merge with drivers accessing the westbound 101 on-ramp, often in a hurry. I believe a bike facility needs to be added on the southbound side to eliminate the conflict with cars, and a larger "refuge" created at the crosswalk crossing/light button, as presently it barely accommodates one person and feels very unsafe. After numerous close calls and angry behavior by drivers, and despite our acting in as safe a manner as possible to get to the overpass, my partner and I now approach and cross the overpass <u>on the east side, whether heading north or south.</u></p> <p>This is doable going north, although the signal situation on the south end of the overpass is fraught, with both southbound and northbound vehicles rushing to the eastbound on-ramp. Using the east side to go southbound requires that bicyclists ride in the dirt off the shoulder and/or just inside the fog line to approach</p>	<p>Pre-design team sent an individual response.</p>

	<p>the crosswalk and overpass. Then, where the overpass ends and one is crossing to River Road, vehicles turning left to the eastbound on-ramp have priority at the light.</p> <p>Northbound, a signal improvement to make crossing safer for bicycle riders should be added.</p> <p>The wall and railing on the overpass should have chain-link fencing (as at the 7th Avenue overpass) or some other type of barrier at each corner to prevent a fall onto the berm and potentially the highway. <i>(Photos attached)</i>.</p> <p>Roundabouts I strongly support the addition of roundabouts at both Gilbert/Taylor Cutoff and at Mill Road. These intersections are downright frightening under all conditions, and invite disaster when both left turn lanes are occupied and there are also vehicles waiting to cross north and south. Thank you for proposing these improvements! Roundabouts do bring out the naysayers who think they are some sort of government conspiracy to inconvenience them. To help address that and further educate the public I hope as part of your continued planning and public outreach you will share as much data as you have on the efficacy of roundabouts in general but <i>also on the crash data for these specific intersections</i>.</p> <p>I look forward to seeing the designs as they come together and hope we will have further opportunity to offer feedback. Feel free to contact me if anything in these comments is unclear.</p>	
<p>5</p>	<p>I have lived in Four Seasons ranch for a number of years. We are located at the bottom of Morse Creek on highway 101. There are 156 homeowners that use the access on a daily basis. We depend on the lights at Walmart to stop traffic so we can make a left hand turn onto 101. When the road was improved with a median barrier the shoulders on 101 we're not big enough for a car that would frequently run out of gas on the hill or during a snow event the road would become block, as there was no shoulder to pull off if a car became stuck. Two roundabouts at the top of hill one by Koenig Subaru and Walmart will cause more accidents. I also depend on the light to make a right hand turn when I take my boat to and from Anchor Marine on the South side of 101 at the Walmart light. If I want to make a left hand turn after servicing my car at Koenig I always go to the light at Walmart. A roundabout at that location is unnecessary. Thank you for your consideration of not adding roundabouts at Master's road and kolonel's road.</p>	<p>Pre-design team sent an individual response.</p>
<p>6</p>	<p>Hello. I know that my points are a bit further west of your current workspace, yet at 101 West and Albert there is a crosswalk that the city says is not their responsibility.</p>	<p>Pre-design team sent an individual response.</p>

	<p>Throughout other parts of Port Angeles at crosswalks there are signs, and orange flags, and on Lincoln (aka 101) there is even a push button for flashing lights, as well a concrete 'squeeze' where the roadway narrows both ways to help drivers know people are crossing.</p> <p>I think you'll find crossing 101 East or West at Albert to be dangerous, to deadly, as rarely does anyone stop for a pedestrian in those crosswalks, especially in the outside lane; even when the inside lane stops.</p> <p>Also at that point, at or before the 101 West/Albert crosswalks, the drag races begin, with speeds exceeding 70mph in that 35 mph zone... more than a few times a day, before the crest of the hill heading in to the downtown 20 mph zone.</p> <p>Lastly, many who use 101 throughout the Port Angeles area are unaware that deer cross the highway, especially in the 600-400 blocks of West 101/Front Street.</p> <p>It will be grand if some sort of flashing signal, flags, road 'squeeze', and 'State Law requires a STOP for pedestrians' sign reminders were on both sides of the lanes at those crosswalks.</p> <p>When I've tried, in the past 5-6 years, by calling the city of Port Angeles, our local WAdot people, PAPD and anyone else, there might be a patrol car for an hour, and then it's back to the cars running at high speeds and no crosswalk acknowledgement by motorists.</p> <p>Are a couple deer crossing signs too much to put up, as I'd hate to see a motorcycle hit a deer; let alone me, my wife, or the neighborhood kids and others get hit in the crosswalk.</p>	
7	<p>It is very hard to pull off of deer park into 101. You can't tell if cars going straight or turning onto deer park. The exit of deer park going east onto 101 really needs a merge lane</p>	<p>Pre-design team sent an individual response.</p>
8	<p>I fear the roundabouts located at highway speeds will cause more accidents. Absolutely stunned at the number planned for 101, PA to bridge. Perhaps it's just another gov ploy to force conservation and reduce pollution at the cost of human lives to protect the animals and fish first.</p>	<p>Pre-design team sent an individual response.</p>
9	<p>Hello,</p> <p>I appreciate the effort you are making to reach out for feedback and have reviewed your planning for this project.</p> <p>From my experience you missed a significant issue. The only way for pedestrians and bicyclists to safely cross the Dungeness River is on the Olympic trail. Bicycling across the river on 101 is a scary proposition. If there is any way you could increase the options</p>	<p>Pre-design team sent an individual response.</p>

	<p>and/or improve the safety of crossing the Dungeness, it would be very helpful to bicyclists and pedestrians.</p> <p>The places you are making these improvements would be helpful but there are alternatives that are only a block or two away. There is no alternative south of the Olympic trail for crossing the Dungeness.</p> <p>This is the type of situation that won't show up in study data because people assume it is not an option. The prospect of riding across the 101 bridge is so daunting, people avoid it and so the won't be accident data.</p> <p>However with more and more large developments being built on the south side of 101, a safe way to cross the river using 101 will be needed and would fit nicely with the plan you have that stops at the river.</p>	
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Appendix A.

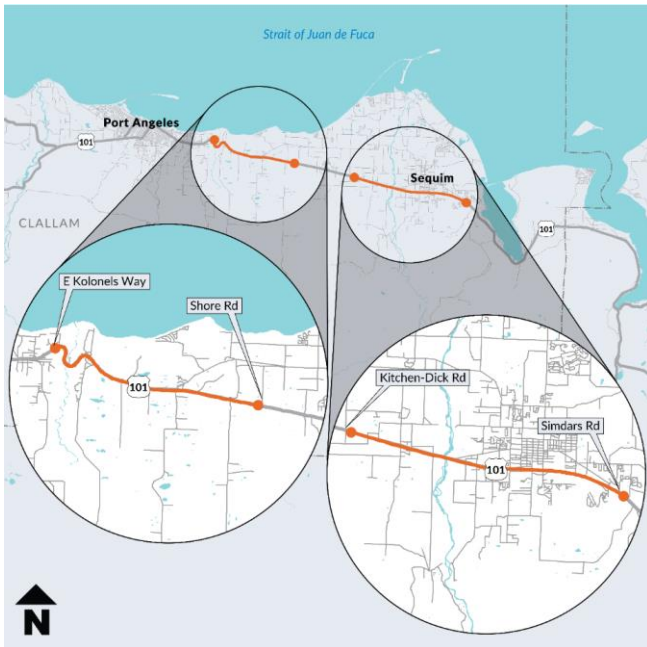
US 101 paving pre-design projects

Online open house text

Tabs

1. Welcome
2. Background
3. US 101 paving improvements – Near term phase
4. US 101 paving improvements – Long term phase
5. Roundabout benefits
6. Feedback - Share your thoughts

Welcome to our online open house!



The Washington State Department of Transportation is repaving two sections of US 101. One section is near Port Angeles between East Kolonels Way and Shore Road. The other section is near Sequim from Kitchen-Dick Road to Simdars Road.

WSDOT undertook a Complete Streets review. We then shared these findings with our local government partners and took their input. WSDOT is proposing safety improvements such as roundabouts, crosswalks, and improved shoulders along US 101. This is in addition to the paving work. The purpose of this online open house is to provide information about the improvements and gather feedback.

When we make improvements, we consider the needs of all road users, with a focus on safety. This is part of a new approach to highway design known as Complete Streets. Complete Streets provides a way to make roads safer for people who walk, cycle, roll, use transit, and vehicles moving people and goods.

Background

Safety is at the core of WSDOT's approach to this project. The Safe System Approach is a holistic approach to roadway safety. It is based on the following elements: safe roads, safe speeds, safe vehicles, safe road users, and post-crash care.

SAFE SYSTEM APPROACH



Source: FHWA-SA-20-015

Graphic depicting the Safe System Approach's five core elements; Safe Roads, Safe Speeds, Safe Vehicles, Safe Road Users, and Post-Crash Care.

WSDOT did an overview of the two segments of the paving project. This overview took into account several factors. This includes existing active transportation facilities, impacts to traffic flow, and community context. It assisted in deciding which segments needed improvements.

Safety Analysis

WSDOT did a safety analysis on the US 101 corridor to find areas where crashes occur. The project team looked at serious and fatal crashes. It also looked for crashes involving a bicyclist or pedestrian. WSDOT also looked at segments where drivers often travel over the speed limit. WSDOT then prioritized these locations for safety improvements.

Complete Streets

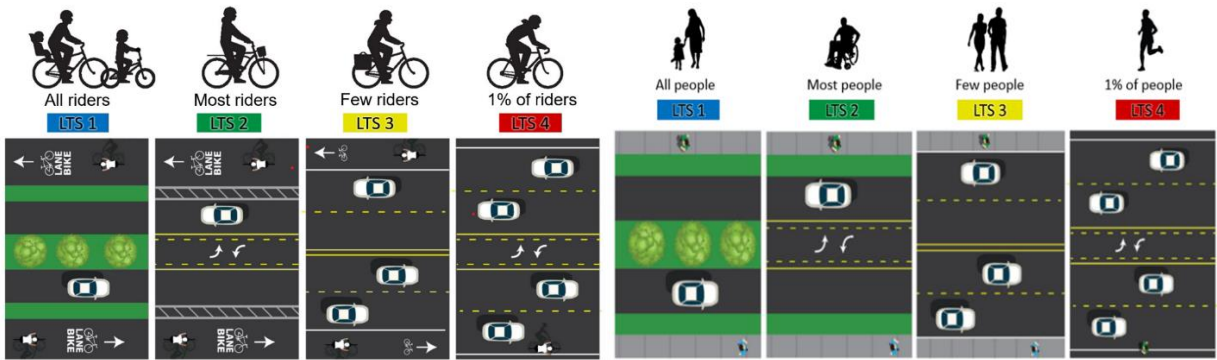
Complete Streets is an approach to planning and designing streets that enables safer access for all people of all ages and abilities along and across our highways. It provides a way for WSDOT to make roads safer for all users. In 2022, a new law required the use of Complete Streets on WSDOT projects over \$500,000.

Complete Streets looks at a roadway's Level of Traffic Stress. It looks at the level of service of the intersections in the paving segments. It also takes into account the context of the project's surroundings. Complete Streets is not a "one-size-fits-all" approach. It is tailored to the needs of the community. This section goes into a little more detail about each of those concepts.

WSDOT is a multimodal agency. Improvements must include people who walk, roll, cycle, or use transit. This project underwent a Complete Streets review to find areas along US 101 with high Levels of Traffic Stress (LTS) that can be lowered by building new facilities.

Level of Traffic Stress

The LTS determines how much space and separation to provide for bicyclists and pedestrians. An LTS 2 facility is suitable for most road users.



Graphic depicts a level of traffic stress for bicyclist and pedestrians ranging from LTS 1-LTS 4. LTS 1 is for all users, LTS 2 is for most users, LTS 3 is for few users, and LTS 4 is only for one percent of all road users.

Level of Service

Level of Service is a measure of an intersection’s performance in handling traffic. It looks at performance markers such as vehicle speed, density and congestion. Based on these factors, LOS assigns the intersection a letter grade. The proposed projects will maintain and improve the level of service even as the population grows.

Community Context

Next, the project team took a closer look at the local context of the project. They studied the current connections to the local road network, current land use patterns, and future developments.

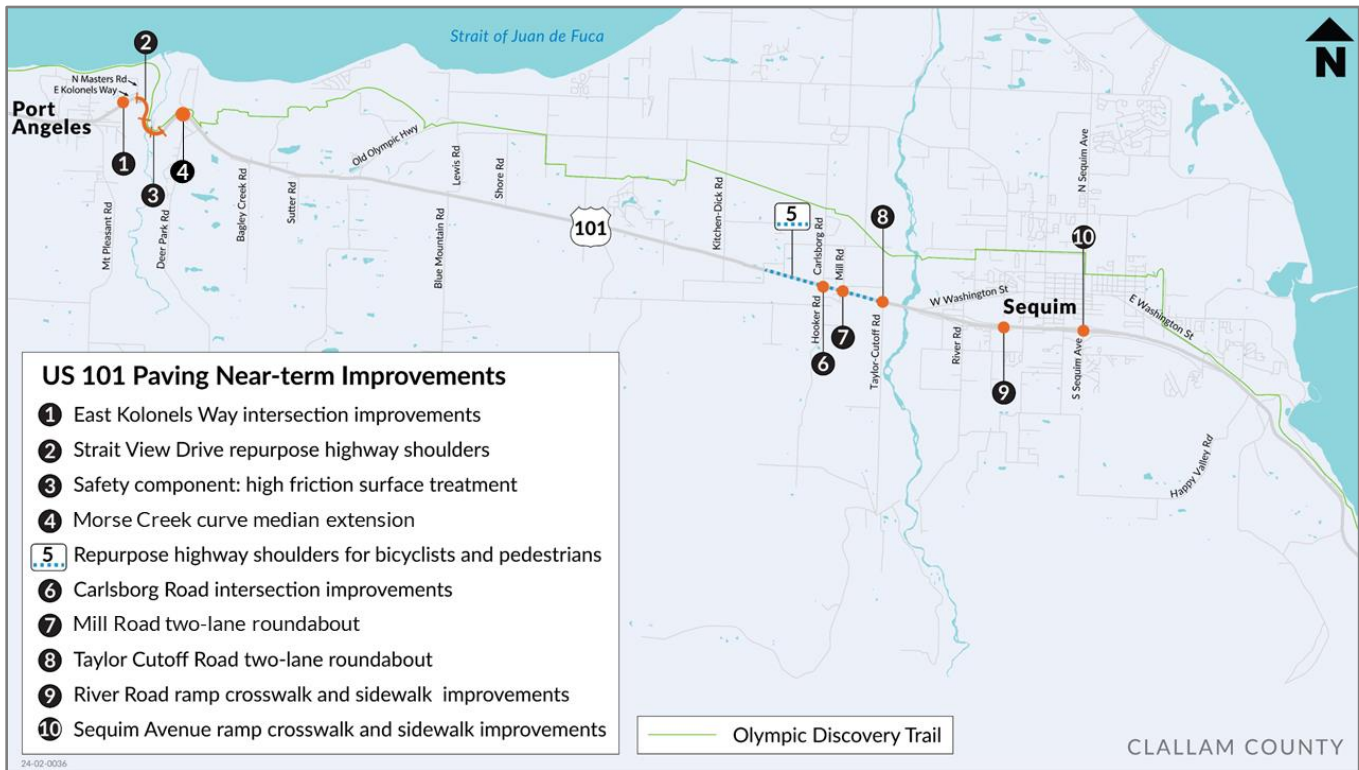
Planners also use census data to understand the needs of community members in Clallam County. The project team found that many residents are burdened by the cost of transportation, so we prioritized connecting homes, businesses, schools and other facilities with safe comfortable multimodal facilities.

The Olympic Discovery Trail (ODT) is important for active transportation users in Clallam County. However, it does not provide crossings for US 101. This project prioritizes moving people across US 101 safely and comfortably. The ODT does not serve this purpose. This is why remaking the highway shoulders and crosswalk improvements are part of this project.

US 101 paving improvements – Near term phase

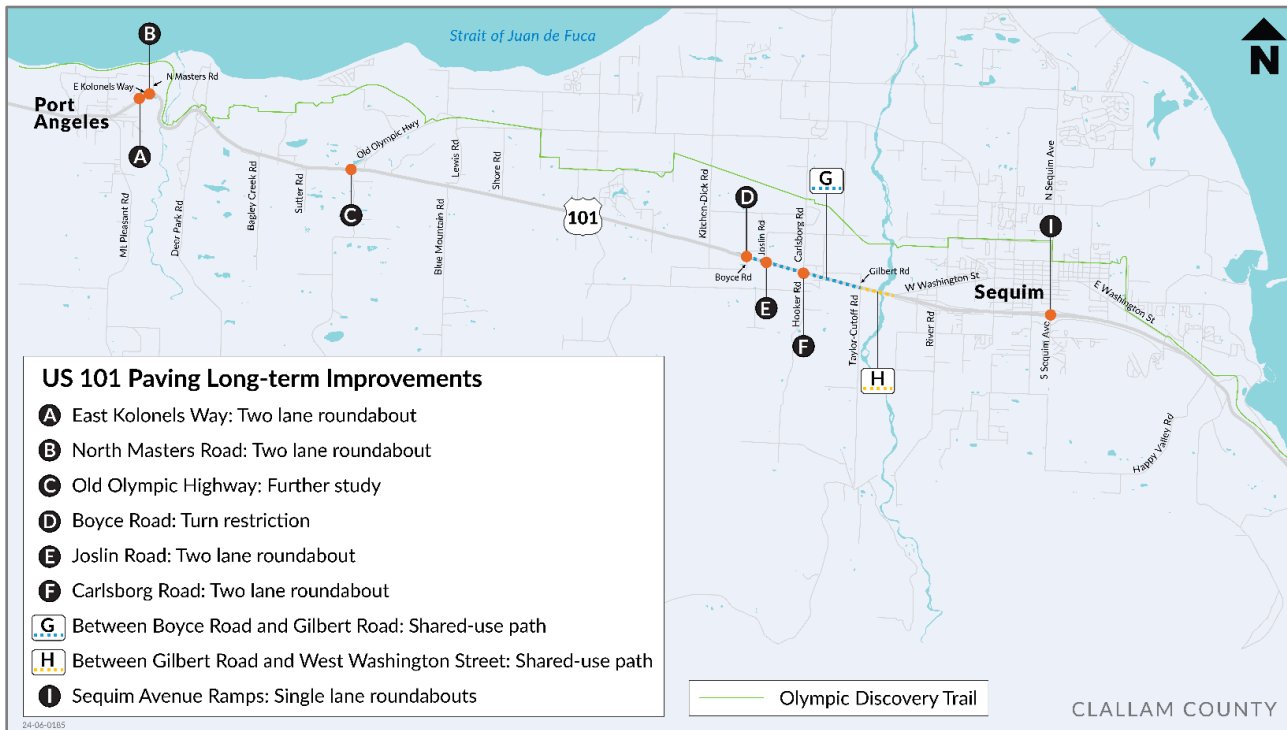
WSDOT has divided the improvements into near- and long-term phases. Improvements in the near-term phase will be constructed when US 101 is repaved. Projects in the long-term phase have no funding at this time.

There are 10 projects in the near-term phase. These improvements include roundabouts, repurposed shoulders, new crossings, and an extended median. Detailed information can be found in the handout below.



US 101 paving improvements – Long term phase

US 101 Paving Pre-Design Study



WSDOT has identified 9 improvements for the long-term phase. These improvements do not have a construction schedule and have not secured funding. They include roundabouts, shared use paths, turn restrictions, and further study of the intersection of US 101 and Old Olympic Highway. Detailed information can be found in the handout below.

Next Steps

Funding

The pre-design budget for these two paving projects is \$459,000.

Next Steps

July 8, to August 5, 2024: Online Open House

August 2024: Select preferred alternatives

September 2024: Project design

Project construction dates are subject to funding availability. We will provide more information to the public as it becomes available.

Stay connected throughout this process by visiting the [US 101 Pavers Pre-design Study | WSDOT \(wa.gov\)](https://wsdot.wa.gov/construction-planning/search-studies/us-101-pavers-pre-design-study)
[<https://wsdot.wa.gov/construction-planning/search-studies/us-101-pavers-pre-design-study>]

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Roundabout benefits

Why does WSDOT consider roundabouts?

- Improves the flow of traffic
- Reduces traffic delay
- Improves pedestrian access
- Reduces maintenance costs
- No replacement needed
- Works during power outages
- Cost competitive
- Accommodates all legal loads

Roundabouts reduce the potential for serious injury collisions. They are safer for drivers, pedestrians, and cyclists than traditional intersections. Modern roundabouts are also built to accommodate all vehicle types.

Roundabouts in similar communities

When considering roundabouts on US 101 WSDOT looked at communities similar to those along US 101 in Clallam County. The project team found three highways similar to US 101 that had recently installed roundabouts. The roundabouts reduced serious and fatal crashes. In some cases, they shortened travel times. More details can be found in the documents below.

Benefits

SAFETY Safety is improved by eliminating more severe crashes.

OPERATIONS Operation is improved with smooth-flowing traffic with less stop-and-go than a signalized intersection.

AESTHETICS Aesthetics are enhanced by the opportunity for more landscaping and less pavement.

Roundabouts are one-way, circular intersections designed to improve safety and efficiency for motorists, bicyclists and pedestrians.



Roundabouts help decrease fuel consumption and carbon emissions by reducing vehicle delay and the number and duration of stops, compared with signalized intersections.

Roundabouts save lives by reducing

Fatalities by **90%**

Injury crashes by **76%**

Pedestrian crashes by **30% to 40%**



Did You Know?

Roundabouts are designed to accommodate fire trucks and large vehicles.

Roundabouts Save Money



Eliminate the costs to install and repair signal equipment.

Reduce road electricity and maintenance costs by an average of \$5,000 per year.

Provide a 25-yr. service life instead of a 10-yr. service life of signal equipment.

Typically traffic circles are **larger** than roundabouts



Traffic Circle

Roundabout

Feedback: Share your thoughts with us

Optional survey questions

Please share your thoughts with us. All questions are optional. The Washington State Department of Transportation is developing facilities that safely meets the needs of people who walk, cycle, roll, use transit, and vehicles moving people and goods.

WSDOT would appreciate your help in identifying the best locations for these improvements by answering the following questions.

1. Which statement best describes you? select all that apply:
 - I work or attend school in the study area
 - I live in the study area
 - I travel through the study area
 - I do not work, live, or travel through the study area

2. How often do you travel through the study area? Select one:
 - Rarely or Never
 - At least once a month
 - At least once per week
 - Daily

3. How do you travel around and through the study area? Select all that apply
 - Walk
 - Bicycle
 - Personal mobility device (scooter, wheelchair, etc.)
 - Transit/Dial-a-ride
 - Carpool with others
 - Personal vehicle by yourself
 - Other (please explain)

4. What strategies would you like to see to improve travel for people biking, walking, and rolling? Select all that apply
 - Add pedestrian facilities
 - Improve sidewalk access for people using wheelchairs or mobility scooters
 - Provide more opportunities to cross the highway
 - Provide separation between vehicles and those biking, walking, and rolling
 - Improve lighting

5. What is your zip code?
 - 98362
 - 98363
 - 98382
 - 98326
 - 98381
 - 98357
 - Other, please be specific

10. Do you have additional information to share with us?

Name:

Email:

Message:

Optional demographic questions

Title VI of the Civil Rights Act of 1964 requires the Washington State Department of Transportation to be sure that everyone in the affected project areas has a chance to be heard and to respond to transportation programs and activities that may affect their community.

To help with that, we ask that you voluntarily provide us information about your race, ethnicity, gender and/or other demographics. You are not required to disclose the information requested to participate in this questionnaire.

WSDOT will handle the information gathered as confidentially as possible. For further information regarding this process please contact the Title VI Coordinator by phone at 360-705-7090.

Please respond to the following six questions:

1) Gender:

- Male
- Female
- Non-binary
- Prefer not to disclose

2) Disability

- Yes
- No
- Prefer not to disclose

3) Ethnicity

- Hispanic or Latino
- Not Hispanic or Latino

4) Race (check one or more)

- American Indian/Alaskan Native
- Asian
- Black or African American
- Native Hawaiian/Pacific Islander
- Caucasian
- Other
- Prefer not to disclose

5) Language spoken at home (check one or more)

- English only
- Spanish
- Korean

- German
- Vietnamese
- Prefer not to disclose
- Other

6) Age

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-79
- 80+
- Prefer not to disclose