



SR 7 Pre-Design

Online Open House and Questionnaire Summary

March 27, 2025

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Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Executive Summary

Overview

The Washington State Department of Transportation (WSDOT) has an upcoming project on State Route (SR) 7. The project is between 267th Street East and SR 507 in Pierce County. The project includes Complete Streets elements, which reduce the risk of serious or fatal crashes. The pre-design identified Complete Streets elements on SR 7.

Pre-design community engagement

WSDOT hosted an online open house and survey to inform the public about the pre-design and collect their input. Feedback was used to shape Complete Streets improvements. These improvements reduce the risk of serious and fatal crashes on SR 7.

Between Nov. 12 and 26, 2024, 1,482 people visited the online open house and 522 people completed the survey.

Key takeaways

The questionnaire included multiple-choice and open-ended questions. The community selected their priorities, challenges and possible solutions.

- The top challenges for respondents were:
 - Congestion
 - Safety for all modes of travel.
 - Lack of active transportation facilities.

- The top three ideas respondents want implemented are:
 - New or improved pedestrian crossings.
 - Speed reductions.
 - Protected shared-use paths.

- Respondents want WSDOT to focus on two areas of SR 7:

- 22nd Avenue East – 224th Street East.
- 8th Avenue East – Spanaway Walmart.
- Respondents want WSDOT to focus on the following improvements:
 - More pedestrian and cyclist infrastructure.
 - Improving or adding turn lanes.
 - Improving or adding traffic signals or stoplights.

Introduction

Overview

SR 7 is an important north-south link through Pierce County. It connects Elk Plain and South Creek to Parkland, Spanaway and Tacoma.

WSDOT is planning a project on SR 7. The project is between 267th Street East and SR 507. WSDOT carried out a pre-design study that identified Complete Streets improvements.

Key elements of the pre-design were:

- Focusing on safe travel for everyone.
- Improving accessibility and comfort for people walking, rolling, and taking transit.
- Identifying potential impacts to vulnerable populations.
- Maintaining access to the corridor for businesses, transit and freight.

Pre-design community engagement

WSDOT had an online open house and survey between Nov. 12 and 26, 2024. The online open house told the public about the pre-design and collected their input. The input informed near-, mid- and long-term improvements to reduce the risk of a serious or fatal crash on SR 7.

When visiting the online open house, participants could:

- Learn about the goals of the pre-design.
- Review data about existing conditions along the corridor.
- Review proposed ideas and next steps currently under consideration by WSDOT.
- Provide input on the issues that they experience while traveling and their priorities for the pre-design area.

WSDOT provided the online open house and questionnaire in English and Spanish. A copy of the online open house and questionnaire can be found in [Appendix A](#) of this document.

Goals of the online open house

The online open house had four goals:

- Promote the pre-design process, and its purpose and need.
- Describe Complete Streets and Healthy Environment for All (HEAL) Act priorities.
- Collect feedback from vulnerable populations and how they may be impacted.
- Collect input from community members on the Complete Streets elements and identify which elements to focus on in the near term.

Online open house promotions

WSDOT focused on leading a planning process that was open to everyone. WSDOT worked to reduce barriers and include all community members. The pre-design team used several ways to share information. The table below shows the ways WSDOT told people about the online open house and questionnaire.

Table 1. Promotion outreach materials

Outreach method	Promotion details
Flyer - Businesses	The pre-design team gave printed flyers to over 70 businesses across the corridor. Flying locations included grocery stores, medical providers, restaurants and small businesses. The flyer promoted a series of business drop-in sessions. It also included a link to the project website, which directed visitors to the online open house. A list of flying locations can be found in Appendix B .
Mailer	WSDOT sent a mailer to 46,482 residences and businesses near the pre-design area. The mailer promoted the community drop-in session and included a link to the project website. The website directed visitors to the online open house.
Flyer – Community Centers	The pre-design team gave printed flyers to seven community sites across the corridor. This flyer was a hard-copy version of the mailer. Flying locations included a school, churches, a housing community, a post office and a non-profit. A complete list of flying locations can be found in Appendix B .
Social Media	WSDOT shared the online open house on our social media accounts over the course of the two-week online open house. The Nov. 12 Facebook post received 25 comments, 30 shares and 93 likes. Twitter/X posts on Nov. 13 and Nov. 26 received 1,861 impressions and 3 engagements. On Nov. 21, the online open house was shared through Facebook and Instagram stories. The Instagram story received 108 link clicks and 13,183 views. Facebook story data is not archived. Most social media referrals originated from Facebook/Meta.
Media Release	WSDOT sent a media release via GovDelivery to 5,096 subscribers on Nov. 12.
SAG Outreach	WSDOT asked members of the Study Advisory Group (SAG) to help promote outreach. SAG members could visit the online open house and complete the questionnaire. They were also asked to share the link with their communities and organizations.
Business Drop-In Sessions	The pre-design team hosted two business drop-in sessions on Nov. 12. These events were used to inform businesses near SR 7 about the pre-design. Attendees could also provide feedback about early improvements. They were asked to visit the online open house and complete the questionnaire.
Community Drop-In Session	WSDOT hosted a community drop-in session on Nov. 12.. Community members near SR 7 could learn about the pre-design. They could give feedback on early improvements and were asked to visit the online open house and complete the questionnaire.

You're Invited!

WSDOT has a safety improvement project on State Route 7 between SR 507 and 267th Street. This pre-design will identify safety and accessibility improvements for everyone along and across SR 7 including active transportation users.

¡Lo invitamos!

El Departamento de Transporte del Estado de Washington, presenta un proyecto de mejora de la seguridad en Rutas Estatales (SR) 7 entre SR 507 y 267th Street. Este prediseño de la carretera identificará mejoras en la seguridad y la accesibilidad para todos a través de la SR 7, incluyendo usuarios del transporte activo.

Business drop-in session | Sesión informativa empresarial

Tuesday, Nov. 12, 2024, from 8-9 a.m. and 12-1 p.m.
Martes 12 de noviembre de 2024 de 5 a 7 p. m.
Tacoma-Pierce County Chamber of Commerce
950 Pacific Ave Suite 300, Tacoma, WA 98402

Online open house | Muestra en línea

Tuesday, Nov. 12 to Tuesday, Nov 26
Desde el martes 12 de noviembre hasta el martes 26 de noviembre.



Visit our webpage | Visite nuestra página web
wsdot.wa.gov/construction-planning/search-studies/sr-7-pre-design-study

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Información sobre la Ley de Estadounidenses con Discapacidades (ADA)

Solicitudes de acomodo razonable para personas con algún tipo de discapacidad o impedimento, pueden hacerlas comunicándose con el equipo de Asuntos de diversidad/ADA en WSDOT a través del siguiente correo electrónico wsdotada@wsdot.wa.gov o llamando al número gratuito, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el Relay del Estado de Washington al 711.



Map showing the SR 7 Pre-design area from 267th St East to SR 507.
Mapa que muestra el área del proyecto SR 7 desde 267th St East hasta SR 507.

Contact

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Figure 1: Flier in English and Spanish to promote online open house and business drop-in sessions.

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¡Lo invitamos!

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In-person Drop-in Session | Evento de lanzamiento en persona

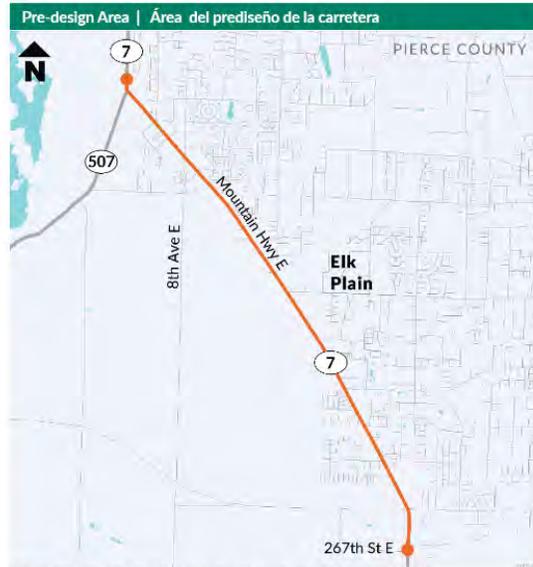
Tuesday, Nov. 12, 2024 from 5-7 p.m.
Martes 12 de noviembre de 2024 de 5 a 7 p. m.
 Bethel Learning Center
 21818 38th Avenue East, Spanaway, WA 98387

Online Open House | Muestra en línea

Tuesday, Nov. 12 to Tuesday, Nov. 26.
Desde el martes 12 de noviembre hasta el martes 26 de noviembre.



Visit our webpage | Visite nuestra página web
wsdot.wa.gov/construction-planning/search-studies/sr-7-pre-design-study



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 WSDOT Olympic Region
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 Lacey, WA 98516

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 Permit No. 1125

Figure 2: Mailer in English and Spanish to promote online open house and community drop-in session.

Participation

The online open house and questionnaire were live from Nov. 12 through 26. They were hosted on the engage.wsdot.wa.gov platform and offered in English and Spanish. The questionnaire included 13 questions, seven of which were optional demographic questions.

Activity

Between Nov. 12 and 26, 1,482 individuals visited the online open house and 522 individuals provided comments. The mailer was sent to 46,482 mailboxes.

Audiences

The top three zip codes we heard from were Spanaway (98387), Graham (98338) and Eatonville (98328).

A majority of participants identified as Caucasian (74%), followed by Asian (3%), American Indian/Alaska Native (3%), Black or African American (2%), Other (13%), and Native Hawaiian/Pacific Islander (1%). Three percent of respondents chose not to disclose their racial identity. Six percent of respondents identified their ethnicity as Hispanic or Latino.

The top three languages spoken at home by questionnaire participants include: English only (89%) and Spanish (2%).

The top age ranges of participants were 35-44 (21%), 45-54 (21%) and 55-64 (22%).

The majority of participants (74%) identified as not having a disability, while 11 percent identified as having a disability.

Key themes

The format of the questionnaire used multiple-choice and write-in questions. It is not considered a statistically significant poll. Results show a number of themes.

Priorities and Challenges

The following challenges and possible solutions emerged from the multiple-choice responses.

- The leading challenges for respondents included:
 - Safety concerns for all modes of travel.
 - A lack of sidewalks and crosswalks.
 - A lack of infrastructure for people biking.
- The top three proposed ideas respondents would most like to see implemented included:
 - New or improved pedestrian crossings.
 - Speed reductions.
 - Protected shared-use paths.
- When asked for more information about the pre-design, respondents noted concerns about:
 - Roundabouts
 - Support for prioritizing pedestrian and/or bicyclist safety.
 - Concerns regarding traffic congestion or support for increasing road capacity.

- There are many areas along the pre-design corridor that respondents would like prioritized. The top two categories are:
 - 22nd Avenue East to 224th Street East.
 - 8th Avenue East to Spanaway Walmart.
- Key improvements that respondents would like for WSDOT to prioritize include:
 - Increasing pedestrian and bicyclist infrastructure and/or safety.
 - Improving or adding turn lanes.
 - Improving or adding traffic signals.

Additional Themes

A variety of themes emerged from write-in responses:

- **No concerns or disapproval of project:** Some respondents do not want the I improvements to be implemented. They would prefer that WSDOT's resources to be used in other ways.
- **Visibility/lighting:** Many people said they want to be able to see better in the project area. Suggestions included more or better lighting or better lane markings.
- **Traffic enforcement:** People said they want to see more enforcement of traffic laws. This theme was seen in the answers to several questions.
- **Speeding:** Many respondents are worried about speeding in the whole project area. Some respondents said they would like to see a lower speed limit.
- **Roundabouts:** Many people shared their concerns about roundabouts and said they don't want them. But some people think roundabouts can help reduce the number of serious or fatal crashes.
- **Range of locations:** People said WSDOT should focus on the area between 22nd Avenue East and 224th Avenue East. But people had a lot of different responses about the whole project area.

Questionnaire results

This questionnaire shows some of the thoughts people have about the SR 7 Pre-Design.

It is not considered a scientific, statistically significant survey.

Question 1 | Which of the following best describes your connection to the pre-design area?
Select all that apply:

TALLY

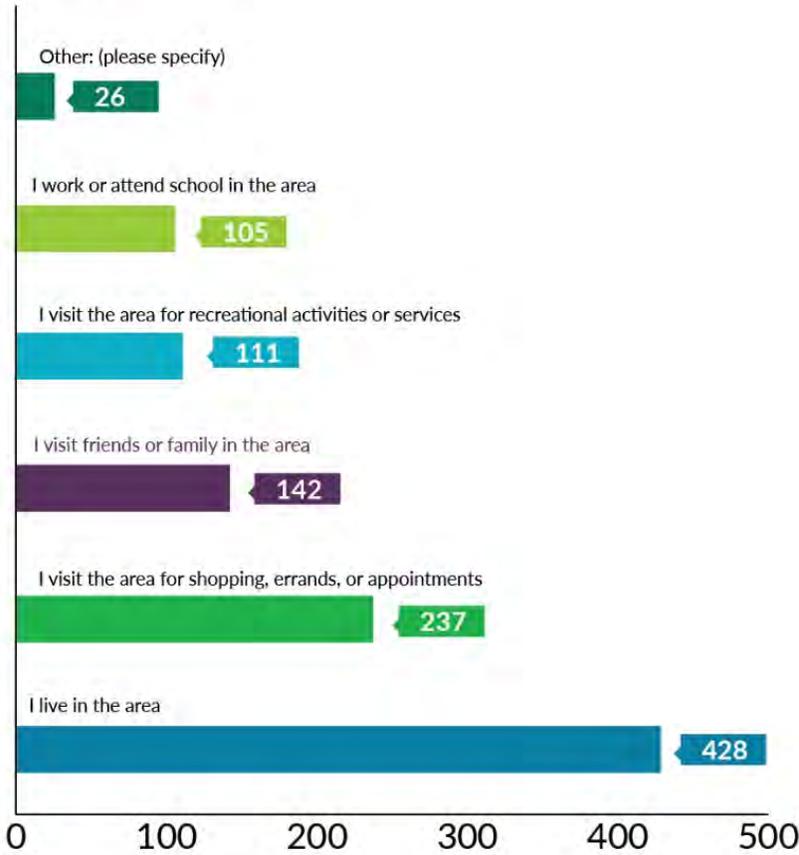


Figure 3: Breakdown of responses to Question 1.

Answer	Tally	Percent
Other: (please specify)	26	5%
I work or attend school in the area	105	20%
I visit the area for recreational activities or services	111	21%
I visit friends or family in the area	142	27%
I visit the area for shopping, errands, or appointments	237	45%
I live in the area	428	82%

Most respondents said they live in the pre-design area. Many also mentioned that they visit this area for shopping, errands, or appointments.

Five percent of respondents chose "Other." Many of them said they travel for work-related activities beyond just commuting, like farming and hauling freight. Some respondents also reported that they often bike or run in the project area.

Question 2 | How often do you travel around or through the project area? Select one:

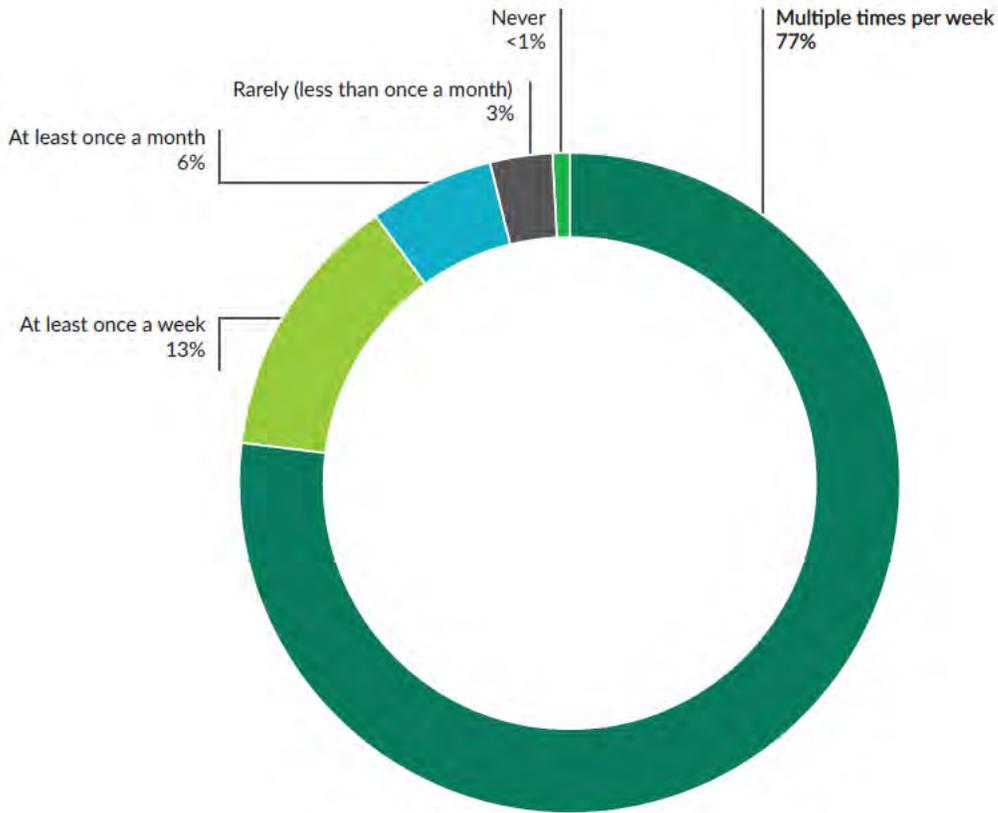


Figure 4: Breakdown of responses to Question 2.

Answer	Tally	Percent
Never	1	<1%
Rarely (less than once a month)	18	3%
At least once a month	32	6%
At least once a week	67	13%
Multiple times per week	402	77%
Total	520	100%

Most respondents said that they travel around or through the project area multiple times per week. About 13 percent said they travel at least once a week through the project area.

Question 3 | How do you get around the pre-design area? Select all that apply:

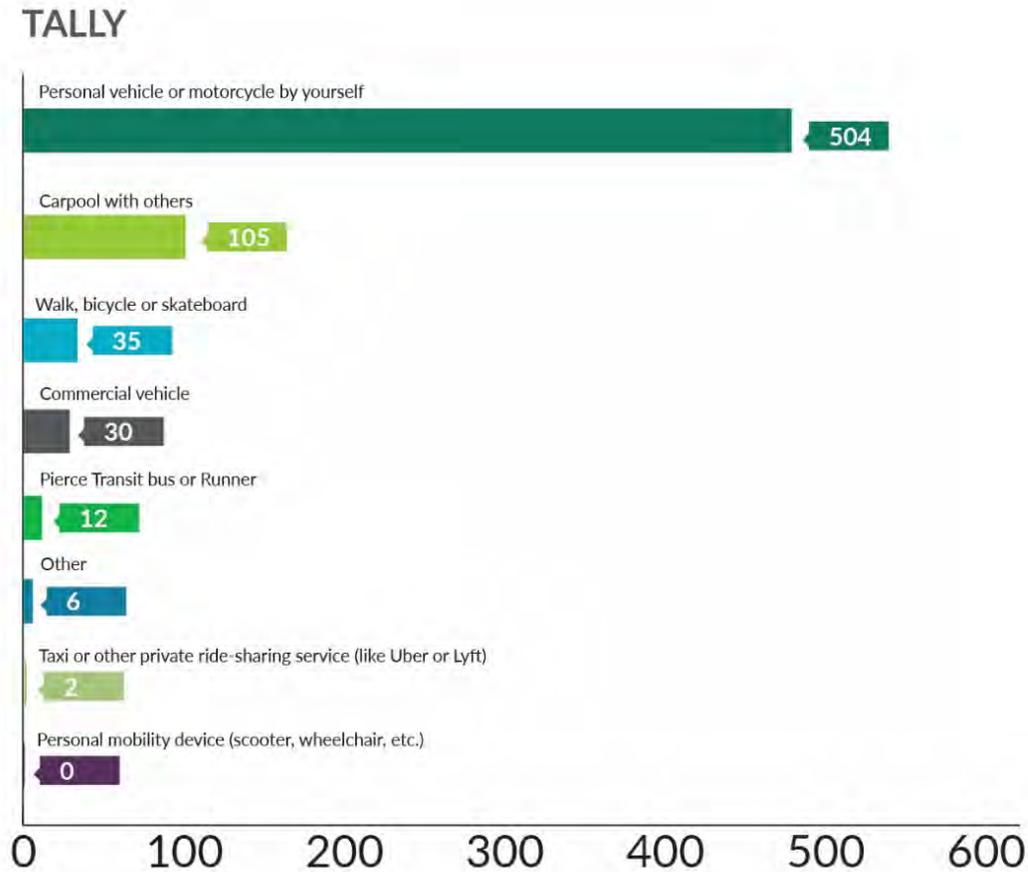


Figure 5: Breakdown of responses to Question 3.

Answer	Tally	Percent
Personal vehicle or motorcycle by yourself	504	97%
Carpool with others	105	20%
Walk, bicycle or skateboard	35	7%
Commercial vehicle	30	6%
Pierce Transit bus or Runner	12	2%
Other (please explain):	6	1%
Taxi or other private ride-sharing service (like Uber or Lyft)	2	<1%
Personal mobility device (scooter, wheelchair, etc.)	0	<1%

The two most common ways people travel in the pre-design area are by driving their own car and carpooling with others. Many respondents who chose "Other" said they could not use public transit because it was not available in their area. Respondents also said they drive through the project area using trucks and trailers to go to their farms. Respondents also listed that they run and cycle through the project area.

Question 4 | What are the biggest challenges for you when you travel along or across SR 7? Please select your three biggest challenges.

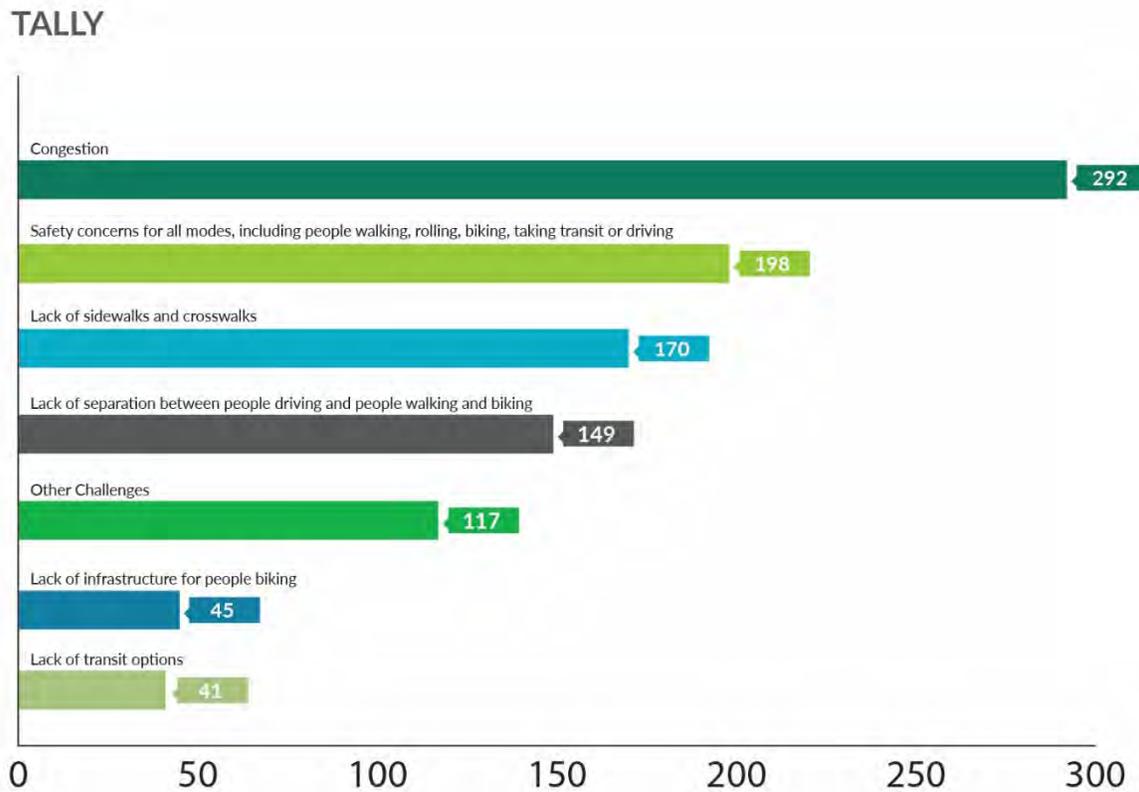


Figure 6: Breakdown of responses to Question 4.

Answer	Tally	Percent
Congestion	292	58%
Safety concerns for all modes, including people walking, rolling, biking, taking transit or driving	198	39%
Lack of sidewalks and crosswalks	170	34%
Lack of separation between people driving and people walking and biking	149	30%
Other challenges	117	23%
Lack of infrastructure for people biking	45	9%
Lack of transit options	41	8%

Respondents noted the main challenges on SR 7 as congestion, safety concerns for all users, and a lack of sidewalks and crosswalks. Some respondents who chose "Other" said there is poor lighting and bad road conditions. They also said it can be hard to get to local businesses.

Question 5 | Please rank the proposed ideas you would most like to see implemented. (Rank 1 being your top priority and Rank 4 being your lowest priority. You can rank multiple options at the same level.)

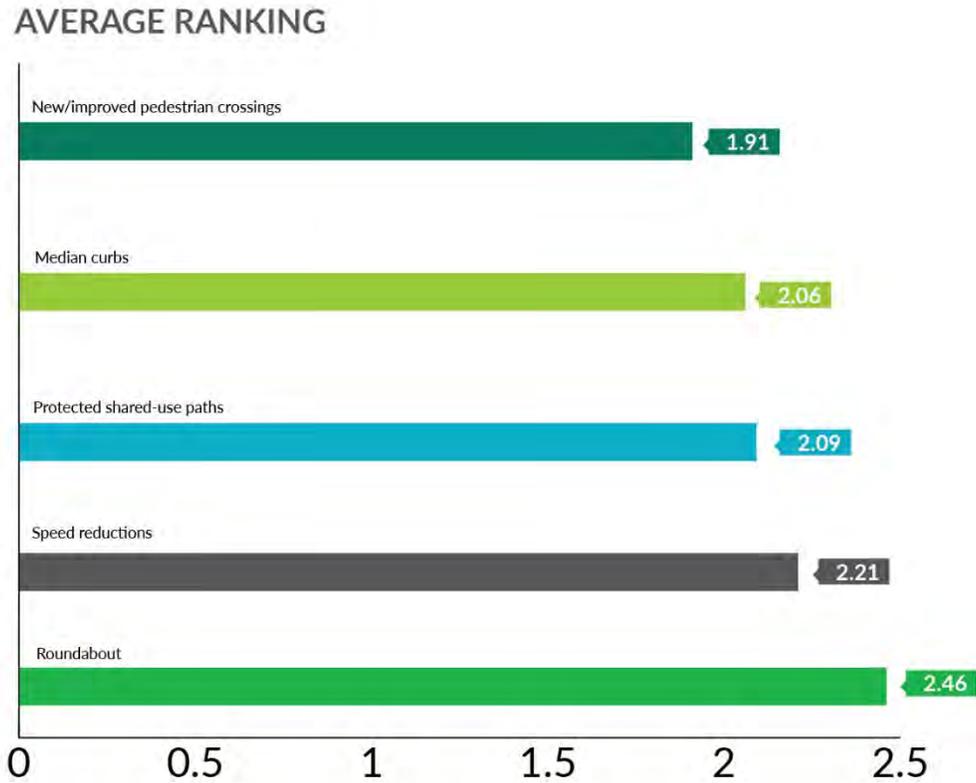


Figure 7: Breakdown of responses to Question 5.

Answer	Tally	Average Ranking (1-4)	Relative Ranking
New/improved pedestrian crossings	998	1.91	1
Median Curbs	1075	2.06	2
Protected shared-used paths	1090	2.09	3
Speed reductions	1154	2.21	4
Roundabouts	1283	2.46	5

Respondents said they most want to see new or better pedestrian crossings, median curbs, and protected shared-use paths. They ranked roundabouts as the least important.

Question 6 | Do you have any additional information you would like to share regarding the proposed ideas, how we should prioritize the proposed ideas, or safety and mobility along the project corridor? (write-in)

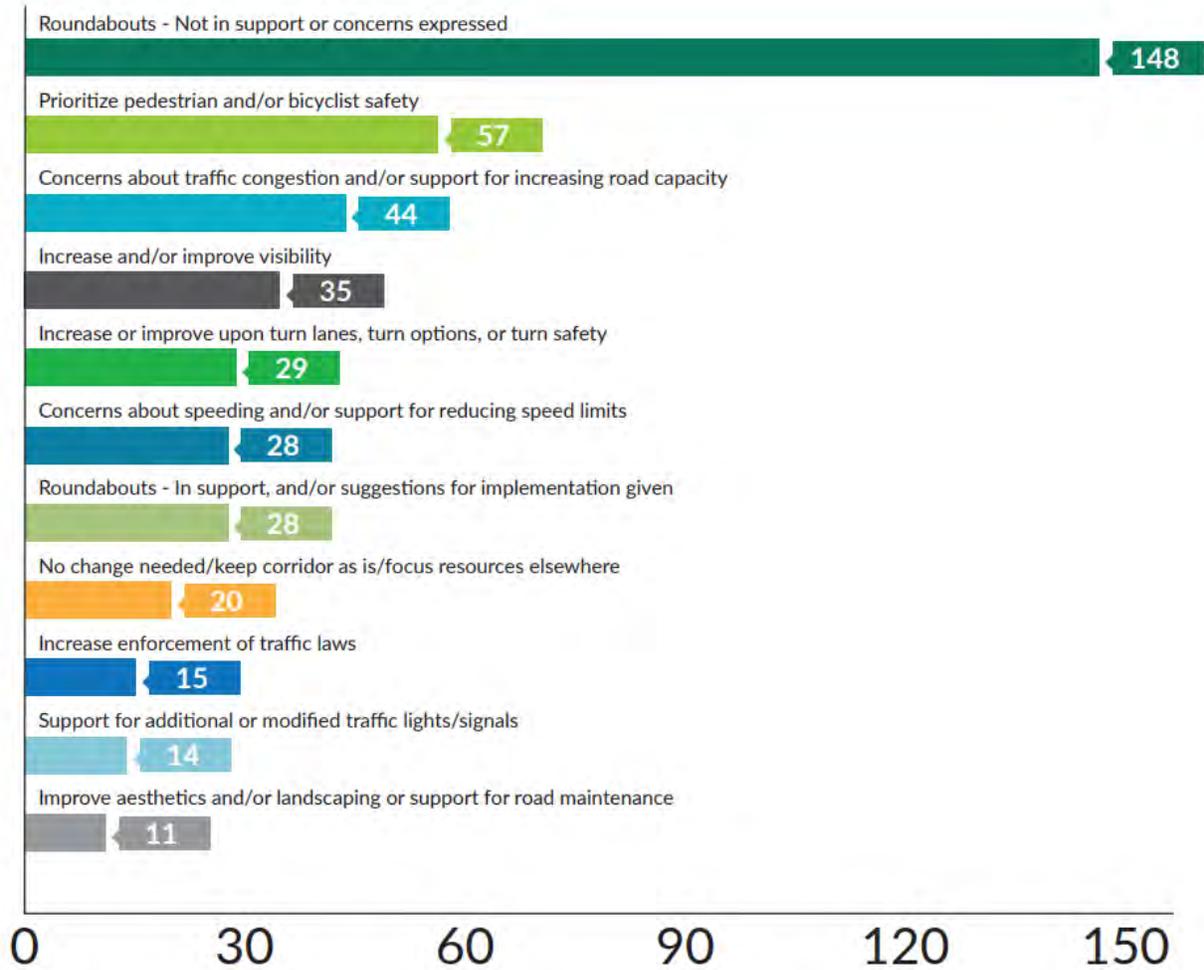


Figure 8: Breakdown of responses to Question 6.

Answer Category	Tally	Percentage
Roundabouts - Not in support or concerns expressed	148	48%
Prioritize pedestrian and/or bicyclist safety	57	18%
Concerns about traffic congestion and/or support for increasing road capacity	44	14%
Increase and/or improve visibility	35	11%
Increase or improve upon turn lanes, turn options, or turn safety	29	9%
Concerns about speeding and/or support for reducing speed limits	28	9%
Roundabouts - In support, and/or suggestions for implementation given	28	9%
No change needed/keep corridor as is/focus resources elsewhere	20	6%
Increase enforcement of traffic laws	15	5%
Support for additional or modified traffic lights/signals	14	5%
Improve aesthetics and/or landscaping or support for road maintenance	11	4%

The main issue raised in the responses was concerns about roundabouts. About 48 percent of respondents are concerned about roundabouts or don't support the strategy. People worry that roundabouts might increase traffic congestion, be hard for large vehicles to use, and raise the risk of crashes. The second most common concern in the responses was the safety of pedestrians and cyclists. Eighteen percent of people supported this issue.

Fourteen percent of people are worried about traffic jams and want to increase how many people can use the road.

Question 7a | Are there any other specific locations or places we should make improvements to, and what are those improvements? (write-in)

TALLY



Figure 9: Breakdown of responses to Question 7a.

Answer Category	Tally	Percentage
22nd Avenue East - 224th Street East	34	15%
8th Avenue East - Spanaway Walmart	15	7%
Broad range - South of 224th Street East	13	6%
260th Street East - 267th Street East	10	4%
Roy Y Intersection	9	4%
251st Street East - 255th Street East	9	4%
204th Street East - 208th Street East	6	3%
B Street East	5	2%
232nd Street East - 241st Street East	3	1%
Broad range - North of 224th Street East	3	1%
Schools	2	< 1%
Business-congested areas	1	<1%

The area between 22nd Avenue East and 224th Avenue East was the most requested priority. Fifteen percent of respondents said this location or one within it is a top priority. Seven percent of respondents said the area between 8th Avenue East and the Spanaway Walmart is a priority. But responses varied widely across the entire pre-design area.

Question 7b | Are there any other specific locations or places we should make improvements to, and what are those improvements? (write-in)

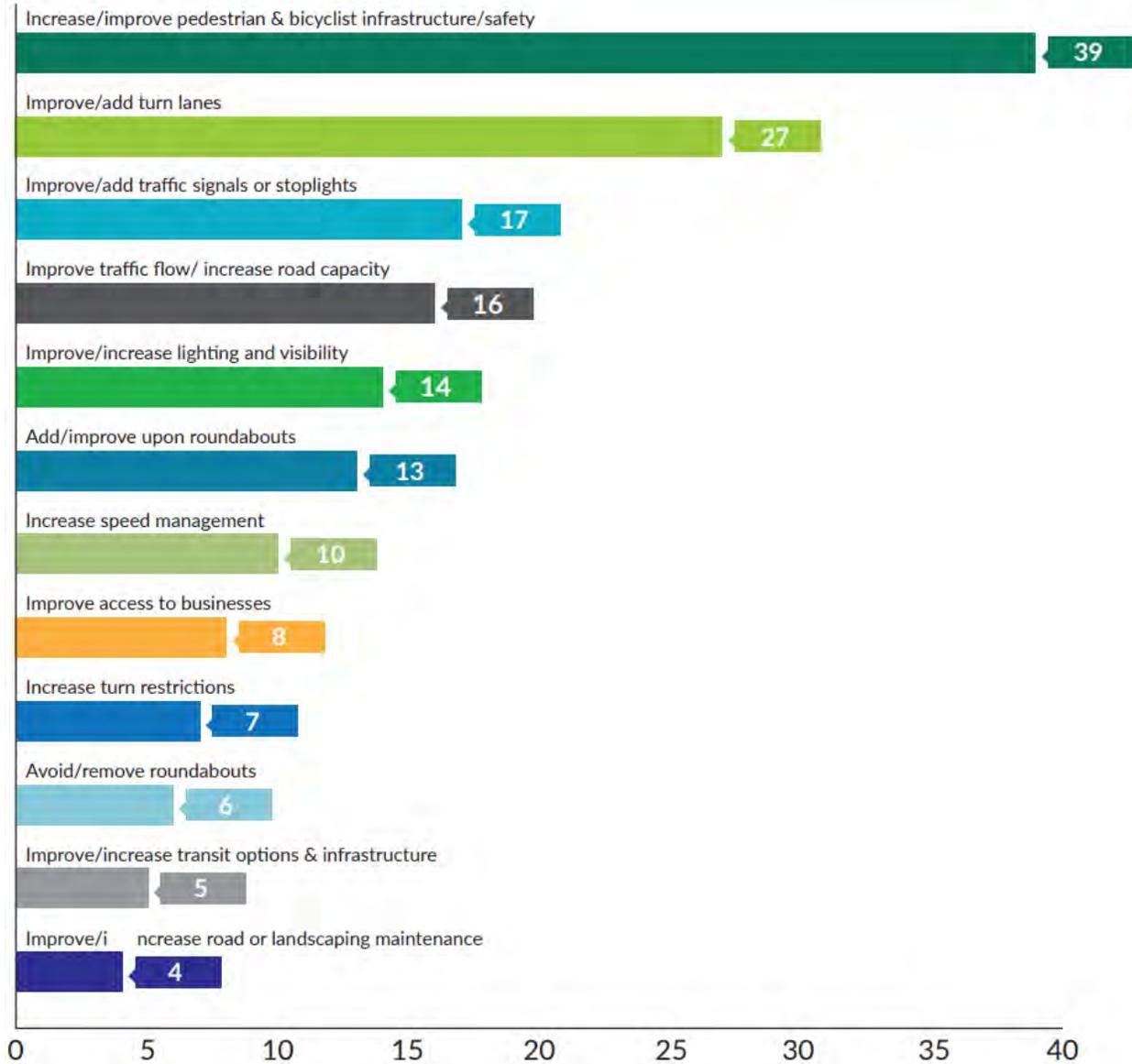


Figure 10: Breakdown of responses to Question 7b.

Answer Category	Tally	Percentage
Increase/improve pedestrian and bicyclist infrastructure/safety	39	17%
Improve/add turn lanes	27	12%
Improve/add traffic signals or stoplights	17	8%
Improve traffic flow/increase road capacity	16	7%
Improve/increase lighting and visibility	14	6%
Add/improve upon roundabouts	13	6%
Increase speed management	10	4%
Improve access to businesses	8	4%
Increase turn restrictions	7	3%
Avoid/remove roundabouts	6	3%
Improve/increase transit options and infrastructure	5	2%
Improve/increase road or landscaping maintenance	4	2%

Many respondents support increasing or improving pedestrian and bicyclist safety and/or infrastructure. This category includes 17 percent of responses. Improving and/or adding traffic lanes was also a common suggestion. This was seen in 12 percent of responses.

Question 8 | What is your zip code? (write-in)

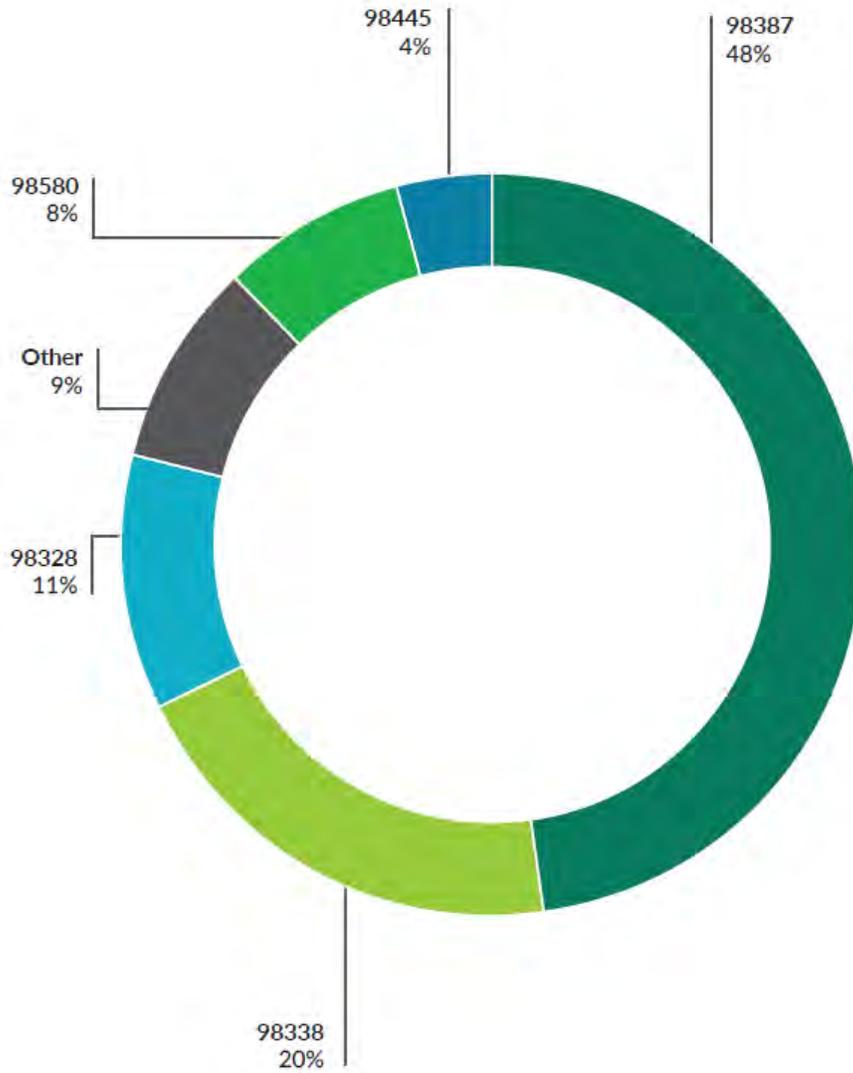


Figure 11: Breakdown of responses to Question 8.

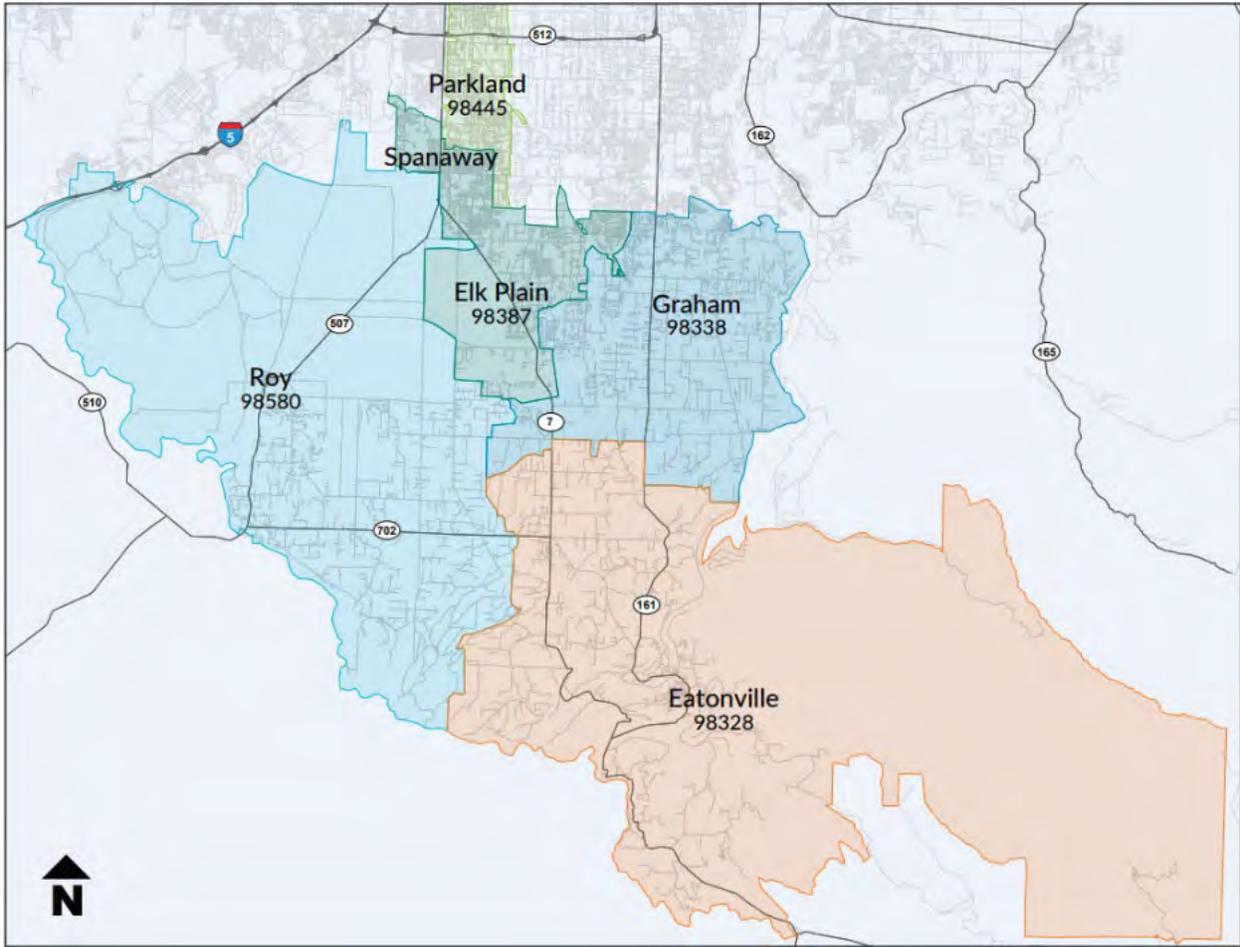


Figure 12: Map of responses to Question 8.

Answer	Tally	Percentage
98387	235	48%
98338	98	20%
98328	52	11%
98580	37	8%
Other	27	9%
98445	19	4%

The top three zip codes we heard from were Spanaway (98387), Graham (98338) and Eatonville (98328).

Demographics

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 asked that participants voluntarily provide us information about race, ethnicity, gender and/or other demographics. Responses to these questions were not required.

Question 1 | Gender

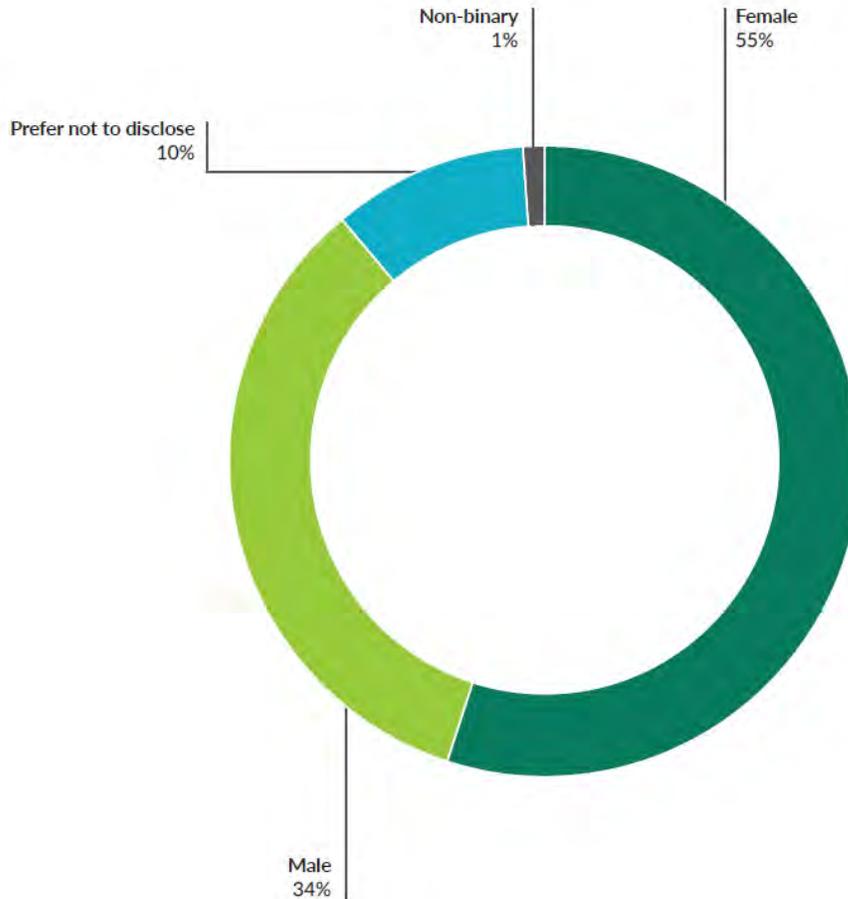


Figure 13: Breakdown of responses to Demographics Question 1.

Answer	Tally	Percentage
Female	265	55%
Male	167	34%
Prefer not to disclose	49	10%
Non-binary	4	1%

Question 2 | Disability

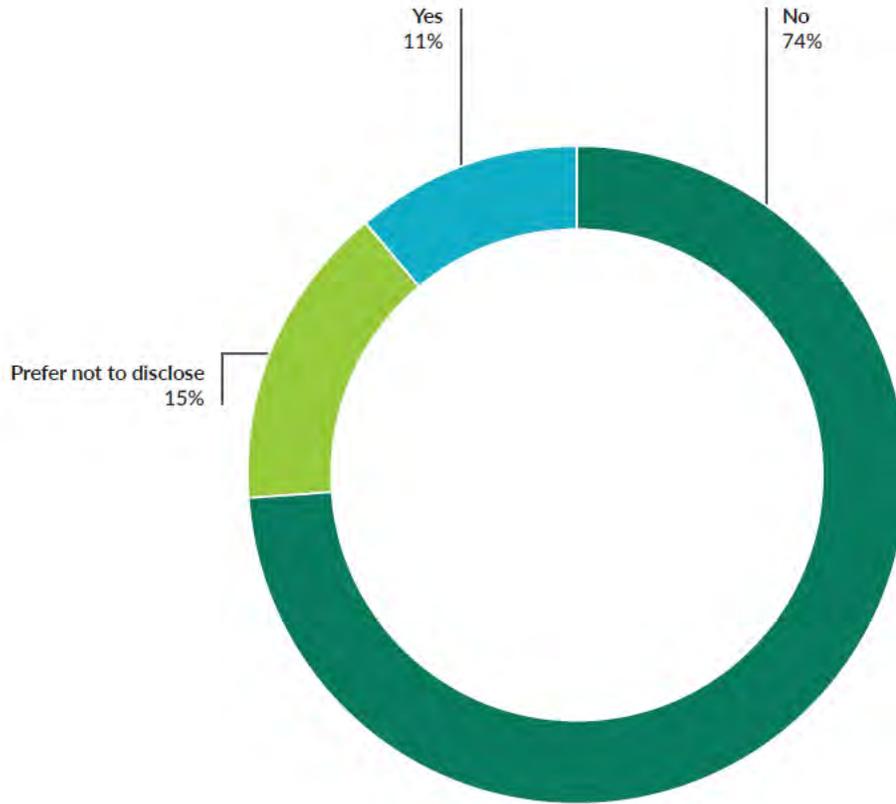


Figure 14: Breakdown of responses to Demographics Question 2.

Answer	Tally	Percentage
No	353	74%
Yes	73	15%
Prefer not to disclose	54	11%

Question 3 | Ethnicity

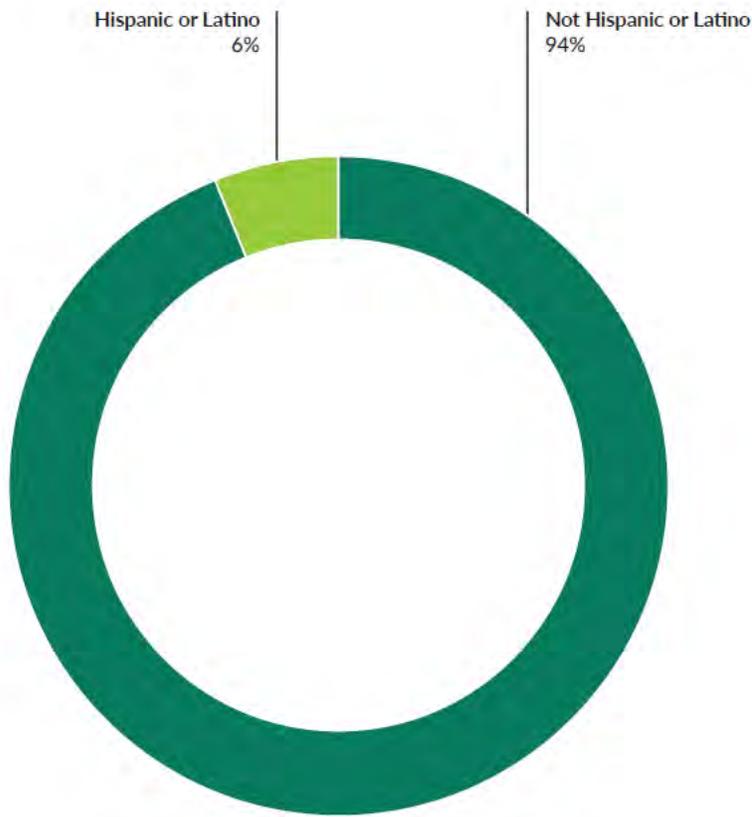


Figure 15: Breakdown of responses to Demographics Question 3.

Answer	Tally	Percentage
Not Hispanic or Latino	353	94%
Hispanic or Latino	22	6%

Question 4 | Race

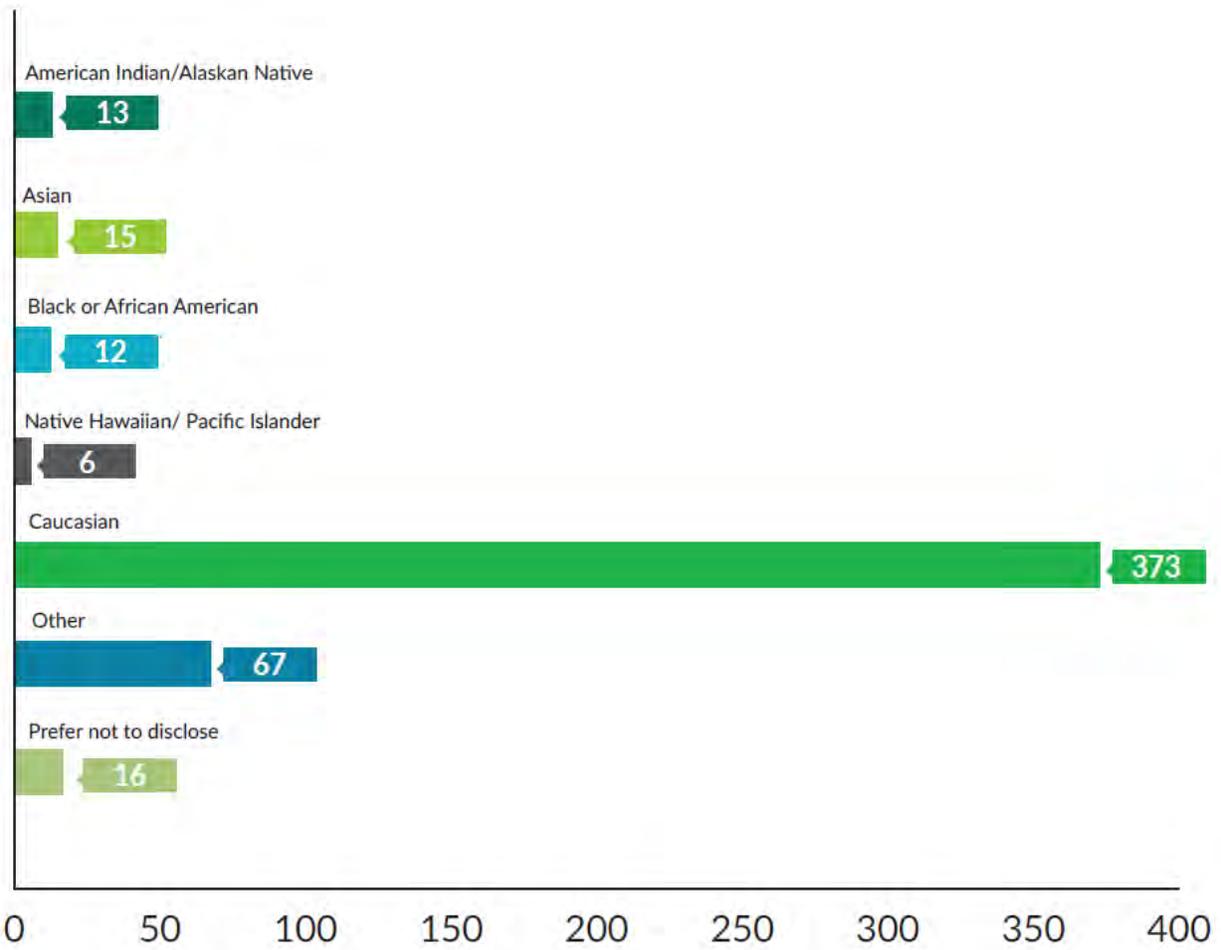


Figure 16: Breakdown of responses to Demographics Question 4.

Answer	Tally	Percentage
Caucasian	373	74%
Other	67	13%
Prefer not to disclose	16	3%
Asian	15	3%
American Indian/Alaskan Native	13	3%
Black or African American	12	2%
Native Hawaiian/Pacific Islander	6	1%

Question 5 | Language spoken at home

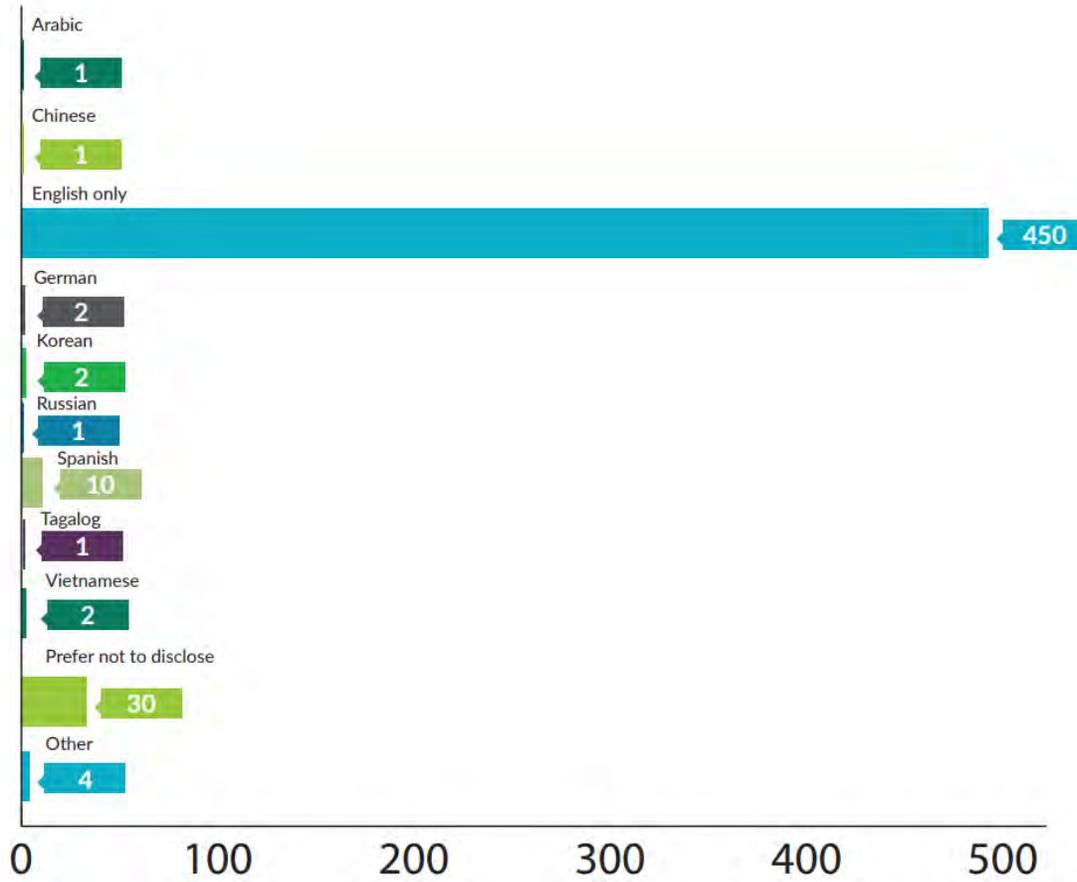


Figure 17: Breakdown of responses to Demographics Question 5.

Answer	Tally	Percentage
English only	450	89%
Prefer not to disclose	30	6%
Spanish	10	2%
Other	4	1%
Vietnamese	2	<1%
German	2	<1%
Korean	2	<1%
Arabic	1	<1%
Chinese	1	<1%
Russian	1	<1%
Tagalog	1	<1%

Question 6 | Age

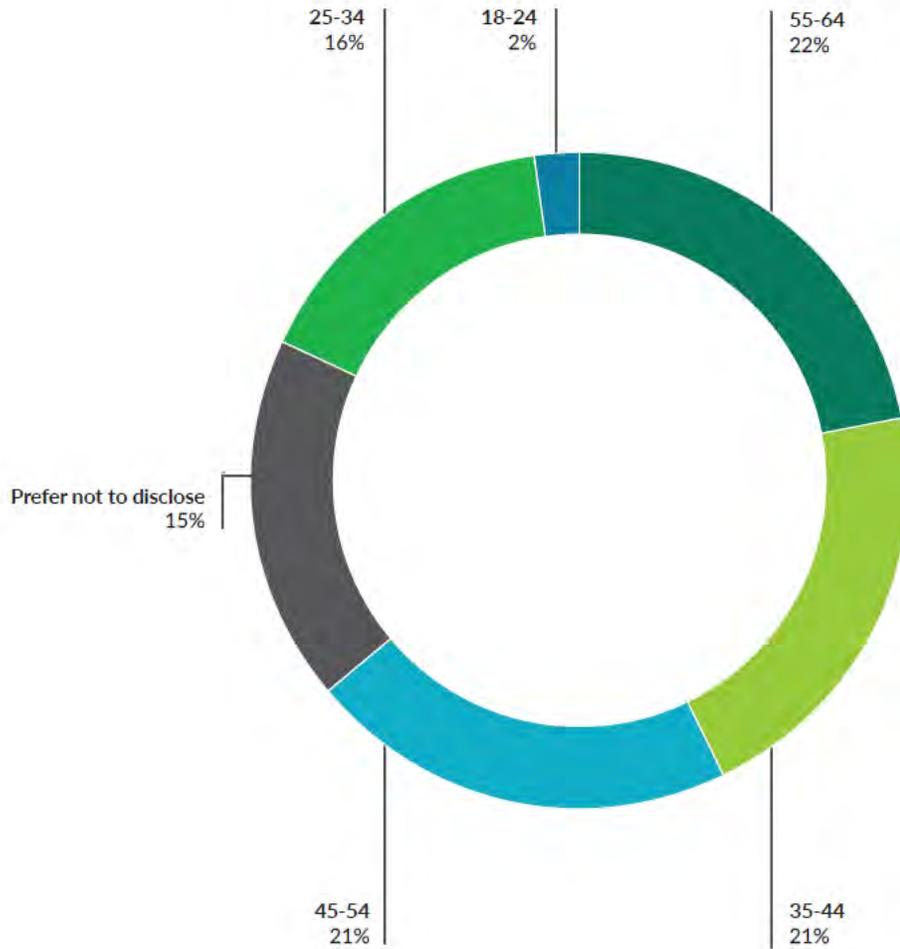


Figure 18: Breakdown of responses to Demographics Question 6.

Answer	Tally	Percentage
55-64	98	22%
45-54	92	21%
35-44	92	21%
65-79	80	18%
25-34	73	16%
18-24	10	2%



Appendix A – Online Open House Copy

SR 7 Pre-design

Online open house

Tabs

1. *Welcome*
2. *Pre-design overview*
3. *Existing conditions*
4. *Proposed ideas and next steps*
5. *Feedback – Share your thoughts*

Welcome to our online open house!

The Washington State Department of Transportation has an upcoming safety improvement project on State Route 7 between 267th Street East and SR 507 in Pierce County. This safety improvement project is building roundabouts at 260th Street East, 224th Street East, 22nd Avenue East and at SR 507.

This project will also include Complete Streets elements identified from the pre-design process that will improve safety and mobility for all transportation users.

This online open house will provide information about:

- Why we are doing this pre-design.
- How you can share input.

Your feedback will help us develop improvements that make it safer, easier, and more comfortable to travel along and across the SR 7 corridor.

The online open house is available through November 26, 2024. Once you have reviewed the information, please visit the Feedback section of this open house. There, you will find a series of questions and opportunities to provide feedback. If you submit a question, we will address it in a summary after the online open house closes.



This map shows the SR 7 Pre-design area.

TAB 2: Pre-design overview

Background

SR 7 is an important north-south link through Pierce County. It moves people and goods and connects the rural communities of Elk Plain and South Creek to the larger communities of Parkland, Spanaway, and Tacoma.

This pre-design will identify and prioritize safety and accessibility improvements for everyone along and across SR 7. Recommended improvements will become part of this project.

Key elements of the pre-design include:

- Focus on safe travel for everyone.
- Improve accessibility and comfort for people walking, rolling, biking, and taking transit.
- Identify potential impacts to overburdened and vulnerable communities.
- Maintain access to the corridor for businesses, transit, and freight.

Complete Streets

In 2022, the Washington State Legislature passed a law that implemented [Complete Streets](#). WSDOT screens projects over \$500,000 for Complete Streets. Complete Streets focuses on creating a safe travel environment for all users. This includes those who walk, bike, roll or use public transit.

To learn more about Complete Streets, [you can watch this video](#).

HEAL Act

Washington has an Environmental Justice Law. It's called the Healthy Environment for All (HEAL) Act. It requires WSDOT to conduct Environmental Justice Assessments (EJA).

This pre-design will complete an EJA. Through meaningful community engagement, the assessment will guide this WSDOT project to ensure fair distribution of environmental benefits to address health outcomes for vulnerable and overburdened communities.

WSDOT will work to ensure full and fair participation in the decision-making process. This means including those who are more likely to be affected by any project decisions made.

Funding

Funding for some of the proposed ideas shown on the following pages is already secured. WSDOT will work with local leaders and community members to identify which additional proposed ideas to prioritize in the near-, mid-, and long-term.

Schedule

This pre-design began in March 2024 and is scheduled for completion in early 2025. Throughout the spring and summer, WSDOT gathered data about existing conditions, looked at travel and traffic scenarios, and began to develop initial proposed ideas. This fall, WSDOT will refine the proposed ideas based on feedback from the community and local leaders and conduct further analysis. In early 2025, the pre-design team will identify the final pre-design recommendations.



Outcomes

The pre-design team will make recommendations of proposed ideas to immediately move on to design and construction. Other ideas will be prioritized for the future. Once projects are funded, they will move into design for a closer look at the recommendations. The design phase for the first improvements is scheduled to begin in spring 2025.

TAB 3: Existing conditions

Existing conditions

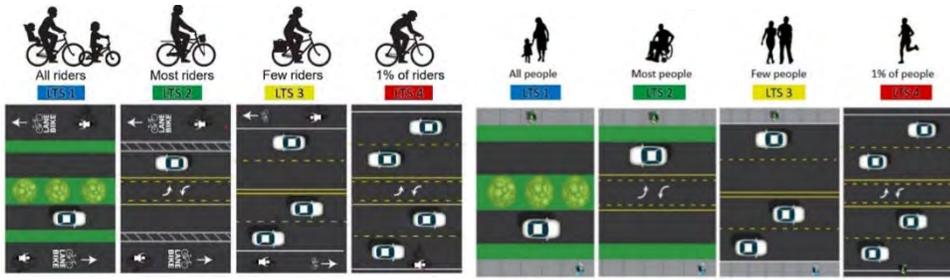
Sidewalk gaps

SR 7 has few sidewalks in the pre-design area. Significant changes are necessary to provide continuous sidewalks and pedestrian facilities.



Bicycle/pedestrian level of traffic stress

Level of Traffic Stress (LTS) is how WSDOT and others in transportation planning think about how much space and separation to provide for people walking, rolling, and cycling. An LTS 2 or better facility is suitable for most road users.



Alt text: This depicts a level of traffic stress for bicyclists and pedestrians ranging from LTS 1 to 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.

Bicycle and pedestrian LTS are both currently LTS 4 in the pre-design area. WSDOT's goal is to construct facilities that are an LTS 2 or better for both modes of transportation.



Crash data



For this pre-design, WSDOT analyzed crash data for 2019 through 2023. There was a focus on bicycle, pedestrian, serious injury, and fatal crashes. There were 24 serious injury crashes and 11 fatal crashes. All pedestrian and bicycle crashes involving vehicles occurred north of 224th Street East, where there are more commercial and housing developments.

Disclaimer: Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.



Traffic operations

The north end of the pre-design area has much higher traffic volumes compared to the southern end. There are no major SR 7 congestion issues south of the SR 7/SR 507 intersection, but some intersections experience high delays for side street travelers:

- Pirnie Road East/B Street East
- 22nd Avenue East
- 255th Street East

These intersections only have stop signs on the side streets, while SR 7 traffic does not stop. Because of this, the side streets can experience higher delays waiting on a gap in SR 7 traffic.



Tab 4: Proposed ideas and next steps

The following proposed ideas are still under development and may change as this pre-design continues, based on feedback from the community and other agencies. Many of the proposed ideas may need to be paired with other improvements to be successful and only a few may be prioritized for near-term design and construction.



Roundabouts

Roundabouts are designed to make intersections safer and more efficient for all travelers.

- **They are safer.** There are fewer points of conflict than a four-way signal, slower speeds reduce the seriousness of collisions, and one travel direction results in less severe sideswipes instead of more severe T-bone or head-on collisions.

- **They have fewer and less severe crashes.** Replacing stop signs or signals with roundabouts results in a 90% reduction in fatal collisions, 75% fewer injuries, and 10 to 40% fewer pedestrian and bicycle crashes.
- **They increase traffic capacity.** Roundabouts result in a 20% reduction in delays, keep traffic flowing unlike a stop sign or red light, and can be used in series for multiple road intersections.

WSDOT is planning to add several new roundabouts along the SR 7 corridor. These funded roundabouts include:

- SR 507
- 22nd Avenue East
- 224th Street East
- 260th Street East

A fifth roundabout at 208th Street East is also funded. This roundabout will be built as part of a Pierce Transit project. Additional roundabout locations under consideration include:

- Pirnie Road/B Street
- 8th Avenue East
- 204th Street East



More information regarding roundabouts can be accessed [here](#), and an informative video on how to use roundabouts can be accessed [here](#).

from the roadway. They would include a buffer and landscaping. Potential shared-use path locations include:

- SR 507 to 208th Street East (both sides of SR 7)
- 208th Street East to 214th Street East (East side of SR 7 only)
- 214th Street East to 224th Street East (both sides of SR 7)
- 224th Street East to 267th Street East (East side of SR 7 only)



Speeds and crossings

Research shows that lower traffic speeds often lead to safer roadways. Lower speeds can decrease the number of crashes, as well as the severity of crashes. WSDOT is looking at roadway changes to encourage slower speeds. This includes roundabouts, median curbs, and reducing lane widths. It also includes adding or improving pedestrian crossings along SR 7. WSDOT is also looking at reducing the speed limit north of 224th Street East. Lowering the speed limit will only be possible if other design changes that encourage slower driving are implemented.

Potential locations for new or improved crossings of SR 7 include:

- Field Road East
- Walmart Supercenter – Spanaway Location
- 204th Street East
- 214th Street East
- 217th Street Court East
- 243rd Street Court East
- 255th Street East

One crossing at the Spanaway Transit Center is currently funded. This crossing will be built as part of a Pierce Transit project.



Next steps

- November/December 2024: Review community input and share outreach summary on the SR 7 Pre-design webpage.
- December 2024: Prioritize proposed ideas to implement through the current project.
- January 2025: Select final recommendations.
- February 2025: Pre-design complete.
- Spring 2025: Project design begins.

Stay connected throughout this process by visiting the [SR 7 Pre-design webpage](#).

Tab 5: Feedback – Share your thoughts

TAB 4: Feedback

Optional survey questions

Please share your thoughts with us. The Washington State Department of Transportation is developing facilities that safely meet the needs of people who walk, bike, roll, take transit, move goods, and drive.

WSDOT would appreciate your help in prioritizing the proposed ideas by answering the following questions.

1. Which of the following best describes your connection to the pre-design area? Select all that apply:
 - I live in the area.
 - I work or attend school in the area.
 - I visit friends or family in the area.
 - I visit the area for shopping, errands, or appointments.
 - I visit the area for recreational activities or services.

- Other (please specify):
2. How often do you travel around or through the pre-design area? Select one:
 - Never
 - Rarely (less than once a month)
 - At least once a month
 - At least once a week
 - Multiple times per week
 3. How do you get around the pre-design area? Select all that apply:
 - Walk, bicycle or skateboard
 - Personal mobility device (scooter, wheelchair, etc.)
 - Taxi or other private ride-sharing service (like Uber or Lyft)
 - Pierce Transit bus or Runner
 - Personal vehicle or motorcycle by yourself
 - Carpool with others
 - Commercial vehicle
 - Other (please explain):
 4. What are the biggest challenges for you when you travel along or across SR 7? Please select your three biggest challenges.
 - Safety concerns for all modes, including people walking, rolling, biking, taking transit or driving
 - Lack of sidewalks and crosswalks
 - Lack of infrastructure for people biking
 - Lack of separation between people driving and people walking and biking
 - Lack of transit options
 - Congestion
 - Other (please explain):
 5. Please rank the proposed ideas you would most like to see implemented. (Rank 1 being your top priority and Rank 4 being your lowest priority. You can rank multiple options at the same level.)
 - Roundabouts
 - Median curbs
 - Protected shared-use paths
 - Speed reductions
 - New/improved pedestrian crossings
 6. Do you have any additional information you would like to share regarding the proposed ideas, how we should prioritize the proposed ideas, or safety and mobility along the project corridor? (write-in)
 7. Are there any other specific locations or places we should make improvements to, and what are those improvements? (write-in)

8. What is your zip code? (write-in)

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 questions:

9. Gender:

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

10. Disability

- Yes
- No
- Prefer not to disclose

11. Ethnicity

- Hispanic or Latino
- Not Hispanic or Latino

12. Race (check one or more)

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

13. Language spoken at home (check one or more)

- English only
- Tagalog

- Spanish
- Korean
- Russian
- Chinese
- German
- Arabic
- Vietnamese
- Prefer not to disclose
- Other

14. Age

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

Appendix B – Flyering Locations

The pre-design team distributed flyers to the following businesses and community-based organizations on November 5, 2024. There were a total of 70+ businesses that were notified about the online open house and community drop-in session.

Businesses

- Isabel Hall Physical Therapist
- Dick's U Pill It
- Shell
- Darwin Trace Shop
- Simply 3 Boutique
- 7-Eleven
- Trucking Northwest in Spanaway Washington
- Discount Automotive Service Center
- Appliance Discount NW
- The Wave Car Wash
- The Hair Place
- McDonald's
- Denny's
- Panda Express
- Starbucks
- Jack in the Box
- Rod's Auto Mechanic
- Arby's
- Taco Bell
- AT&T

- Super Vapez
- TrailerPlus
- Austin's Pro Max
- Arco
- Walmart
- Verizon
- H&R Block
- Desert Tanning Salon
- Maple Leaf Motors
- Rollings Auto Wrecking
- Baza M Used Tires and Shop
- Spanaway Children's Dentistry
- G&L Bark & Supply, Inc
- Pacific NW
- Dental Center
- Chong's Barber and Beauty Salon
- Northwest Self Storage
- Child's Time Early Learning Center
- Glacier West Garage Plus
- SuperNova Wraps LLC
- Magic One Seattle
- CARSTAR Mountain Highway
- Up in Smoke 3
- Northwest Custom Cerakote and Laser Gun Shop
- The Gallery
- Interior Focus Professional Cleaning Services
- Great Clips
- Anytime Fitness
- Wagon Wheel Market
- Timberland Bank
- The Hideaway Sports Pub
- Bell Auto Repair
- Mountain Heating and Cooling
- Magic Custom Cycle
- Viking Cabinets
- PSGKA (Go-Kart track)
- Capitol Home Improvement
- Marlon Recreational Products
- Barney & Bernie's Grocery Deli
- O'Reilly Auto Parts
- Q Barber Shop
- Tax Services
- Perfect Nails
- Star Massage
- Fred Meyer
- Rite Aid
- Jackson Hewit
- Great Clips

- EZ Auto License and Title
- State Farm
- Papa Murphy's
- Tonalá Mexican Market
- Dollar Tree
- Subway
- Red Nail's and Tanning
- Kinza Teriyaki
- PostNet
- Metro by T-Mobile
- Domino's
- Elevate Smile Design & Sleep
- United States Postal Service

Community-Based Organizations

- Bethel Family Center
- Elk Plain Grange
- Elk Plain School of Choice
- Mountain Highway Baptist Church
- Mountain Valley Community
- Elk Plain Community Church
- Las Costeñas Mexican Market

Appendix C – Online Open House Comments

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

- Concern about how roundabouts may impact congestion and travel time along SR 7.
- Concern for people not knowing how to use roundabouts.
- Roundabouts should not be located in rural areas.
- Concern about how roundabouts accommodate large trucks and emergency vehicles.
- Why is WSDOT implementing Complete Streets and prioritizing active transportation infrastructure along SR 7? There are few active transportation users in the area.

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.
- Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
- Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.
- Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.
- Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.
- In the U.S., there are around 50 rural roundabouts on high-speed roads. They have been shown to provide safety on rural high-speed, two-lane roadways.
- Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
- WSDOT focuses on everyone who uses the roads, not only car users. A new law requires highway projects over \$500,000 to consider safer and easier access for all users. This includes people who bike, walk, roll and take public transit. We want to create a transportation system that works for all of us and is safe, accessible, affordable and good for the environment.

The tables below show comments received from the online questionnaire:

Question 6 | Do you have any additional information you would like to share regarding the proposed ideas, how we should prioritize the proposed ideas, or safety and mobility along the project corridor? (write-in)

Comment Number	Comment	WSDOT Response
1	Need more separation between north and southbound lanes and sidewalks that have some separation from the road. Especially with the crazy amount of apartment complexes going up	Respondent's Preference Recorded
2	Improved street lighting would be very helpful. That is a very dark stretch of road.	Respondent's Preference Recorded
3	We the people don't want Roundabouts	Respondent's Preference Recorded
4	Roundabouts are a bad idea and waste of tax payer money.	Respondent's Preference Recorded
5	Roundabouts DELAY first responders, thereby putting those in need of emergency services at risk. Many of us live on roads ONLY accessible via SR7 or helicopter. The willingness of the state of WA to put our lives at risk is terrifying. THERE ARE NO OTHER ROUTES TO ACCESS THESE HOMES!!! This fact MUST be taken seriously. I am LIVID that WA has decided our lives are worthless. These are not needed. A little path for bikers/pedestrians would be great, but kill the roundabouts.	Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.
6	Sidewalks to 224th, median curbs, crosswalks that aren't miles apart, timed lights, it's been proven that sr7 landscape is NOT maintained already so your proposition is a waste of money. It also shows that your office has no idea how or what this community needs. We do not want to be olympia with round a bouts.	Respondent's Preference Recorded
7	I know money would be tight to do it, but aesthetics of the Mountain Highway could be improved. More controlled left turn lanes instead of two-way "Suicide" lanes could be augmented with durable median landscaping.	Respondent's Preference Recorded

8	I like the shared use protected paths. The intersection of SR 7/507 has challenging design curve. There is a history of really bad crashes. I used the live in the area. Pedestrians were constantly struck. Please consider Pacific Lutheran University, the local parks and recreation office and JBLM in your outreach. Many users on SR 7 are college students. SR 7 is known for high DUI crashes.	Respondent's Preference Recorded
9	Increased lighting. Barriers on the outside of the road to discourage pedestrians and bikers from crossing outside of established crossing areas.	Respondent's Preference Recorded
10	People don't know how to use roundabouts. Drivers through this area are incredibly aggressive and roundabouts and decreased speeds will result in more hit and runs and road rage incidents	Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.
11	I don't think bikes/pedestrians should walking/riding up and down a "highway". We don't see those means of transportation on 512 or I5. I would also be concerned by putting medians in as medians can have negative impact on emergency vehicles' responses. We see this everyday on Shaw road and it would be much worse having these medians on SR 7.	WSDOT focuses on everyone who uses the roads, not only car users. A new law requires highway projects over \$500,000 to consider safer and easier access for all users. This includes people who bike, walk, roll and take public transit. We want to create a transportation system that works for all of us and is safe, accessible, affordable and good for the environment.
12	Enforcement of traffic laws.	Respondent's Preference Recorded
13	I don't think any of this is needed, what a waste of money. I drive this area daily and have for the last 30 years and what you have planned is going to make this area just horrible. I forsee myself only driving the Meridian side after this all happens, just to avoid the area, because it's going to turn it into a mess. I will just spend my money and time on the Puyallup side.	Respondent's Preference Recorded
14	NO ROUNDABOUTS	Respondent's Preference Recorded

15	I don't think bike lanes are a good idea based on the volume of traffic and....personalities of the residents	WSDOT focuses on everyone who uses the roads, not only car users. A new law requires highway projects over \$500,000 to consider safer and easier access for all users. This includes people who bike, walk, roll and take public transit. We want to create a transportation system that works for all of us and is safe, accessible, affordable and good for the environment.
16	Speeding is a constant issue north of the y already. Current crosswalks are underused and still unsafe as is due to speeding. This area will have similar issues.	Respondent's Preference Recorded
17	More WSP. Speed Cameras.	Respondent's Preference Recorded
18	More roundabouts	Respondent's Preference Recorded
19	Improved lighting would help as well, driving at night in rainy conditions always makes me second guess pulling out across traffic.	Respondent's Preference Recorded
20	Put in side walks and better crossings. We do not need roundabouts! It will cause more traffic, increase the amount of cars. If people had side walks, then they would not be in the street.	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
21	<p>Installing curbs in medians to stop left turns into Walmart parking lot from the center of Southbound HWY 7. The Walmart parking lot entry is clearly for traffic approaching from the South to make a right turn into the parking lot.</p> <p>Same infrastructure to prevent people from turning left from the AM/PM onto Northbound HWY 7, often crossing three lanes and moving between stopped vehicles to make the illegal turn.</p> <p>And finally, a stoplight or other means at the end of 22nd Ave E, as people make dangerous left turns across three lanes of traffic to travel South on HWY</p>	Respondent's Preference Recorded

	<p>7. Especially busy intersection during school dropoff and pickup times for Elk Plain School of Choice.</p>	
22	<p>How about additional lanes south of 224th at least to 260th? All it takes is for one slow-poke to create a long backup. Also, truck traffic has increased and on many occasions the truck drivers seem hard-pressed to even travel at the posted speed limit. Roundabouts will exacerbate this problem without the ability to safely pass. Speed reductions will only increase congestion, although with so many roundabouts in close proximity to each other, speed reductions are inevitable.</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p>
23	<p>As this is a major artery for travel roundabouts would be an extremely bad idea, as far as traffic around the spanaway Wal-Mart, adding a full median to force traffic to use the light for left turns instead of making illegal and unsafe left turns into the Wal-Mart driveway would be best.</p>	<p>Respondent's Preference Recorded</p>
24	<p>Quite frankly, I think focusing on a highway and not the surrounding areas that have families, schools, and no sidewalks is a failure of the state. A highway is a form of faster travel. However, look at B Street where it has a high volume of traffic, two schools between 176th and SR 7, kids that walk to those schools or bus stops, and folks speeding. Let's put more emphasis on the safety of surrounding neighborhoods first. Also, roundabouts are dumb and cause people to lose</p>	<p>Respondent's Preference Recorded</p>

	patience creating higher road rage incidents.	
25	<p>My property has the longest side of the property line along Mtn. Hey. If sr-7 is widened or a sidewalk walk is added on the east side, I will lose more than 1/3 of my land.</p> <p>Directly across from my plot is Ft. Lewis. It's a thin strip with only a narrow corridor connecting it to Ft. Lewis and consequently, has never been used and never will be.</p> <p>I recognize the need for improved safety and support sidewalks and road widening, but I would like to see these improvements made on the land on the west side of sr-7 which is unusable instead of my land.</p> <p>I'm located on [personal information redacted].</p>	Respondent's Preference Recorded
26	<p>The amount of roundabouts that you are going to add to this road is over the top! Please add some lights instead. The roundabouts within a rural area with rvs, horse trailers, trailers is difficult and regardless of what you think this is still a fairly rural area.</p>	<p>In the U.S., there are around 50 rural roundabouts on high-speed roads. They have been shown to provide safety on rural high-speed, two-lane roadways.</p>
27	<p>I am concerned all the rednecks down here won't understand how to use the roundabouts.</p>	<p>Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.</p>
28	<p>The area desperately needs sidewalks/protected shared-use paths. I don't walk or bike, but anything that improves pedestrian safety is okay in my book.</p>	Respondent's Preference Recorded

29	Safety - reduce speed limit from 50 to 35 between 225th and 260.	Respondent's Preference Recorded
30	Yes to biking! Yes to transit! Yes to creating a vibrant community here! Sprinker Park was fantastic. Yes I'm excited.	Respondent's Preference Recorded
31	As much as I'd rather not see additional signals, I'd rather see them instead of roundabouts. I find the latter confusing, I've been honked at, it they are just plain dangerous. I don't know HOW emergency /fire vehicles get thru them. You need to be asking the sheriff and fire dept's for their feedback in the design plan.	<p>Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.</p> <p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p>
32	7 or 8 roundabouts in that stretch of highway seems like way too many. I make left turns on to HWY 7 often and have no trouble and I don't see many backups because of them.	Respondent's Preference Recorded
33	Leave this project where it belongs-in the trash. You are wasting resources and effort on this idea. Thank you.	Respondent's Preference Recorded
34	Traffic lights work better than a traffic circle where the semis would run over the circle and would need 2 lanes at least to navigate the circle. I believe it would cause more accidents.	<p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p>
35	I would love to have a safe alternative to a car. I share one car with my wife. The improvements proposed look good for car traffic but a bike path would be most useful for me personally. (Or a bus stop closer than 3 miles north). I live close to Bethel High and there are very few sidewalks.	Respondent's Preference Recorded

36	I not app about the roundabouts being put in	Respondent's Preference Recorded
37	Roundabouts are great. I hope we get all the funding	Respondent's Preference Recorded
38	Putting roundabouts in on SR7 is asking for more accidents and congestion.	<p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p> <p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p>
39	The JCT of 507 & 7 has been dangerous for years, i believe that this is because of the curve. Going south or north you cannot see the signal in good enough time to react. The signal timer also needs to be adjusted for the proper amount of traffic that comes from JBLM on 507.	Respondent's Preference Recorded
40	Leave it alone as there are no pedestrians anywhere...	Respondent's Preference Recorded
41	I appreciate you consulting with the public who will have to use your design while planning.	Respondent's Preference Recorded
42	I think sidewalks, better lighting, better reflective lights on the road would be a more useful way to spend your time and money. 224th and 260th do not need roundabouts or speed reductions. We live in the country, not the city for a reason.	Respondent's Preference Recorded
43	Please don't put in roundabouts. Better street lights, better reflectors and better sidewalks would be great though	Respondent's Preference Recorded
44	This is a joke. You are pretending to get community input for something you have already decided to do.	Respondent's Preference Recorded

45	<p>I am confused by the information shared concerning roundabouts. It is difficult to tell how many roundabouts are planned. When I think of other areas I travel where there are multiple roundabouts on one road, there's seems to be confusion and congestion, especially when there are multiple lanes per roundabout (inside lane vs outside lane, people trying to change from inside lane to outside, etc). I am also concerned that we will continue to have unreasonable congestion in this area with the addition of multiple apartment units and no clear or fast path to I5. Will pedestrian and bike traffic be directed over this roadway with overpasses? It seems unfeasible to stop 5+ lanes of traffic for foot or bike traffic, especially if there are no (or fewer) lighted intersections. The crosswalks farther north on this road are extremely unsafe and poorly executed (lack of visible lighting, crossing 5+ lanes of traffic at high speeds).</p>	<p>Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.</p> <p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p>
46	More lights so we can see better	Respondent's Preference Recorded
47	Getting a trader joes will break up traffic and congestion.	Respondent's Preference Recorded
48	Good luck	Respondent's Preference Recorded
49	<p>-Median curbs by Walmart to prevent illegal left turns.</p> <p>-Pedestrian foot bridges all along the highway. People should not have to cross on roadways that are for higher speed traffic.</p> <p>-Lower speed limits at or near roundabouts, but not on the main stretches.</p> <p>-Adding a middle turn lane from 224th all the way to 260th would GREATLY IMPROVE the safety and traffic flow in this area. If not all the way down, then a middle lane around the Hideaway Bar & Grill and by 251st St E and 252nd Street E.</p>	Respondent's Preference Recorded

	<p>-Get rid of the merge lane area after (south of) 224th St after the traffic circle is built. Too many people try to force their way over or try to push you off the road because they don't know how to yield or merge. They use aggressive methods to force their way over. Deleting this merge area will help increase safety along the highway.</p> <p>-Traffic cameras installed along each major roadway, roundabout, and crosswalk areas.</p>	
50	<p>I understand the need for multi-modal but I see pedestrian improvements benefiting the un-housed population more than anyone else. I would like to point out that a majority of side roads that hit SR 7 don't seem to take care of the drainage very well, it would be great to include Pierce County into the discussion as standing water at the intersections is a problem for all modes of transportation.</p>	<p>Respondent's Preference Recorded</p>
51	<p>I do not enjoy roundabouts, but if they are used they need to be designed with semi-truck/trailers and large RV's with trailers in mind. I always seem to make people mad when driving through a roundabout with my Motorhome and car trailer.</p>	<p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p>
52	<p>Pierce Transit BRT project proposed improvements in this area before the project was terminated due to project Costs. Why is WSDOT now funding this on their own when this project could have been included with the BRT and gained an economy of scale?</p> <p>Will WSDOT be utilizing the design information for this work?</p>	<p>Safety for all road users is WSDOT's priority. The purpose of this project is to reduce the risk of serious and fatal crashes on SR 7. Four of the planned roundabouts were identified through the Highway Safety Improvement Program. On projects of this size, WSDOT is also required to develop Complete Streets improvements.</p> <p>The pre-design team worked closely with Pierce Transit when developing the project.</p>

53	I don't think it's just the roads it's the drivers too. I feel adding round about is going congest it more or make other people take side roads making those more congested	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
54	I currently bicycle on 168th and then 8th Ave E to avoid the traffic	Respondent's Preference Recorded
55	No leave it alone	Respondent's Preference Recorded
56	I think it's a big mistake to replace lights with roundabouts. Roundabouts are a waste of money and causes significant slowdowns and congestion, and probably more accidents.	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>
57	Be mindful of the side streets that people will try to use when the Main Street is designed for all our use, and to possibly add roundabouts to them or speed bumps, or walkways away from main traffic if possible. If not possible more patrol of the areas, so people don't do 50mph in a 30 mph, and injure or kill our pets and children.	Respondent's Preference Recorded
58	Roundabouts! Finally. Hopefully this doesn't end up like the Canyon Road extension where they didn't include roundabouts and now people are waiting at lights for even longer! Roundabouts are free once they are built and can include natural obstacles in the center (like trees and rocks).	Respondent's Preference Recorded

	Walking and biking on SR7 is especially dangerous. Anyone who pushes back on proper pedestrian separation should be forced to walk the entire proposed area, at night.	
59	The lack of transit options for drivers and non-drivers (sometimes I'd like to take a bus to Lakewood or Puyallup instead of driving) is embarrassing. It's outrageous that our community doesn't have any sort of reliable public transport past Walmart. Our more vulnerable community members (disabled, poor, young) lack options and I believe it contributes to the unhoused problem because it's impossible to find transportation to work in order to make money to rent a reasonable living space.	Respondent's Preference Recorded
60	Why here, why now? I have lived here 30 years and the only things done were lower speed limits and more lights. I drive this multiple times a day and never see pedestrians or bikes. The biggest issue is the need for more roads getting in and out of the area. You allowed years of development with never a thought to roads.	WSDOT focuses on everyone who uses the roads, not only car users. A new law requires highway projects over \$500,000 to consider safer and easier access for all users. This includes people who bike, walk, roll and take public transit. We want to create a transportation system that works for all of us and is safe, accessible, affordable and good for the environment.
61	Please install roundabouts and other mechanisms to slow speeding.	Respondent's Preference Recorded
62	We do not need this many roundabouts. There is no transit service south of 204th./8th Ave. What we need are turn lanes at 251st and 267th. The intersections at 224th and 260th should not be turned into roundabouts. We definitely need sidewalks/ multi use lanes at 224th going south toward 260th.	Respondent's Preference Recorded
63	Round abouts aren't going to improve the flow of traffic through this area it's only going to make it worse just like it did when the speed limit was lowered	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In

	in the area a few years ago. All it did was cause more back ups in traffic.	roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
64	It's obvious that you are trying to get people out of their cars. Roundabouts and median curbs disturb traffic flow. Many don't bother using the crosswalks, even when they are nearby. Speed reductions? No one enforces the speed here, so what is the point? This is another huge waste of tax payers money! Just like the beautiful ditches you put all the way down Pacific Avenue and then STOPPED MAINTING THEM! The few trees that are remaining in YOUR DITCHES, block drivers' view and are dangerous. The ditches look dump! A few land owners maintain theirs, but not enough.	Respondent's Preference Recorded
65	Road diets save lives. Even if driving lanes are not removed, making the roads feel more narrow will get drivers slowing down. We should really be prioritizing alternate modes of transport such as bicycles. Having protected lanes to traverse the pierce County area will increase ridership.	Respondent's Preference Recorded
66	Why limit yourself to only choosing one of these options. A better idea would be to combine all alternatives presented to enhance the safety and experience of non-motor users of these roads.	Respondent's Preference Recorded
67	lack of street lights. Many parking lot lights that shine in eyes. Ex (195th st e.) (19916 Mountain Hwy E, Spanaway, WA 98387)	Respondent's Preference Recorded
68	Thank you for your work on this! Riding a bike on 7 right now is a pretty universally terrible experience. Would love to see these improvements. I can only imagine how much complaining	Respondent's Preference Recorded

	there will be from car-focused folks but in the long run these improvements will benefit everyone on this road.	
69	You must maintain 4 lanes to accommodate traffic including semi truck traffic. SR 7 is a state highway, not an urban street. Many semi-trucks and logging trucks use this stretch of Highway 7. Adding five plus roundabouts will make transporting goods more difficult and costly. For one example, there are several, large, commercial warehouses on 208th for which truck traffic needs to pass through for the health and well-being of local jobs and our economy.	Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a “mountable apron.” This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.
70	Make sure there is ample room for U-turns. The ones on 176th Street are not large enough.	Respondent’s Preference Recorded
71	We love e-biking, but rarely use around where we live. We would certainly use them more with shared-use paths on SR-7. We also are perplexed at a round-about at 260th. In our 20 years here (Off of 304th and SR-7) there is never much going on there. The other 3 planned make sense.	Respondent’s Preference Recorded
72	The proposed ideas for roundabouts, median curbs, shared-use paths, and speed reductions will slow down commute times and increase congestion in a large section of Hwy 7. This will have a negative impact on local citizens who live, shop, and work in the area.	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don’t have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
73	Clean up homelessness as well	Respondent’s Preference Recorded
74	Roundabout at roy y needs to be a city block wide.... please read on! Make the outer shape of this a Triangle where the outer lane or 2 lanes bypass the circle... easy for big rigs. All left turns enter the circle, make their turn, and join traffic again using a long-long straight on-ramp (the same as on a freeway). Merging back into traffic from the left). Such an intersection has room	Respondent’s Preference Recorded

	<p>to grow. Mainline traffic dosen't need to jocky lanes. Left turns need to move left onto a long turn ramp to use the circle. Again make a triangle! The roundabouts we have nearby have "bendy" outer lanes.... un-needed!</p> <p>BORROW LAND FROM THE JOINT BASE TO MAKE IT BIG! Steva A. 253-381-8973 I would love to brainstorm... please text first!</p>	
75	<p>i live in spanaway. [personal information redacted] they added 9 NINE! roundabouts between it and the fwy. most of them had little problems before as they were tiny streets coming into main rd and did not need change. this has increased my drive time noticeably.</p> <p>i was stuck in england for 1.5 hrs due to one roundabout on a major intersection whose capacity was exceeded making miles of back ups.</p> <p>they want to do one on spanaway loop for the village project. it woudl take the average speed and capacity in half from 40 mph to 20mph . creating ahuge traffic nightmare.</p> <p>STOP THE COMMERCIAL STREET ROUNDABOUTS!!!!!!! we hate them</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p>
76	<p>The problem is the SIGNIFICANT homeless population along the stretch of roadway mentioned. It's common to have someone walking right along the fog line with their cart or trailer full of belongings. Find a spot for the homeless population and traffic will flow more freely.</p>	<p>Respondent's Preference Recorded</p>

77	<p>Do not go forward with this project. The right way to improve traffic and safety is to stop building beyond the roy y. Widen Spanaway loop road to accommodate two lanes of traffic in each direction. The proposed project will only add to the stress of an already congested area and will not actually improve anything. Traffic will remain horrible even after the project is complete. We have learned from recent projects like I-5 in Tacoma that you can do years worth of work and traffic doesn't get any better or safer. The best course of action is to abandon this project and focus more on maintaining the roads we have.</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p>
78	<p>The area planned does not need any improvements. I drive it 6-8 times a day. The only people walking or biking along this area are transients and we don't need any easier path to direct them any further south.</p>	<p>WSDOT focuses on everyone who uses the roads, not only car users. A new law requires highway projects over \$500,000 to consider safer and easier access for all users. This includes people who bike, walk, roll and take public transit. We want to create a transportation system that works for all of us and is safe, accessible, affordable and good for the environment.</p>
79	<p>Please don't change this section of road. It already takes me forever to get to work and this is the only section that doesn't get backed up. If you out in roundabouts you are going to make it take longer.</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p>
80	<p>Pedestrian crossings to let people cross the street to the transit center, this is where I see people do dangerous crosses the most trying to catch buses etc</p> <p>Better timing on the lights at 507 and Pacific</p>	<p>Respondent's Preference Recorded</p>
81	<p>Are bike lanes really needed? It's generally the meth addicts on bicycles in the area.</p>	<p>WSDOT focuses on everyone who uses the roads, not only car users. A new law requires highway projects over \$500,000 to consider safer and</p>

		easier access for all users. This includes people who bike, walk, roll and take public transit. We want to create a transportation system that works for all of us and is safe, accessible, affordable and good for the environment.
82	Roundabouts are a terrible idea. They do not ease congestion. Have you driven the new roundabout in Fife that semis have to negotiate?	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p>
83	I don't want as many round-a-bouts as is suggested. But I would favor a traffic signal and turn lanes at 22nd. Also reducing the cars turning into or out of the Fred Meyer, forcing them to use signal at 224th and 22nd. No roundabout at 224th please.	Respondent's Preference Recorded
84	I believe roundabouts will cause more congestion and will not help.	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
85	Round abouts make it difficult for commercial traffic which seems to be increasing in the area	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars

		to get through at once compared to traffic lights where you wait for a green light.
86	Speed limits (or actual driving speeds) are very high on south end of project. Do roundabouts work when the speed limit is 50 heading in to the roundabout? There are not many roundabouts in this area of the county, I have some worry that drivers will not use them well. There are many businesses and neighborhoods adjacent to project, getting traffic quickly off SR7 and into parking lots or side streets should be considered.	In the U.S., there are around 50 rural roundabouts on high-speed roads. They have been shown to provide safety on rural high-speed, two-lane roadways.
87	Out of everything, we need sidewalks both sides of SR 7. Get walkers off the damn road. That will reduce pedestrian vs car accidents. Also suggest street lights going so the way to 260th. That will increase safety.	Respondent's Preference Recorded
88	I am not sure this project needs to come south of 224th. There could be safety improvements at 340th and mountain hwy. It has needed a light for safety for 20 years, but not enough people die to get one! It could be a dual use light for the fire department to get out on the Hwy as well.	Respondent's Preference Recorded
89	Need sidewalks and streetlights all the way down. Roundabout are okay. Makes since at 507, 8th ave, 208th and 260th. Anywhere else will cause more congestion that was is already there.	Respondent's Preference Recorded

90	<p>Please extend the 4-lane highway from 224th St south to 260th Street and ensure all these new roundabouts have 2 thru lanes for each direction of travel on SR 7. This highway has more than enough traffic to justify four lanes and is critical for regional freight and for people living further south in Eatonville, while continued growth will only make this more important. If you can't expand to 4-lanes yet, then ensure your new shared-use pathways will be placed with a large enough buffer from the highway that they will not need to be rebuilt when the highway is widened. I think making this ENTIRE corridor right in and out only with median curbs or barriers and using roundabouts as U-turns makes a lot of sense, not just for the first portion you identified. Further, any effort to extend Sounder Trains (or a new local commuter service) south from the Tacoma Dome along the Port of Tacoma Rail Line into Midland, Fredrickson, and Loveland could greatly help reduce traffic volumes on SR 7 if, and only if, you make it moderate speed and have high frequency service.</p>	Respondent's Preference Recorded
91	<p>I do not believe roundabouts are the answer. This causes traffic to slow down and is very confusing for older drivers. They are unsafe to cross as a pedestrian.</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p>
92	<p>I hate everything about this plan. Including the proposed construction disruptions to the only way out of my home... since WA can't do any construction is less than several years. What a crock.</p>	Respondent's Preference Recorded
93	<p>Widening SR 7 and adding turning lanes in concert with the roundabouts and protected pedestrian / bike lanes should greatly improve safety.</p>	Respondent's Preference Recorded

94	<p>Prioritization should be from the Roy Y to 22nd Ave. This is the portion with a higher level of congestion, but not near the level of congestion on hwy 7 from 176th to Tacoma</p> <p>Also consideration has to be given for large trucks (logging) that travel the corridor that with only 1 lane each way - can't navigate roundabouts well.</p>	<p>Respondent's Preference Recorded</p> <p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p>
95	<p>WSDOT agenda to push "complete streets" on a commercial corridor is misguided. WSDOT should be spending scarce funds on what serves of the people.....cars. On another note, Your biased propaganda regarding roundabouts fails to take into account the massive number of close calls and minor collisions that take place on a regular basis in roundabouts. Roundabouts also harm the environment. They require "jack rabbit starts" and emit excessive tire particles from cars being forced to engage in a constant turning motion</p>	<p>Respondent's Preference Recorded</p> <p>WSDOT focuses on everyone who uses the roads, not only car users. A new law requires highway projects over \$500,000 to consider safer and easier access for all users. This includes people who bike, walk, roll and take public transit. We want to create a transportation system that works for all of us and is safe, accessible, affordable and good for the environment.</p>
96	<p>I don't feel roundabouts will address the traffic and safety issues. There are thousands of new units in the area which means thousands of more vehicles. Probably 1.5 automobiles per housing unit.</p> <p>Larger projects are needed!</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75%, fatal crashes by 90% and pedestrian crashes by 40%. These studies are in comparison to stop signs or traffic lights.</p>
97	<p>Street lighting. It is very dark in these areas at night.</p>	<p>Respondent's Preference Recorded</p>
98	<p>I live in close proximity to SR-7 and have to travel on it everyday. Here are a few highlights and key points:</p>	<p>Respondent's Preference Recorded</p>

<p>The intersection of SR-7 and 8th Ave E is a huge congestion point during rush hour.</p> <p>Poorly timed lights that are not synced cause a lot of back up for those traveling south through the above area. I do agreed that a roundabout for this area could improve that problem, however it may need multiple lanes with an option for a dedicated east to north lane.</p> <p>Due to the homeless population in the area pedestrian issues are a two sided problem. I have seen impaired pedestrians wander into the highway which is a problem that cannot be solved with the best city planner helping. On the other hand, a dedicated sidewalk that is removed from the immediate area of the highway could improve the vitality of those that choose to play frogger.</p> <p>Parkland Metals located at 19517 Mountain Hwy E, Spanaway, WA 98387 is a huge liability and code enforcement issue. On multiple occasions I have seen vehicles parked at the front and rear impeding the lanes of the highway. It has become a place for derelict vehicles to congregate without fear of consequences. On one occasion a trailer protruding from the business and I had to swerve to avoid a collision. Addressing this businesses poor practices will improve both pedestrian and vehicle passage.</p> <p>With the opening of the Copper Way Apartments located at 19422 Mountain Hwy E, Spanaway, WA 98387, the pure volume of vehicles traveling this stretch has greatly increased. I have noticed vehicle sitting in the center turn lane to pull out, causing problems. If center medians were to be installed, a dedicated pull out or u-turn may be</p>	
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	beneficial as seen in the areas of SeaTac on Pacific Highway.	
99	Higher density housing has been introduced into this area, and more may be coming. Having protected shared-use paths will reduce the need to drive to local destinations. Even more so if buses provided service south of Walmart.	Respondent's Preference Recorded
100	Changing the speed limit will not do anything to stop speeding. The roundabouts will help.	Respondent's Preference Recorded
101	Leave it alone nobody wants these garbage roundabouts or reduced speeds. Also there isn't enough foot or bicycle traffic to warrant any of this. Stop blowing tax payers money on garbage.!	Respondent's Preference Recorded
102	Separation of lanes between north ,south	Respondent's Preference Recorded
103	<p>All roundabouts do is cause congestion, and force people who already have to travel a long distance to lose even more valuable time having to leave earlier for appointments. 2 lane roundabouts create more accidents because the outer lane drivers don't let the inner lane drivers exit when needed.</p> <p>The best way to protect pedestrian crossing is by building a foot bridges over pass that is also accesible to bikes, wheel chairs and mobility scooters.</p> <p>Ticketing caneras to slow drivers down to the speed limit are also a good idea. Hire more police to do traffic patrol.</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p> <p>Respondent's Preference Recorded</p>

104	<p>I haul a horse trailer through the area frequently, I don't mind single lane roundabouts being at major intersections but the amount of roundabouts suggested in such a short section of roadway would make it difficult to navigate for my horse trailer and the fact that around every corner the horses are jostled. Also double lane roundabouts are difficult to navigate for Semi trucks or those hauling longer trailers as the other drivers often try to pass you even if you need to take up both lanes to make the turn. There is very little information taught about proper use of a roundabout and there is no signs indicating proper use when a bigger rig is going through it.</p>	<p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p>
105	<p>I believe that roundabouts in this area is a big mistake. Roundabout are hard on commercial traffic which is the biggest problem in this area. We have more and more commercial traffic due to all the warehouses that have come in to the area. We have also seen a large increase in the number of vehicles in the area especially between Hwy 507 and 224th because of all of the apartment complexes that have opened in the last year. Your traffic study was done between 2019 and 2023 but traffic increased in 2024 so it would be wise to update your traffic studies</p>	<p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p> <p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p>
106	<p>Make the highway two lanes from 224th to 260th. And make Pierce Transit expand service to at least 224th. Please add a sidewalk or bike lane. Why are there no street lights from 224th to 232nd. It's too dark to walk.</p>	<p>Respondent's Preference Recorded</p>
107	<p>There is no congestion. I drive this route daily.</p> <p>This just infrastructure improvements to make it easier to approve the idea of having an airport in the area.</p>	<p>Respondent's Preference Recorded</p>

108	Don't build an airport and there will be no problem.	Respondent's Preference Recorded
109	Better lighting and sidewalks.	Respondent's Preference Recorded
110	Roundabouts would increase congestion and accidents, people don't pay attention to roundabouts.	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>
111	I question the practicality of roundabouts on such a heavily traveled highway. The current speed limit (40 mph) isn't unreasonable, but I think it should be more strictly enforced. Some good sidewalks (4ft. wide) would increase safety greatly.	Respondent's Preference Recorded
112	I'm concerned about turning 260th into a round about. There are many jr high age kids that walk that direction to the gas station across the highway, how will they be able to cross safely if traffic does not stop? We already have issues with people speeding in the area coming down the hill going northbound. I worry that a flashing light will not be enough. We also have a lot of buses/log/gravel trucks that go through that intersection. I would prefer sidewalks and to maintain the light to slow traffic in the area for the safety of the children and any other pedestrians.	Respondent's Preference Recorded
113	Replacing cross walks with pedestrian bridges so they don't have to stop traffic or wait to cross.	Respondent's Preference Recorded
114	roundabouts on SR-7 will increase congestion and cause more accidents.	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more

		<p>quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>
115	<p>better lighting at intersections would be an improvement</p> <p>there is very little pedestrian activity in the area except around the transit hub. Improved off street bicycle paths may be warranted and can be mutually beneficial to pedestrian traffic</p> <p>Pedestrians will not walk half a mile out the way to use a legal crossing</p> <p>Speeding continues to be a problem. It has not improved after the covid shutdown and complete lack of policing it caused. That is a social problem not a structural one.</p> <p>bad drainage near Fred Meyer has often caused problems due to standing water.</p>	Respondent's Preference Recorded
116	Round a bout is not needed & not smartest idea.	Respondent's Preference Recorded
117	Fix pot holes, add more street light, repaint the lines so you can see them	Respondent's Preference Recorded
118	Roundabouts are great for small cars and trucks. However, they cause more accidents when it comes to commercial vehicles, or vehicles in tandem. There are a lot of equestrian activities along that route, and I think putting a bunch of roundabouts would be hazardous do to the amount of commercial and non	Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.

	commercial vehicles pulling trailers that use that route.	
119	<p>Yes, if we have money set aside already for some roundabouts and money to spend on Hwy 7 improvements why not finish cross base highway. That would help those of us who live south of 176th a lot more than sidewalks and roundabouts on Hwy 7.</p> <p>I think that adding roundabouts and reducing speeds will slow traffic more than what it is already. We have lots of truck/trailer combos on Hwy 7 from Lemay, loggers and other businesses. Has anyone watched big rigs go through roundabouts? All they do is slow traffic to a stop. Mainly because engineering can't design a proper roundabout for big rigs. I know because I have towed my RV through several roundabouts within Washington state and everyone of them is of poor design. Some worse than others. As of now the traffic flows pretty smooth through the intersection of 224th/7. If a roundabout is put there I think it will slow traffic. Also why not put a light at the 224th/22nd intersection? That would help traffic get onto 7 going southbound.</p>	<p>Respondent's Preference Recorded</p> <p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p> <p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p>
120	Have a light at 243 or 241 that is activated during the highest trafficked times to allow people out of the subdivision.	Respondent's Preference Recorded
121	I think a lot of the issues especially around the 22nd to 224th Ave revolve around people turning left into the turn lane and trying to merge into traffic from there while other people are trying to use the turn lanes as intended trying to turn into the bethel station complex. I think a lot of traffic issues, especially crashes would be improved if we limited left turns from those side streets	Respondent's Preference Recorded

	during the most heavily trafficked time of day.	
122	Have more country sheriffs or state police patrol the roadway. More lights lighting the roadway. Better road stripes. NO ROUNDABOUTS are needed.	Respondent's Preference Recorded
123	224th and mt. Highway 50mph is way to fast with all of those businesses and water over roadway near burger king at the bethel station has been a yearly issue for many years.	Respondent's Preference Recorded
124	With the additional hundreds of Apartments and the proposed 400 homes at 224th it doesn't sound good.	Respondent's Preference Recorded
125	Minimize the # of driveways and create separation between people walking and cars - follow the level of stress model for all users. In addition to safety, please make this corridor more inviting and not just a place to drive through or to. Work with the County to make it a place you stop and spend time versus driving from one spot to another. For example, when we go to Sprinker, we drive to get lunch or go shopping.	Respondent's Preference Recorded
126	I attended the open house. A design engineer stated the road between 224th and 260th would need to be narrowed for a lower speed limit (35MPH) to be psychologically accepted. Why then can SR7 from 507 to past Walmart be 40MPH when its four lanes wide with a center turn lane? Its accepted there.	To lower speeds, WSDOT considers medians, narrowing lanes, and roundabouts. The pre-design recommends a lower speed limit of 35 MPH for part of SR 7. The lower 35 MPH speed limit will be from SR 507 to 224th St. Lower speed limits will be supported by narrower lanes, a median, and roundabouts. No changes to speeds or road width are currently proposed between 224th St and 260th St.
127	Business owners along this stretch of road should be required to provide sufficient space for customers to completely exit the highway when entering their properties. Many businesses lack adequate parking or access areas, resulting in parts of	Respondent's Preference Recorded

	commercial vehicles or the trunk/bumper protruding into the lane. Expanding the shoulders could also help alleviate this issue.	
128	Added street lights at every intersection, especially south of 224th St E.	Respondent's Preference Recorded
129	I live near the fire station at 22nd and 176th. Though retired, I'm out and about in the area proposed for road and other modifications. I have no pressing concerns and am content with its current design, My opinion is it's not broke, so why try to fix it, especially with the cost to do so. What I am concerned with is the states clove affair with roundabouts and diverging diamonds. Regardless of statistics I believe to be slanted, I see no advantage to their proliferation. Problems with the proposed roundabout locations could be addressed with the installing of traffic lights. I don;t see that many pedestrians and bicyclists on Hwy 7, and question the modifications to accommodate a non existing problem. Having spent 45 years as a professional driver in all 48 continental states and every major city, my thoughts would be to synchronize all stop lights from 224th to Hwy 512 at the current 35 mph speed limit, which wouls eliminate the chokepoints at 152nd and others further north.	Respondent's Preference Recorded WSDOT focuses on everyone who uses the roads, not only car users. A new law requires highway projects over \$500,000 to consider safer and easier access for all users. This includes people who bike, walk, roll and take public transit. We want to create a transportation system that works for all of us and is safe, accessible, affordable and good for the environment. Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.
130	Please plant trees. Real trees! Not the kind that will get trimmed (or butchered) down to the trunk and die.	Respondent's Preference Recorded
131	There are so many serious and fatal crashes in this area. With Spanaway Transit Center opening soon, there will be an increase in pedestrian and likely bicycling traffic in the project area, and an increase in pedestrians crossing SR-7 to access the TC. Safety of vulnerable road users needs to be the top priority for this corridor.	Respondent's Preference Recorded

132	<p>The planned roundabouts seem like a good idea as long as the "circles" are large enough to allow traffic to flow nicely giving drivers plenty of space between entry points. Small diameter roundabouts don't provide enough time to predict and react to other traffic inside of or entering the roundabout.</p> <p>The speed limit decreases in the previous years have already impacted my commute significantly. Please, attempt to preserve some flow of traffic through this area at current speed limits. Slowing down at roundabouts is expected, however traffic on longer stretches needs to be allowed to travel effectively. Also, ICE vehicles will pollute the area more when travelling at lower speeds, contributing to less healthy air for everyone.</p>	Respondent's Preference Recorded
133	I see the median as a hazard to emergency personnel	Respondent's Preference Recorded
134	<p>Putting 5 maybe 8 roundabouts on Mountain Hwy seems ridiculous for the amount of traffic, semis, etc. The current stop lights allow for breaks in traffic for those trying to turn left. A 4 story apartment complex was just built without putting in a stop light for people to get out onto Mountain Hwy - doesn't make sense. Traffic has increased so much over the last decade. Reduce speed limit and put in stop lights. The existing 50mph speed limit (posted near train trestle) is too high for the amount of traffic - why hasn't this been adjusted? Would you ever consider putting that many roundabouts on Canyon or Meridian? It doesn't make sense to replace stop lights with roundabouts - especially 5 to 8 of them.</p>	Respondent's Preference Recorded
135	<p>Roundabouts are a HORRIBLE idea on a designated Highway!! Especially since our state can't do infrastructure to allow more travel options before allowing more and more and more neighborhoods and congestion on the very few through streets, we only have canyon and pacific Ave/ mountain Hwy</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to</p>

	running north and south for a very populated region be smarter and do better!!!	traffic lights where you wait for a green light.
136	Please only make improvements that solve issues and not hinder the movement of traffic through the area. Roundabouts add a layer of complexity to driving that doesn't solve the issue but of separating traffic and pedestrians. Improving sidewalks and cross walks is what will help.	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>
137	Please do not do roundabouts. The amount of semis that drive this road will make roundabouts hard to navigate for other drivers. Semis often take multiple lanes of a roundabout and cause many accidents in them.	Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.
138	NO ROUNDABOUTS	Respondent's Preference Recorded
139	Round about confuse people even more and I think it would cause more problems than help	Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.
140	Roundabouts won't help. People don't follow rules or safety issues, having round abouts will make things more dangerous with the traffic	Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people

		liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.
141	Work on other roads that have significant issues 702 and 507 or 161	Respondent's Preference Recorded
142	If you are going to add roundabouts, please add only a few. You should also add speed radar systems, make new sidewalks and freshen up the lines on the roads. Also, i think there should be more street lights to see at night	Respondent's Preference Recorded
143	Reduce speed on hwy 7at what would be the 220th block to 224th street down to 35mph	Respondent's Preference Recorded
144	Could use more lighting alot of dark areas.	Respondent's Preference Recorded
145	I personally feel that crossing bridges would be safer than roundabouts for those intersections. People already do not stop for pedestrians. Increased street lighting in the area would help as well since it is difficult to see pedestrians in the dark.	Respondent's Preference Recorded
146	The roundabouts will only cause more congestion and accidents as some people do not use roundabouts properly. 5 roundabouts on this one road is extremely excessive.	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>
147	I think sidewalks and better street crossings would help, I just hope pedestrians actually use them.	Respondent's Preference Recorded
148	Don't do it	Respondent's Preference Recorded

149	No to proposed roundabouts at B St, 8th Ave, and 204th. That's too many in a short length of road. The light at 204th is effective and well designed. B St does not have enough traffic to warrant one added.	Respondent's Preference Recorded
150	I would like to see turn lanes installed at busy side streets. Roundabouts are NOT going to improve traffic, people are not able to figure out how to use them in other areas and it won't be any different here. One of the major issues we have in this area is speed, people are driving 80 miles per hour down mountain highway, maybe speed cameras would help? I also suggest enforcing right turns only out of places like the Marijuana dispensary, Elk Plain Storage, the smoke shop, etc.	Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.
151	Pierce county and Wsdot can't maintain what we have now... look at canyon road... the medians aren't even maintaining to standard they had to fill with asphalt. Sidewalks are only thing but this isn't a city and will make it very hard for truckers and traffic will be even worse than it is now.	Respondent's Preference Recorded
152	This road is dangerous for those of us that bike. Many of us bike on all of the major roads but fear not only the drivers not paying attention due to severely limited space but the dumb drivers that mess with us and threaten our lives. We need protected lanes, much more police action and red light cameras.	Respondent's Preference Recorded
153	No roundabouts hate them	Respondent's Preference Recorded
154	Prioritize one round about at 8th and 22nd where the highest collisions are. I think putting 8+ round about up and down sr7 is just going to clog up the other side roads and will cause more traffic and issues there from drivers trying to avoid all roundabouts. Side walks and crossings should also be a priority.	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
155	Roundabouts are only going to cause more congestion and traffic. Add stop	Many people think roundabouts slow traffic. However, they actually help cars

	lights if needed but roundabouts aren't going to help.	move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
156	This plan for roundabouts is insane. For travel trailers, horse and other animal trailers etc This makes no sense. This is farm area and to waste money in those way in ridiculous	Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.
157	There is no need for round abouts south of 224th. There are no major intersections or heavy enough flow of traffic to warrant any. You can look at Gig Harbor. They have so many round abouts in such a short stretch of road that it makes the congestion worse. As cars on a side street have to wait for extended amounts of time or risk accidents to get into the round about. This is a blatant waste of the budget funded by tax payers so you don't lose funding in the next distribution meeting.	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
158	Too many roundabouts on an already busy road would promote more accidents. Also the down time from the building would cause so much congestion.	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light. Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.
159	You should focus on the crime before wasting our taxes on this crap.	Respondent's Preference Recorded

160	<p>Roundabouts are a horrible idea. Drivers do not use them as intended which creates more congestion. Additionally, commercial vehicles and trailers do not go around roundabouts easily. Installing roundabouts would be the worst way to try and solve our traffic issues.</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p>
161	<p>Sidewalks, more and better crosswalks, street lighting improvements.</p>	<p>Respondent's Preference Recorded</p>
162	<p>I've never experienced roundabouts on highways before. I usually see them on low speed roads. It seems like it would cause more traffic problems and accidents especially they are put so close together.</p>	<p>In the U.S., there are around 50 rural roundabouts on high-speed roads. They have been shown to provide safety on rural high-speed, two-lane roadways.</p>
163	<p>Roundabouts are useless to people on the side roads. The traffic going on SR7 is so heavy you won't be able to get into the Roundabout. This is the same issue in the Roy/Yelm area with the Roundabouts going in. The traffic on 507 is going to keep people on the side roads from even getting out.</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p>
164	<p>I don't have any issues. People just need to plan ahead for travel.</p>	<p>Respondent's Preference Recorded</p>
165	<p>Roundabouts are fine, but don't get stupid with the traffic slowing on the entry points.</p>	<p>Respondent's Preference Recorded</p>
166	<p>Reduced speed in the school zones would be great.</p>	<p>Respondent's Preference Recorded</p>

167	<p>Please do NOT, I repeat, do NOT put in ANY roundabouts on mountain highway. Traffic is already bad enough in that area. You guys keep building more and more houses out here when the infrastructure was not designed to support this many people. If you put in roundabouts, traffic is going to be backed up for miles during the commuting hours. No body in Washington knows how to work them. Please. Do not put in any kind of roundabout. Anywhere. Maybe putting in a light at 22nd and Mt highway would help, and some actual sidewalks. But let's face it. That is a highway. It's not meant to be pedestrian friendly.</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>WSDOT focuses on everyone who uses the roads, not only car users. A new law requires highway projects over \$500,000 to consider safer and easier access for all users. This includes people who bike, walk, roll and take public transit. We want to create a transportation system that works for all of us and is safe, accessible, affordable and good for the environment.</p>
168	I can't see why this is even a thing right now.	Respondent's Preference Recorded
169	The biggest problem is people blowing through red lights and speeding.	Respondent's Preference Recorded
170	<p>Please do not install roundabouts. People around here do not know how to yield to traffic already in them. I've almost been struck multiple times by traffic entering the roundabout thinking they have the right of way, or not looking.</p>	<p>Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.</p>
171	<p>Speed emphasis would help slow people down. Illegal left turns cause alot of the accidents in these areas.</p> <p>Please make the round abouts wide enough for those of us that pull large long trailers.</p>	Respondent's Preference Recorded
172	As someone who drives for a living, I've been all over the state and roundabouts work in less high traffic areas. In high traffic they create more traffic coming from the non-main road because people do not know how to	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow</p>

	operate roundabouts in washington. I think more sidewalks and crosswalks would be a better use.	down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
173	Preferably work would be minimized on the roadway, to reduce congestion in the area, especially during morning and evening commute times. Shared use paths off the roadway are the best option for reducing impact to commuters while improving safety	Respondent's Preference Recorded
174	5 on roundabouts! Your survey is fraudulent because it won't allow me to choose 5! NO roundabouts!! I drive in Lakewood and all the roundabouts there are confusing and dangerous. They also impede response of emergency vehicles. What we DO need out here is enforcement for the racers and those who disregard traffic laws. And no, roundabouts will just force racers onto other streets making them less safe.	<p>Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.</p> <p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p>
175	Question#2 is multiple times a day, for me. If I drive commercial and live out here. And on that note, these designs are not commercial truck friendly and there's a lot of commercial trucks using this hwy and you're going to put in how many? Just stupid! Going to have rock, dirt and garbage building a burm on the outsides of these from to many tipping over, because cars don't understand they can't enter the circle with us. And for the love of God, don't put flowers and bushes in, thinking this eye sore is now pretty, because our duals are just going to run them over, or the car who's trying to sneak past us, on the left cause they are to dumb to understand our trailers can't stay in	<p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p> <p>Respondent's Preference Recorded</p>

	our lane. At 53ft or longer, with trailers or trucks and pups.	
176	Stop putting in roundabouts!!!	Respondent's Preference Recorded
177	Enforced traffic laws, increase traffic lanes, better management of traffic lights. Once again you have allowed growth; housing and business without having the infrastructure necessary to accommodate low or moderate impact! It takes me longer to get from 8th St E to Hwy 512 than it does to get from PAC Hwy 512 to Puyallup South Hill.	Respondent's Preference Recorded
178	Please plan for the influx of new apartment and housing developments.	Respondent's Preference Recorded
179	I hate roundabouts. Keep them out	Respondent's Preference Recorded
180	We don't want roundabouts, these do nothing to reduce reckless drivers. This community hates roundabouts.	<p>Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>
181	This is going to be a disaster for the horse community trying to travel this area . Maybe have state patrol enforce	Respondent's Preference Recorded

	the already existing laws speeding jay walking etc	
182	I believe having more law enforcement would help with all the speeding. Do a big crack down on reckless/agressive driving . But one thing we can't fix..... stupidly	Respondent's Preference Recorded
183	There a plenty of suggestions that could be made here. Unfortunately the pierce county council does not want this commercial center to exist, let alone thrive, because much of it is unincorporated. This feels like a plan designed to meet a specific goal of making it impossible for rural or commercial traffic to exist in the area or access the highway system.	Respondent's Preference Recorded Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.
184	I'm not sure what problem will actually get solved. The options above are not wanted.	Respondent's Preference Recorded
185	Get rid of the center turn lane and make vehicles go to the next lighted intersection and due a legal U-Turn. Just look in front of the Walmart and watch how many people turn left into the parking lot out the south bound lane (not at the light). With the added town house/ apartment complex that was just put in look at how much traffic has to cross the highway without a light	Respondent's Preference Recorded
186	We don't need any suggested improvements. Especially a round-a-bout. Who's bright idea was that, a 50 mph road and somebody suggests round-a-bouts to be put in? How congested do we want to make traffic? Any changes are gonna be terrible for the community and how easily you can get from a to b with mountain highway being a free flowing road. Round-a-bouts will just congest everything ESPECIALLY if you put in as many as are suggested. Leave the road alone.	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light. In the U.S., there are around 50 rural roundabouts on high-speed roads. They have been shown to provide safety on rural high-speed, two-lane roadways.

187	Trying to implement roundabouts especially 5-8 in a row is 1 a waste of money and time. SR-7 runs smoothly 7 days a week. Yes there is a bit of congestion during business hours going and coming from work, other than that it does exactly what it needs to do. We don't need more construction hold ups, tax money being used unwisely, or changing something that isn't broken. Find a different area that really could use the time and finance such as the overpass on Canyon above Hwy 512. Getting through that intersection takes at least 20-30 mins due to timing of lights, inability to get around vehicles that are turning onto the hwy, etc. That would be a wiser choice of money spent to better traffic congestion.	Respondent's Preference Recorded
188	roundabout keep traffic moving and will help the congestion.	Respondent's Preference Recorded
189	I drive this route daily sometimes multiple times meaning I would do seven roundabouts all day please don't bring those to our area most people moved further away from cities to not be driving in that type of environment	Respondent's Preference Recorded
190	There are no improvements needed	Respondent's Preference Recorded
191	Damn sure not dumb roundabouts where there are already stop lights, changing something already in place is just stealing and wasting taxes	Respondent's Preference Recorded
192	No roundabouts	Respondent's Preference Recorded
193	Roundabouts should come far behind sidewalks. Roundabouts will slow traffic down, but will not improve safety in this area because people are already impatient and agitated due to congestion and adding more slowdowns and congestion will just make things worse	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and</p>

		pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.
194	NO ROUNDABOUTS !!!	Respondent's Preference Recorded
195	Traffic is already congested since they changed the speed limits. Do not add roundabouts!	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
196	The only roundabout that should be considered is one off of 260th and highway 7. Too many accidents there. Any other roundabout is 100% overkill	Respondent's Preference Recorded
197	Further north on Pacific Ave., Highway seven between 138 Street and 112th St. they put in sidewalks and trees and underbrush and then failed to do anything about keeping it maintenance. Not to mention what the projects going to do due to traffic because everything you do is as slow as the second coming.	Respondent's Preference Recorded
198	Putting in roundabouts on a busy 5 lane highway is absolutely ridiculous and makes no sense. Maybe consider retiming the lights or adding lanes.	Respondent's Preference Recorded
199	Rid of tweekers and traffic signals. Build on and off ramps to make like a Hiway.	Respondent's Preference Recorded
200	With the addition of Pierce transit, ensuring safety of pedestrians is very important. Unfortunately, in this area common to see people driving under the influence and also at unsafe speeds. Until something is done about these issues, road improvements will likely not help much.	Respondent's Preference Recorded
201	Add more street lights and definitely add sidewalks and maybe lower the speed. It's 50 so people go 55-60 on that road. Maybe lower to 40 or 45 in my opinion especially with how many people walk on this road.	Respondent's Preference Recorded

202	<p>Please don't add roundabouts. Nobody knows how to use them properly and with the amount of homeless population in the area, there will be vehicle/pedestrian accidents. It's a waste of money and a gross misuse of taxpayer funds.</p>	<p>Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>
203	<p>During construction please provide an awareness campaign through FB, IG, Google maps, Ways,etc for upcoming changes and closures. This has been really helpful with the work that happened at both ends of Canyon road and made planning and congestion manageable and appreciated.</p>	<p>Respondent's Preference Recorded</p>
204	<p>I've been hoping to see either reduced speed limits, more patrolling or roundabouts in that area for a long time.</p>	<p>Respondent's Preference Recorded</p>
205	<p>The best way to improve safety on this corridor is by adding a center turn lane from 224th all the way to the bottom of Muck Creek Hill. This would help reduce the number of collisions that occur in this area.</p>	<p>Respondent's Preference Recorded</p>
206	<p>Why would you take out stop lights to put in roundabouts? That seems like a waste of money.</p>	<p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>
207	<p>Round about at roy y makes since. 224th already has a light. The rest is fine we live out here for a reason. If we</p>	<p>Respondent's Preference Recorded</p>

	wanted to live in the city we would! Stop changing our way of life!	
208	Traffic congestion is all day long people are always in a huge hurry. You have so many stoplights they tail get you there needs to be more police appearance to slow down all these drivers there's accidents every day.	Respondent's Preference Recorded
209	Really, no it's waste money.. fix damn roads. Fix pot holes, fix crack road... DO NOT CHEAP Tar n seal, I mean Asphalt.	Respondent's Preference Recorded
210	Roundabouts would make congestion worse. There are a lot of semi's on this stretch of road that would have to navigate them. Dumbest idea ever	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p>
211	Transit options, then traffic lights or roundabouts. Provide separate bike lanes and sidewalks.	Respondent's Preference Recorded
212	If roundabout are placed, it is going to make it difficult for people hauling RVs, trailers (public one horse, travel or dump trailers)	Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.
213	All streets have easy to see and read street signs, street lighting, better shoulder access for emergencies or making room for emergency vehicles, pull off turn lanes for right turns (example: 255th St E has a pull off right turn lane so you aren't stopping in	Respondent's Preference Recorded

	the active driving lane on southbound Mt Hwy).	
214	No roundabouts!!!!	Respondent's Preference Recorded
215	Area does not need roundabouts! Area needs to have proper entrance and exits into businesses. There shouldn't be any more growth from buildings being added.	Respondent's Preference Recorded
216	<p>The length of time to create these changes and the added congestion and detours would have a detrimental effect until completion of the project. As stated in the pre-plan study, this is a major thoroughfare for goods and people. The amount of pedestrian and other traffic in the affected area is negligible compared to the motor vehicle traffic. I see very little pedestrian or other traffic along SR7. Reducing speeds would increase irritation and frustration along with increasing congestion. Roundabouts are good in theory but I have seen more accidents caused by roundabouts and Washington drivers not understanding how they operate than by having stop signs on arterial roads. Look at traffic lights for those intersections, rather than roundabouts. Everyone hates roundabouts. Likewise protected shared-use paths would go largely unused and waste taxpayer resources and disrupt traffic while work on them is being completed.</p>	<p>WSDOT focuses on everyone who uses the roads, not only car users. A new law requires highway projects over \$500,000 to consider safer and easier access for all users. This includes people who bike, walk, roll and take public transit. We want to create a transportation system that works for all of us and is safe, accessible, affordable and good for the environment.</p> <p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.</p>

217	<p>I feel roundabouts in this area will create a huge issue and cause more problems than not. Reduced speeds will be the best option to slow drivers down. Adding lighting so vehicles can see pedestrians is a huge must. However, I don't see much pedestrian activity and as stated above, I drove this route 6 days a week to and from home and work. I don't feel pedestrian stuff is the issue. It's speeding and lack of lighting.</p>	<p>Respondent's preference recorded</p> <p>WSDOT focuses on everyone who uses the roads, not only car users. A new law requires highway projects over \$500,000 to consider safer and easier access for all users. This includes people who bike, walk, roll and take public transit. We want to create a transportation system that works for all of us and is safe, accessible, affordable and good for the environment.</p>
218	<p>I am not a fan of any roundabout that has more than one lane . They are a safety hazard.</p>	<p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>
219	<p>Roundabouts are such a dumb idea. We're lucky people in this area stay in their own lane. The construction would be a nightmare and the roundabouts would increase accidents and injuries. I doubt yall are even reading what we have to say as pierce county and Washington state doesn't care what the citizens of this beautiful area want or deserve. Maybe the answer here is to improve infrastructure BEFORE you allow thousands of new homes and people to clog up the roads.</p>	<p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>
220	<p>Hauling a horse trailer is anxiety inducing enough without roundabouts. Roundabouts are extremely difficult to navigate for large vehicles and those hauling large trailers. I don't have another route I can take to get to the arena or the vet office I need to access. DO NOT ADD ROUNDABOUTS!!!</p>	<p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p>
221	<p>Bypass to the Roy Y using highway 704 off of Spanaway loop rd. Or put a roundabout here only. No need for them across mountain highway.</p>	<p>Respondent's Preference Recorded</p>
222	<p>Safety should always be top priority</p>	<p>Respondent's Preference Recorded</p>
223	<p>Keep the country road county and don't bring in big city ideas</p>	<p>Respondent's Preference Recorded</p>

224	No roudabouts!!!	Respondent's Preference Recorded
225	Roundabouts make it more difficult when hauling trailers or for semis and do not decrease accidents. Most accidents in the area are from cars pulling in front of oncoming traffic or pedestrians running across traffic and not using marked crosswalks.	<p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>
226	While I like roundabouts, I also know how to use them. Many people do not. I would use vehicle-activated traffic lights at these intersections with designated turning lanes on the side streets.	<p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p> <p>Respondent's Preference Recorded</p>
227	Your plan calls for way too many round-a-bouts. A very high percentage of people don't know how to merge correctly and I think this will cause more accidents than you think it will prevent. So many of the pedestrian deaths that have occurred have involved people on drugs and alcohol. Round-a-bouts and crosswalks won't fix that. I think this a HUGE misuse of taxpayer money. It could be better spent in widening the road (SR7) south of 224th or adding more turn lanes between 224th and at least 260th.	<p>Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.</p>
228	I personally think that roundabouts would hinder traffic and create problems for pedestrians trying to cross the road at these areas. Yes it would slow down traffic but drunk drivers and drivers overall would cause more accidents.	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to</p>

		<p>traffic lights where you wait for a green light.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>
229	<p>Roundabouts cause more problems than fixing problems!</p> <p>Folks do NOT know how to safely utilize roundabouts</p> <p>Who is going to finance this fiasco?</p>	<p>Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.</p>
230	<p>DO NOT PUT ROUND A BOUT!! THIS WILL CAUSE THE PEOPLE THAT LIVE ALONG SR7 TO NOT HAVE ANY ROOM TO GET ON MOUNTAIN HIGHWAY AS WITH ROUND A BOUTS ITS CONSTANT TRAFFIC COMING THROUGH AND NO REAL BREAKS IN TRAFFIC. WITH TRAFFIC LIGHTS IT ALLOWS BREAKS FOR THOSE TO TAKE A LEFT OR RIGHT ONTO SR7/MOUNTAIN HIGHWAY. LIVE OFF 227TH</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p>
231	<p>No round abouts. Make sure the roads don't have potholes and we can handle the car load.</p>	<p>Respondent's Preference Recorded</p>
232	<p>Speed monitors</p>	<p>Respondent's Preference Recorded</p>
233	<p>Roundabouts are crazy when dealing with multiple lanes in the same direction. I would rather see stop lights than roundabouts.</p>	<p>Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.</p>

234	Leave us alone out here!	Respondent's Preference Recorded
235	No roundabouts on the highway! PEOPLE DO NOT KNOW HOW TO USE THEM AND THEY ARE THEREFORE DANGEROUS! Keep the traffic lights they work well!	
236	Enforce road safety laws Stop people turning left into Walmart Gas Station McDonald's in a driveway for right turns only. Have the flashing lights for pedestrian crossings	Respondent's Preference Recorded
237	Sidewalks, reduced speed & median curbs should be top priority. That many roundabouts in that area would be ridiculous & 260th is not even flat enough for that!	Respondent's Preference Recorded
238	I am not so sure that putting a roundabout at the Roy Y will work to improve safety. That is such a high-volume place for Semi's & roundabouts make it very difficult for them to maneuver. I think the 50mph speed limit should remain 40mph until the top of the small hill just past 224th.	Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns. Respondent's Preference Recorded
239	Yeah maybe take the current population into consideration before building apartments where there is already a huge lack of services. Would love to know why a roundabout is the answer when it just causes more accidents and congestion, people can't even manage 4 way stops or figure out when it's ok to go past a school bus	Respondent's Preference Recorded Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights. Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
240	Improvements are critically needed. Thank you for your efforts.	Respondent's Preference Recorded

241	Pierce Transit to connect between Roy Y and Walmart Yelm ...or there about.	Respondent's Preference Recorded
242	I think it should be a great to make traffic more efficient through this area, less back up etc	Respondent's Preference Recorded
243	The roundabouts would cause more congestion and causing travel longer travel times	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
244	Round abouts are very difficult for trucks with trailers	Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.
245	I don't like round abouts they frequently cause people to glitch out and can make getting past high traffic just as difficult as it is now. I am concerned about speed, I drive these roads every day and people regularly do 60mph in the 40mph zones and I feel like I am getting pushed off the road driving near the speed limits	Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.
246	We feel that the roundabouts could make things worse than they are. There will people be looking for alternative routes to avoid them and that could make for heavier traffic in residential areas. In our experience round a bouts can cause more accidents and not slow people down.	<p>Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent,</p>

		fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.
247	No roundabouts!!	Respondent's Preference Recorded
248	Improvements should solely focus on vehicle safety, mobility, and congestion.	Respondent's Preference Recorded
249	Yes, listen to your constituents. You work for us	Respondent's Preference Recorded
250	No roundabouts	Respondent's Preference Recorded
251	More lights cause more stress and those that do exist and also tend to take the longest to get through, need to be timed better or outfitted with smart controls.	Respondent's Preference Recorded
252	You can tell how directed this "study" already is, but please tell me where people are walking to and from? Because I drive this road multiple times a day and I'll tell you, no one walks this road! Why are the only answers to all these questions about people walking? A couple drunk or high people have (very sadly) died walking IN the roadway, that does not constitute millions of dollars to fix a problem with the wrong focus. Expand the roadways, sync red light times better and put in turn lanes. Simple and efficient.	Respondent's Preference Recorded
253	Please don't fill this Hwy with a bunch of roundabouts!	Respondent's Preference Recorded
254	Don't add roundabouts	Respondent's Preference Recorded
255	The road needs medians to stop under left turns. Build it like canyon road without roundabouts or limited roundabouts.	Respondent's Preference Recorded
256	NO ROUNDABOUTS!	Respondent's Preference Recorded

257	<p>This is a major highway. We treat it as one. We do not want reduced speeds or roundabouts. We do want improvements for people crossing the highway. Sidewalks are fine. We have many commercial trucks, many people that have horse trailers, RV recreational type vehicles. People with bigger vehicles we do not need tighter lanes or roundabouts because it's difficult and it's going to slow traffic down more and more congestion. We have a lot of congestion during rush hour. And I don't know how you got the information out to our community but today November 23 is the first time I even knew about this. So I would say extend the community involvement and get it out during different ways. We have Facebook pages for this community and that that's how I just saw it so get those information. Different ways would be appreciated.</p>	<p>Respondent's Preference Recorded</p> <p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p>
258	<p>Don't fucking do it!!!! Keep your damn city ways out of the country!!</p>	<p>Respondent's Preference Recorded</p>
259	<p>Lots of trucks and trailers use this hwy and section. We don't need roundabouts. Traffic flows nicely with no backups</p>	<p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p> <p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p>
260	<p>The 3 additional suggested roundabouts at 8th, B ST, and 204th will make Hwy 7 virtually un-driveable. Having multiple roundabouts so close together will cause greater congestion, confusion, and danger for all traveling along that road.</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars</p>

		<p>to get through at once compared to traffic lights where you wait for a green light.</p> <p>Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.</p>
261	Please no roundabouts	Respondent's Preference Recorded
262	Keep the lines painted for winter snow and hard rains	Respondent's Preference Recorded
263	I can see more street lights between the Roy Y and 208th. And it would be nice to cut back hedges and trees that block your vision and makes it really hard to pull out of places.	Respondent's Preference Recorded
264	<p>roundabouts are the worst possible traffic revision for a state route, it slows the flow and impedes emergency response to rural areas. and your survey is flawed, it makes me have to rank the round-a-bout as 4 or above when I want to give it a ranking of 5. also your survey is forcing me to follow your preferred rankings for the other items listed.</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.</p>

265	<p>We do not want you to cityfy our small towns with this crap what you want to do will make our small towns just like your city and we do not want it !. This will slow traffic down and make more problems for everyone, it a highway not a city road, it brings more crime and less privacy. We do not want our small country town turned into a city, if any of you lived in a small town you would understand we like to keep is small for a reason, small community is what we want. If we wanted big city life we would move out of our small town and move to the big city !!!..</p> <p>Small community with people we know and can trust is why we are in these small towns, keep it out !</p> <p>IT IS NOT WANTED !!!..</p>	Respondent's Preference Recorded
266	<p>I would suggest not doing more than 3 roundabouts in the proposed area. Then take a step back and analyze their effectiveness.</p>	Respondent's Preference Recorded
267	<p>I do not think roundabouts will help traffic.</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p>
268	<p>Two way turn lanes or additional lane between 224 and 260</p>	Respondent's Preference Recorded
269	<p>If you are going to do roundabouts, I can understand Roy Y and 224th but that's it.</p>	Respondent's Preference Recorded
270	<p>I think that adding round abouts will congest the area more and not improve the flow of traffic at all.</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p>

271	<p>I drive that section just fine. I've been driving it for 26 yrs... we don't need 8 roundabouts. Talk about traffic back up. People around here can't drive straight! I would hate to have to watch them try and navigate a roundabout. Especially since they are easy</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.</p>
272	<p>Your survey puts a notable emphasis on prioritizing traffic impediments.</p> <p>WSDOT should be focused on improved traffic flow and reduction of congestion.</p>	Respondent's Preference Recorded
273	Make the round abouts big enough for commercial trucking	Respondent's Preference Recorded
274	Please do not build roundabouts. Maybe increase the speed limit to 55 or 60	Respondent's Preference Recorded
275	Curbs, cross walks great, round abouts would be terrible.	Respondent's Preference Recorded
276	All these questions are about pedestrian safety, not many pedestrians travel this route.	Respondent's Preference Recorded
277	Put a center turn lane down the middle of sr 7 south of the proposed roundabouts.	Respondent's Preference Recorded
278	22nd and Highway 7 has a lot of accidents due to no traffic light and should be done first. Too many people speed after passing 176th on Highway 7 going south so speed reduction is necessary because there are many accidents between 176th and 224th.	Respondent's Preference Recorded

279	<p>Adding roundabouts will only add to the congestion, and won't stop people from crossing the road illegally. More pedestrian crossings and sidewalks are essential.</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p>
280	<p>No roundabouts. No one knows how to drive correctly through them. This seems to be because of the apartment complex that was built right after the Roy y put in a light there. No roundabouts</p>	<p>Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.</p>
281	<p>DO NOT PUT ROUNDABOUTS. It's will do nothing but cause accidents. People drive over the six roundabouts in Lakewood on Washington Blvd SW all the time. Semi trucks and buses go down SR 7 frequently and drivers can easily pass. Roundabouts will just create more road rage which is already an issue. The areas you planned out the roundabouts have lights which are sufficient enough. A possibility of eight roundabouts on a frequently used state route that most people use the area multiple times a day is unnecessary and ridiculous. Most accidents happen towards 176th and Pacific anyway due to other reasons majority not related to the road conditions. Every since the new apartment complex (Copper Way Apartments) was built a huge puddle forms covering almost one whole lane every time it rains. Everyone hydroplanes on that and when they slow down the person behind them also slams their break. Smoothing that part of the road out or making more drains for the water to go down will help. Make the roads more visible and not blind drivers with the road markers the shine back in drivers eyes. Making</p>	<p>Respondent's Preference Recorded</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>

	<p>more visible crosswalks with lights will help. More drains down SR 7 in general for more water to go down and make less people hydroplane.</p>	
282	<p>Lower speeds. The turn lanes from Cross Base to Hwy 7 going towards the Roy Y need to be improved. Having the 2 lanes quickly merging into 1 is a mess and causes a lot of congestion.</p>	<p>Respondent's Preference Recorded</p>
283	<p>The traffic circles that are being built in this state are too small and unsafe when they are created with more than one lane in them.</p>	<p>Respondent's Preference Recorded</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>

284	<p>1. Sidewalks on both sides of the highway. There are many pedestrians on Pacific Ave. We see pedestrians and cyclists walking up and down the highway. We live off of 296th, we are always watching for pedestrians walking or cycling up or down the highway.</p> <p>2. More crosswalks and better crosswalks. Especially before the Roy Y. We see so many jaywalkers there.</p> <p>3. We frequently see disabled people on either side of the highway. Sometimes there's a wide enough gravel path, mostly there's no safe or easy pathway for disabled citizens. I use a walker and can tell you it is very difficult to use my walker on a gravel pathway. Gravel pathways can make it impossible for people in wheelchairs to get around.</p>	Respondent's Preference Recorded
285	Roundabouts are not the answer	Respondent's Preference Recorded
286	need to get the peds. and bikes off the shoulders.	Respondent's Preference Recorded
287	Do NOT put a roundabout at the Roy Y. Please. Another lane, more traffic lights, especially at 22nd and Pac Ave. not enough retail/ services to justify the protected shared use paths. All of Pierce county could use more sidewalks, though.	Respondent's Preference Recorded
288	I'm concerned that adding multiple roundabouts on SR-7 will push more traffic to other roads, increasing problems on them. A traffic light at SR-7 and 22nd Ave E is desperately overdue and would give pedestrians safety for crossing. Sidewalks and crosswalks in multiple locations, especially near the new transit area, would increase safety.	<p>Respondent's Preference Recorded</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>
289	I believe the Round-a-bouts will cause more congestion and be more of a hazard than a solution. If we had stricter cell phone / driving laws, that would help with the flow and reduce accidents.	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars

		<p>to get through at once compared to traffic lights where you wait for a green light.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>
290	NO ROUNDABOUTS.	Respondent's Preference Recorded
291	<p>I've driven in 18 countries and Americans are consistently the worst users of roundabouts. While I can see there may be potential long-term benefits and suspect that there would be much higher rate of accidents and reduce traffic flow in the near to medium term up to 5 years. Unless this is part of a plan to use many more roundabouts across the state, Americans are probably still going to struggle to use them correctly.</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>

<p>292</p>	<p>267th Street E - is located @ - a couple blocks away from Nisqually Land Trust Muck Creek Protected Area and upper Muck Creek.</p> <p>The other side of Protected Area, there is a road called Weiler Rd E, at that corner, there is a space.</p> <p>When you start to do construction, you or someone maybe park at there and maybe store gravels / asphalt / chemical - maybe something that impacts the area negatively. I hope they/you do not use the space by Muck Creek. NLT Muck Creek Protected Area and Muck Creek - Muck Creek is a Salmon bearing stream, it runs through the prairie and JBLM Chambers Lake and Nisqually Reservation, then Nisqually River. I hope that it does not happen any negative environmental effects at the area. In the area, the neighborhood school students study about Water Quality, and check the water at Muck Creek. I think it is necessary to let you know there is a protected land and creek near the south end of the construction area, and to let you know - to not influence negatively at the area.</p> <p>If they make a roundabouts at 260th St E, they can slow the vehicle speed, but I think it will increase the air pollution / oil spills / etc. Then rain will carry the negative items into the Muck Creek stream - the creek area is lower elevation in the area. I see many large trucks, they drive up and down the steep hill - just south of Weilar Rd E, which is located next to the protected area. I hope they can stop easily at 260th St where you plan to make a roundabout, because they drive vary fast. You maybe need to make the speed limit - slower - on the hill too.</p> <p>Thank you very much.</p>	<p>Respondent's Preference Recorded</p>
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293	lights and speed limits	Respondent's Preference Recorded
294	Stop the roundabouts Roundabouts make traffic worse	
295	Your survey is obviously skewed to provide data that support your desired outcome. This continuing war on vehicles will lead up less productivity in the region and more importantly, no improvement on safety. Why is there an uptick of fatalities in the area. As a first responder that has assisted on calls of this type in the area, the demographics show that it's the homeless/ unhoused in the area. If they get shelter, and support this problem will go away. Don't create a 40 year productivity problem for a temporary hazard. Some improvements are required with the for traffic in the area, roundabouts are not that solution.	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
296	Build a center turn lane for safety	Respondent's Preference Recorded
297	Roundabouts not good for semis and truck/trailers. Yelm roundabouts have not helped congestion.	Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns. In the U.S., there are around 50 rural roundabouts on high-speed roads. They have been shown to provide safety on rural high-speed, two-lane roadways.
298	Adding bike paths might seem appropriate, BUT honestly, adding them to a highway where people drive at 35 to 50 mph depending on the location, is very unwise and not cost efficient. I would love to know how many people would benefit. I don't think many people ride bikes on streets in this rural area.	Respondent's Preference Recorded
299	I am all for these changes if it will help save my life from trying to make a left onto HWY 7 from the post office near Mtn Hwy, 22nd Ave E and 224th. It's	Respondent's Preference Recorded

	dangerous! It sounds like it will help going south onto Hwy 7 from 22nd Ave E. Go for it. I'll be 67 soon. Will I see the changes by the time I'm 70?	
300	I don't see how adding roundabouts within major intersections is going to ease the issues. too many large vehicles. Lowering speed, adding left turn lane all the way through would be much better. Not opposed to adding additional lights to intersections, 22nd being the biggest.	Roundabouts are built to accommodate all types of vehicles, including emergency vehicles, buses, and big trucks. One helpful feature is a "mountable apron." This is a raised area in the middle of the roundabout that allows large vehicles to make easier turns.
301	Roundabouts would be a total nightmare and increase travel time to get through the study by double at least. Why would you inconvenience the majority of drivers for the benefit of the few that are currently having long wait times to access SR7 from side streets? Limit exit and entry to these side streets to right turn only and the wait times will be reduced greatly. Most of the delays occur due to people making left hand turns and needing to cross traffic in both directions. No Roundabouts PLEASE!!!!!!	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
302	limited access to businesses, drivers will need to be more aware crossing the shared paths that intersect entrances to businesses	Respondent's Preference Recorded
303	Install or repair street lights along the project area.	Respondent's Preference Recorded

Question 7 | Are there any other specific locations or places we should make improvements to, and what are those improvements? (write-in)

Comment Number	Comment	WSDOT Response
1	Aggressively enforce current speed limits and traffic laws and safety will be improved.	Respondent's preference recorded
2	A stop light at Rice Rd/160th st at 8th Ave E. There are multiple times that people have gone through the stop sign and hit the power line tower.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
3	Only the Roy y to 224th, past that is a waste	Respondent's Preference Recorded
4	Require Tacoma Rail to repaint or harden their overpass at 211th to protect from vandalism. Embarrassing since this is a "tourist" corridor to Mt. Rainier. Work with multiple businesses on how they can improve access; the lumber company near the railroad trestle often has trucks parking in the center turn lane to stage entry, then pull across two lanes of traffic to enter.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
5	The SR 7/512 interchange should also be studied for a possible protected turn lane(s) and diverging diamond interchange.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
6	Increase lighting along the entire area.	Respondent's Preference Recorded
7	High visibility, profiled lane markings and high visibility type 2 reflector markers the entire length of the project	Respondent's Preference Recorded
8	I think this project is necessary, it needs to be centered around how to improve traffic, not how to allow people to walk and ride bicycles. All the way north to 512 needs improvements	WSDOT focuses on everyone who uses the roads, not only car users. A new law requires highway projects over \$500,000 to consider safer and easier access for all users. This includes people who bike, walk, roll and take public transit. We want to create a transportation system that works for all of us and is safe, accessible, affordable and good for the environment. Many people think roundabouts slow traffic. However, they actually help

		cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
9	Capacity is a key problem which will only get worse as county cities dump more high density problem/subsidized housing projects on Spanaway. More empty buses will only add to the problem.	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
10	No, just leave well enough alone.	Respondent's Preference Recorded
11	A left turn lane at the north entrance to walmart when traveling south on SR7 would be good	Respondent's Preference Recorded
12	YES ! Complete the cross base highway from 176th / Spanaway loop to the intersection at the entrance of the JBLM Logistics Center. The population East and South of 176th & SR7 is exploding due to extensive residential and multifamily development, and at morning and afternoon commutes, SR7 and Spanaway Loop Road are totally overburdened. (I expect you already know this)	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
13	Have police in the area to pull people over, for speeding and running red lights, would be helpful. 224th needs a right turn signal for those turning right onto hwy7, instead of waiting. No roundabouts!!!!	Respondent's Preference Recorded
14	As noted above, additional lanes would be most helpful, recognizing this would significantly increase the cost of the project.	Respondent's Preference Recorded
15	Let's add safe walking paths to neighborhoods first.	Respondent's Preference Recorded
16	The crosswalks north of the 507 intersection have nonfunctioning street lights over the crosswalks. In this situation, the presence of crosswalks is dangerous because it may give	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.

	<p>pedestrians a false sense of confidence, while the drivers in the rain at night may not even be able to see them.</p> <p>This should be priority #1.</p> <p>I would also suggest that some sort of yellow warning light system or red lights triggered by the pedestrian would increase safety far more than sidewalks.</p> <p>The exact nature of the fatalities wasn't included in report, but I suspect most of them occurred in the roadway, and not on the shoulders, which are quite wide.</p>	
17	Add safe walking paths/sidewalks and extra lighting etc on 224th E (high school only a couple blocks from hwy 7 and many many pedestrians, especially during the school year).	Respondent's Preference Recorded
18	Between 224 and 260. Speed limit must be reduced from almost freeway speed of 50 to 35 MPH. This will allow easier access to SR7 especially if you are trying to make left turns and have to cross an oncoming flow of traffic.	Respondent's Preference Recorded
19	Building pedestrian/bike trails near the planned roundabouts in McKenna could create a wonderful area. Feel free to reach out if you need help. [personal information redacted]	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
20	I see 243 rd has a proposed suggestion. Is there one for 241st as well or will that street be left alone?	
21	Only at the main intersections: 22 ave, 224th and 260th.	Respondent's Preference Recorded
22	Would be nice to have a bus stop near 224 & SR7. Closest one is 3 miles north.	Respondent's Preference Recorded
23	Put the Cross Base Highway in!!!!	Respondent's Preference Recorded
24	"Roy Y" SR-507 @ SR-7 corner needs to be adjusted or removed all together for visibility, the signal timer needs to be adjusted, and a flashing warning for the signal also needs to be put up on 507 for the end of highway.	Respondent's Preference Recorded
25	Very few of your improvements are improvements	Respondent's Preference Recorded
26	Your biggest priority should be completing the cross-base highway rather than worrying about a road that currently exists and functions in an acceptable manner.	Respondent's Preference Recorded
27	Sidewalks and/or bike lanes would be great all along Hwy 7. Please do not put in roundabouts.	Respondent's Preference Recorded

28	This is a joke. You are pretending to get community input for something you have already decided to do.	Respondent's Preference Recorded
29	Canyon road needs the same changes- reduced speed, possibly roundabouts, better timed traffic lights at 176th and Canyon in conjunction with the lights at the intersection between the Safeway shopping area and the Nisqually gas station. There are terrible backups and wait times there in the morning in all directions of both intersections that lead to unsafe driving decisions (people running red, cutting off other drivers to try to make it through intersections).	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
30	You should add roundabouts on Spanaway Loop road, especially at Millitary Road.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
31	You could put it anywhere and Trader Joe's would do so well. The nearest ones are so far away.	Respondent's Preference Recorded
32	Good luck	Respondent's Preference Recorded
33	The area you are talking about	Respondent's Preference Recorded
34	Hwy 7 and Hwy 702 - Points along 702 going to McKenna.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
35	The 22nd Ave entrance to SR7	Respondent's Preference Recorded
36	251st St E and 252nd Street East need dedicated TWLTL. Those are the only two side roads that service a number of homes but do not have a turn lane to help them exit SR7 and enter safely.	Respondent's Preference Recorded
37	The previous BRT project contained 2-3 Roundabouts at key intersections along SR 7 and filled numerous sidewalk gaps. Will this project extended to include some of the these improvements?	The pre-design recommends building five roundabouts at SR 507, Pirnie Road East/B Street East, 22nd Avenue East, 224th Street East, and 260th Street East. It also recommends a shared-use path on the east side of SR 7 from SR 507 to 224th Street East. Pierce Transit is planning to build an additional roundabout at 208th Street East.

38	Id suggest reflective yellow and white lines all around. We live in a rainy state and when it rains you can't see shit	Respondent's Preference Recorded
39	Round a bouts can be hair raising for cyclists as we are moving slower than motor vehicles and many drivers don't seem to understand how to navigate them safely.	Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.
40	The Canyon Road extension to 208th was a waste of money, we hardly see any people driving Canyon to 208th, only a handful of cars. Why don't they extend Canyon Road to 224th, or widen 224th street which gets heavily congested at certain times of the day? This would be a big help with traffic gridlock in my opinion.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
41	22nd side walks or path way, from pacific to millitary, complete the walk ways off 168th, a bit more off the road or add barrier between Walker, riders and cars speeding way to fast. We need connecting sidewalks, so we can get to main ones, or stores without fear of being hit, widen bike lanes on 176th and canyon, or make lanes above the road way, like in Japan. Please we're all going stir crazy and getting obese, we need safe pathways to the parks, schools, stores. Make it about the people not the cars. A golf cart or ORT community would be Awsome. Could even get those carts that hold a few people, and create routes, to get elderly, to shopping or kids to school that can't walk or ride or own their own scooters. I'm great full that there is efforts being made my heart thanks you. With the slower speeds and giving our young adults a purpose maybe we could reduce, boredom and theft, and other issues, we need to slow down, see each other, and our pets. For people to give a crap and get off those phones. And be-able to walk our dogs and cats safely, so they don't need to run loose and be shot or ran over. Its normalized around here.	Respondent's Preference Recorded

42	Sidewalks down 260th for the kids walking to school to Cougar Mt Jr High and Rocky Ridge.	Respondent's Preference Recorded
43	Extend canyon road to 224th, expand and improve 22nd Ave, add the cross base highway,	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects. Respondent's Preference Recorded
44	251st and 267th need turn lanes.	Respondent's Preference Recorded
45	Left turn lane at 251st street	Respondent's Preference Recorded
46	If you do put in crosswalks they need flashing lights immediately. When you put in the new crosswalks years ago on Pacific Avenue, there were no lights and people were KILLED because of your piss poor planning.	Respondent's Preference Recorded
47	access and exits to the fast food areas just south of Walmart on SR7....these establishments should have had to plan for larger egresses...I see narrow misses in this area all the time as traffic tries to maneuver on and off SR7 The entrance to 22nd ave from SR7 can be a little tricky when people are entering or leaving the Fred Meyer parking lot by 22nd Ave	Respondent's Preference Recorded
48	Ideally, improvements should start at the "hot" spots. So, between 8th Avenue and 204th (just north and just south of the Walmart), and anywhere the major side roads connect with highway 7, like 22nd avenue.	Respondent's Preference Recorded
49	Separate lane space to reduce speed when turning off into Rainier Pacific Business Park. 19321 Mountain Hwy E, Spanaway, WA 98387	Respondent's Preference Recorded
50	Trying to get across I-5 in South Tacoma by bicycle is downright treacherous. I regularly cross at both 56th and 72nd and I feel like I'm taking my life into my hands every single time. Please consider ways to enable bikes to get from one side to the other without having to go all the way up to the pedestrian bridge at 37th (which itself terminates in a very unfriendly biking environment on the west end).	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
51	Build the Cross-Base Highway instead please!	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.

52	It looks like you have figured out the trouble spots already. I'm excited that Spanaway is getting improvements. It's long overdue.	Respondent's Preference Recorded
53	How about paving 290th ST E? (:	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
54	I think similar improvements should be made along SR 161 between 176th Street East and 224th Street East. Speed reductions, new sidewalks, bike lanes, median curbs, and roundabouts should be along SR 161 in that area. Roundabouts specifically at the intersections at 176th, 200th, and 224th Street, respectively.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
55	We would much rather see the cross-base highway completed at 176th and Pacific than any construction along Hwy 7. It would have a far greater positive impact on traffic congestion since the worst part of our commute home is approaching 176th on Pacific going southbound toward Elk Plain. The backups where 176th dumps out onto Pacific from Spanaway Loop are tremendous every single day.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
56	304th and Mt Hwy	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
57	Place pontoons in the swamp to support an environmentally friendly (and easy) support for a causeway to finish cross base hiway! The pontoons will only settle to the water table. Install extendable jack screws between pontoons and roadway for adjustments if needed. Construct with inge joints at each pontoon to allow for seasonal movement up or down in the swamp. No need to excavate!....place pontoons with a crane and adjust as the span is constructured.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
58	Widen spanaway loop road to accept two lanes of traffic in both directions. Add sidewalks on 22nd ave.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.

59	<p>Yes. If someone lives in South Spanaway or Graham and commutes to Seattle or to SeaTac on a regular basis, there is no good thoroughfare. Please complete 176th as an actual cross base highway and connect it to the i5. Also removing lights and adding lanes all up the 7 and up Canyon would ease congestion. make the lights that you take out right turn only so people aren't trying to turn left. Additionally, find a way to remove traffic lights on Meridian as it is a complete standstill for most of the day . Another issue is the lane transitions from Steele road on the 512 continuing on to the i5 on ramps. literally redrawing lines and allowing a smoother merge area would remove a lot of congestion.</p>	<p>Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.</p>
60	<p>Maybe make Spanaway loop wider and faster. And make the interchange faster on the north end of Spanaway loop where it meets the 512 highway.</p>	<p>Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.</p>
61	<p>More sidewalks especially near the fredmeyers</p>	<p>Respondent's Preference Recorded</p>
62	<p>A center turn lane from 224th to 260th would be a great addition to move traffic and stop rear end accidents</p>	<p>Respondent's Preference Recorded</p>
63	<p>The 8th Ave and B St intersections are pretty bad, please ensure they are either roundabouts or closed medians. Ensure the SR 507/SR 7 roundabout has the ability for the SR 507 leg to have 4 lanes since it is equally as congested as SR 7. And please perform a pedestrian and bike volume study along the corridor to validate your proposed improvements, especially for locations of new crosswalks or pedestrian overpasses, there's a lot of locations where existing pedestrian use can be seen in worn down grass and dirt paths along the highway shoulders.</p>	<p>Respondent's Preference Recorded</p>
64	<p>Same as above....</p> <p>People make a left into Walmart where it is not legal. If your proposed median curb were in that spot, it would stop this unsafe practice. There is a light before and after Walmart. Cars can use to access the store.</p>	<p>Respondent's Preference Recorded</p>
65	<p>See my comments above reference turning lanes between 224th & 260th</p>	<p>Respondent's Preference Recorded</p>

66	Complete the cross base freeway. Either make it a toll road or make it a large truck route only. This would give the distribution trucks from Frederickson a direct connection to I5 and take much needed pressure off canyon road north and south.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
67	Sidewalks down 22nd Ave , no sidewalks on either side of the road, past 208th st e.	Respondent's Preference Recorded
68	I would love to see a fix for the Fred Meyer strip mall entrance that is located on 22nd. I have seen some close calls from people turning onto 22nd from 7, and nearly hitting people going into/out of that entrance.	Respondent's Preference Recorded
69	The sidewalks south of Walmart might as well be considered non-existent. The only patches of decent sidewalks are so short and disconnected that they serve no purpose.	Respondent's Preference Recorded
70	Just south of 224th are several business with a single lane the road backs up often while waiting for people to turn. The worst is the bar as there is no clear entrance with the way the parking is layed out.	Respondent's Preference Recorded
71	None leave it alone	Respondent's Preference Recorded
72	304th way to many accidents on that corner	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
73	Ashford WA 98304 to Alder Cut Off Rd. The massive increase in people operating Airbnbs in our community has created major traffic issues for local residents just trying to get out of their own driveways during tourist season. We desperately need signal lights and intersections and speed reductions between the state park entrance and town of Ashford to slow people down before they get to town before they get a block away. I have almost been hit trying to exit driveways of local shops there on multiple occasions, and have waited ab hour just to get out of ny neighborhood because the tourists won't give us soace to cut through their line.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
74	All of Spanaway needs sidewalks and better street lighting as so many people are walking/biking/rolling and it is hard to see them especially when it is dark or raining. This is dangerous for both pedestrians/bicycles and drivers.	Respondent's Preference Recorded
75	B ST	Respondent's Preference Recorded

76	Mtn hwy between the Roy Y and Walmart is very heavy. Lights change quickly meaning fewer people get through and you're just sitting for long periods of time for lights to change.	Respondent's Preference Recorded
77	you should make a side/bike path all the way to spanaway lake park, and add guardrails so cars stop driving in the bike lane	Respondent's Preference Recorded Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
78	Turn lanes in all left turn areas, this would allow traffic to continue while also giving drivers the option to enter the middle lane to merge into traffic.	Respondent's Preference Recorded
79	Waller/Brookdale Rd	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
80	I personally despise roundabouts and preferer to see removal of them and traffic calming features like calming circles, speed bumps and plantings anywhere near roadways They reduce road capacity block visibility and or remove parking spots. We are not Seattle. We do not want to ban cars and inconvenience them like Seattle does. Zoning rules have separated dwellings from workspaces and all but require cars to move people.	Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.
81	B street need sidewalks	Respondent's Preference Recorded
82	More sidewalks	Respondent's Preference Recorded
83	Fix the pot holes! Add more street lights	Respondent's Preference Recorded
84	Absolutely, I live off of 232nd/7 and have for over 30 years. Getting onto 7 from 232 can be a nightmare, especially trying to go south. The only thing that helps with that is when the light turns red at the intersection of 224th/7. If a roundabout is at 224th/7 southbound traffic will never stop and traffic trying to get onto 7 from 232nd will never be able to get out. If the lights are replaced by a roundabout at 224th/7 how about putting one at 232nd/7 so	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to

	<p>traffic can get onto 7.</p> <p>My understanding a community of over 300 units is going to get built between the corner of 224th/7 and 232nd/7 so it's only going to get worse for 232nd.</p>	<p>traffic lights where you wait for a green light. Respondent's Preference Recorded</p>
85	<p>Pedestrian bridge for the transit center rather than crosswalk.</p>	<p>Respondent's Preference Recorded</p>
86	<p>Mt Highway and 22nd. L</p>	<p>Respondent's Preference Recorded</p>
87	<p>State government. Stop wasting taxpayer money on trying to re-invent the wheel. Fix the obvious.</p>	<p>Respondent's Preference Recorded</p>
88	<p>The transit bus should go to Fred Meyer. Sidewalks from 224th to Walmart would be a great addition.</p>	<p>Respondent's Preference Recorded</p>
89	<p>The Roy Y is so wide and cars travel so fast through the intersection. How will you slow them down through a roundabout or get them to stop for pedestrian?</p>	<p>In a modern roundabout, drivers enter the intersection by navigating a gentle curve. Drivers yield at entry to traffic already in the roundabout. Then traffic enters the intersection and exits at their desired street. There are also splitter islands designed to slow and direct traffic. A main feature of the modern roundabout is a raised central island. The circular shape is designed to control the direction of traffic and reduce speeds to 15 to 20 mph.</p>
Re90	<p>22nd ave & Hwy 7 intersection is a dangerous area. There are accidents there all the time and not reported. 2 serious accidents were just there in 2 days this week, Slower speeds on Hwy 7, do not allow left turns there from Southbound Hwy 7 and think about dead ending 22nd ave at Hwy 7.</p>	<p>Respondent's Preference Recorded</p>
91	<p>Please lower the speed limit from 50 (freeway speeds) to 35 - 40 MPH between 224th and 260th. With roundabouts = no stop lights = no gaps in traffic = much harder to make left turns onto SR7. You will get higher accidents in this</p>	<p>Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In</p>

	<p>area. That's not a very good result for this design isn't it?</p>	<p>roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.</p> <p>Studies show that roundabouts reduce the risk of serious and fatal crashes. Research found that roundabouts reduce injury crashes by 75 percent, fatal crashes by 90 percent and pedestrian crashes by 40 percent. These studies are in comparison to stop signs or traffic lights.</p>
92	<p>The area in question has garnered attention due to the substantial expansion of commercial enterprises, the proliferation of multi-housing developments, and a rise in homelessness in just the last year.</p>	<p>Respondent's Preference Recorded</p>
93	<p>Definitely put in a full median between 8th Ave E to 204th St E to prevent illegal turns into Walmart. Allow for U-turns at each red light.</p> <p>Foot bridges for pedestrians instead of crosswalks in areas that are not by red lights.</p> <p>Center lane from 224th St all the way to 260th. We get a lot of congestion (north and south) because people are trying to turn into residential areas where there is no turn lanes. I've almost had my mirrors taken off because people don't want to wait for me to turn off the road and try to inch around me on the right between the white line and the guard rails. Idiots...</p> <p>I have also been rear ended because people failed to slow down while I was waiting to be able to turn left onto 251st St E, so this is a huge concern for our whole residential area.</p> <p>Definitely a center lane between 232nd St E and 234th St E where The Hideaway Bar & Grill is. I've seen so many accidents at that spot.</p>	<p>Respondent's Preference Recorded</p>

	If you put a roundabout in at 224th St E, please remove the merge lane. I've been forced to swerve out of idiot's ways because they want to race or they try to take over while merging.	
94	We need more lighting along SR-7 at side road intersections. I have seen a few collisions at night that are likely not to have occurred within a well lit intersection. Also, the use of pedestrian bridges in more business congested areas would help decrease the impact on motor vehicle traffic and decrease pedestrian injuries from accidents. Also, all roundabouts need to have designated walking areas and marked crosswalks.	Respondent's Preference Recorded
95	Put a yellow flashing turn signal on Hwy 7 to turn left on 208th, so a vehicle don't have to stop a whole traffic going north on Hwy 7 just for one vehicle to turn left.	Respondent's Preference Recorded
96	Another north south option	Respondent's Preference Recorded
97	Visibility in many places, making median curbs more visible in the dark/rain	Respondent's Preference Recorded
98	255 & mountain highway. It's really hard to get out as there is no light and people speeding.	Respondent's Preference Recorded
99	The Walmart area could benefit from a round about. Please add more pedestrian crossings with flashing lights so people can stop and be more cautious when driving.	Respondent's Preference Recorded
100	Roundabouts at 208th and 224th only	Respondent's Preference Recorded
101	I support the roundabout at 22nd and Mountain Highway. That intersection is dangerous for all. With the new apartments closer to the Roy Y, I would expect more pedestrians. Maybe pull out	Respondent's Preference Recorded

	spaces for school busses to drop off and pick up?	
102	Put a sidewalk down 168th where Spanaway Lake High School is. Hundreds of kids walk there a day and no one seems to care that they have no safe space to walk and they have to share the road with cars driving by.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
103	I don't think we need to replace every stop light with a round about. Maybe 3 max, at Roy y, 22nd for sure since there are a lot of accidents right there and 260th at most.	Respondent's Preference Recorded
104	Leave it alone	Respondent's Preference Recorded
105	I would like a light installed at Mountain Highway and B street. There are several side streets between 224th and Weiler Road (just north of 255th and the street Jim's U Fish is on) that have enough traffic going to and from them that they create large backups. It would be helpful for safety and the flow of traffic to have turn lanes added.	Respondent's Preference Recorded
106	Widened Merdian out to 304th add sidewalks down Merdian ..	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
107	YES. FINISH CROSS-BASE HWY! That is what will help the congestion.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
108	Same improvements needed for 224th street all the way to Meridian and on meridian. Bike lanes and protected area are severely lacking	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
109	No roundabouts	Respondent's Preference Recorded
110	You need to increase road capacity for the amount of homes your adding. We have no public transit either	Respondent's Preference Recorded
111	Work more on making the area more pedestrian friendly for many of the kids that walk to school.	Respondent's Preference Recorded
112	22nd and pacific needs a traffic light.	Respondent's Preference Recorded
113	Focus on the crime. This state is so incompetent. We need people who really care about the ridiculous crime we have in this state. Bob Ferguson is a useless turd.	Respondent's Preference Recorded

114	Do better studies that look at alternate ways to move vehicles OTHER than Roundabouts.	Respondent's Preference Recorded
115	I'd say clean up the areas with homeless people trashing up the place.	Respondent's Preference Recorded
116	There needs to be improved pedestrian crossing areas added. There has been to many fatalities with pedestrians.	Respondent's Preference Recorded
117	Not here, nobody has been asking for this.	Respondent's Preference Recorded
118	507/East Gate road	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
119	I believe sidewalks should be put from 260th to 8th ave e on Mt hwy as people walk that road daily to get to work, the bus stop, or the store.	Respondent's Preference Recorded
120	We need a left hand turn lane on east bound 224th onto 78th north.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
121	No more apartments/fast foods off busy rouds. Leave hwy 7, as it is. Enough damage has been done to it with your building crap out here. Re-time the lights. To the times its busiest. And your flashing lights before a signal. (304th) Use them because lights are going to change, not on 24/7 365 days a year. Maybe those lights would be more helpful, to let people know lights are going to change in the heaviest area, than wasting my tax \$\$\$ on round-a-bouts.	Respondent's Preference Recorded
122	Stop putting in roundabouts!!!	Respondent's Preference Recorded
123	Roy Y to the 512 on ramps.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
124	Please continue Cross Base Hwy and fix Meridian.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
125	Water drainage by Bethel Station Fred Meyer. Floods onto road when it rains.	Respondent's Preference Recorded
126	I honestly don't know. There are just simply too many people on the roads now. And in case I haven't mentioned it, I hate roundabouts!	Respondent's Preference Recorded
127	Between 224th and 260th there needs to be a turn lane added to avoid people going around into grass to pass you!	Respondent's Preference Recorded

128	No roundabouts adding lanes would improve the area. Slow drivers is the issue in this state. The flow of traffic.	Respondent's Preference Recorded
129	Just know if these roundabouts get accepted people are gonna get angry and start to fight back. Quit adding unnecessary things to tax the people. You help nothing	Studies show that drivers start to like roundabouts once they use them. The Insurance Institute for Highway Safety (IIHS) found that 31 percent of people liked roundabouts before they were built. After they were built, that number went up to 63 percent. Drivers notice they help reduce serious crashes and make driving smoother. The more people use them, the less worried they become.
130	Go to Olympia and screw up their highways	Respondent's Preference Recorded
131	YES! starting at the intersection of 8th Ave E and Highway 7. I ride a motorcycle and this intersection WILL sense the presence of me being there. Late at night when traffic is not heavy I can stop and then safely run the red if there is no traffic. However there has been times during the day with heavy traffic on Highway 7 that I have had to get off my bike leveeing it in the intersection and press the pedestrian cross walk button to get the light to change. Also the light at 260th will not always change for my bike and makes it VERY dangerous to enter or cross Highway 7. Again I think that the center turn lane should be removed pretty much from the Roy Y to 224th with perhaps a few added lighted turn points.	Respondent's Preference Recorded
132	ii live off 252nd and would live a round about or a turn lane	Respondent's Preference Recorded
133	I just wrote that in the first informational box. The overpass on Canyon above Hwy 512.	
134	improving the intersection of 8th ave e and sr 7	Respondent's Preference Recorded
135	No	Respondent's Preference Recorded
136	The entire area of Pacific, especially from the "Bethel Station" area all the way into Tacoma, needs sidewalks for safety of both pedestrian and drivers. Having crosswalks is unhelpful when people can not safely walk alongside the road.	Respondent's Preference Recorded

137	Adding lighting would be helpful	Respondent's Preference Recorded
138	Round about or re structure of the intersection at 260th and highway 7	Respondent's Preference Recorded
139	There's lots of places that need work, put one of your many people in a car take a drive around and have a look . Figure it out ,again pull your heads out	Respondent's Preference Recorded
140	make it easier for side streets to enter on mountain highway, WITHOUT the use of roundabouts.	Respondent's Preference Recorded
141	SR512 and Canyon Rd! I've heard that WSDOT manages the traffic lights going on and off the freeway at 512 and Canyon Road. These intersections are terrible. The overpass is unsafe and often bottlenecked	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
142	On 260th where the school is at there should be crossing lights ! At cougar mountain middle school , For kids crossing the road to school. Especially since it's gotten dark out.	Respondent's Preference Recorded
143	208th round about.	Respondent's Preference Recorded
144	Canyon Road and the Spanaway loop are raceways. People drive recklessly and speed. I avoid them if it all possible. Reduce speed limits and roundabouts would be excellent.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
145	I view roundabouts as a complete waste of our taxpayer money. We already have lights at the major intersections, only one place in my opinion would benefit from a roundabout and that's where 22nd Ave. hits Mt. Hwy.	Respondent's Preference Recorded
146	No leave us alone.	Respondent's Preference Recorded
147	Take Canyon Road through to 224th. Extend 176th to I5 freeway as originally intended. More major connections traveling east-west between Pacific Ave, Canyon Road, and Meridian.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
148	No	Respondent's Preference Recorded
149	Hwy 702 & 8th ave NEEDS a roundabout, after multiple fatalities and overwhelming amount of wrecks and near misses have made this intersection one of the most deadliest in pierce county based on vehicle traffic to accident numbers.	Respondent's Preference Recorded

150	Improved lighting, lane visualization and timing of stop lights	Respondent's Preference Recorded
151	Pull off turn lane: 251st, 252nd Turn lane: The Hideaway	Respondent's Preference Recorded
152	Waller is where a round about it needed if anything but not over on mountain hwy	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
153	Shouldn't be able to make left turns into the Walmart/ McDonald's parking lot!	Respondent's Preference Recorded
154	No improvements should be made.	Respondent's Preference Recorded
155	I think quality of the road itself is lacking 2 places on highway 7 where there are horrible dips that are dangerous	Respondent's Preference Recorded
156	If anything, adding a new traffic light or two could be beneficial. Maybe have WSP patrol mountain highway? Maybe do a better job of keeping people who have no business driving off the street? Maybe arrest people for driving without insurance or a license?	Respondent's Preference Recorded
157	Actual stop light and left turn to Fred Meyers shopping area.	Respondent's Preference Recorded
158	Add a light at 22nd and hwy 7. It's so heavily congested with traffic that it's difficult to turn off 22nd on to hwy 7. Widen the road past 224th/Hwy 7. Widen 22nd from 176th to hwy 7	Respondent's Preference Recorded
159	Add a light that is only in use during peak hours, and blinks yellow during the rest of the time, in Roy at Hwy 507 and 288th. It takes sometimes as long as 15 minutes to get a break big enough to turn left from 288th onto 507.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
160	Highway 704- actually use the bypass road and connect it to create easier route to Roy/Yelm.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
161	Make more traffic lights.	Respondent's Preference Recorded
162	No	Respondent's Preference Recorded
163	22nd Ave E definitely needs a left-hand turn lane and traffic light.	Respondent's Preference Recorded

164	See above. SR7 south of 224th needs to be widened to handle the additional traffic and at a minimum, add more turn lanes. There have been numerous accidents due to people not seeing that someone is turning left and the shoulder is not wide enough for collision avoidance.	Respondent's Preference Recorded
165	More traffic lights at intersections 224th north to 112th would help pedestrian traffic to more safely cross the highway. Widening Mountain Highway from 224th south would help with the congestion.	Respondent's Preference Recorded
166	Sidewalks & curbs are needed Pedestrians need to use crosswalks Decrease the number of homeless who dress in dark hooded clothing who attempt to cross four lanes of traffic during evening hours	Respondent's Preference Recorded
167	LEAVE AS IS OR ADD ANOTHER TRAFFIC LIGHT SOMEWHERE ALONG SR7 TO BREAK UP THE TRAFFIC. PLEASE NO ROUNDABOUTS. WE WILL NEVER BE ABLE TO TAKE A LEFT ONTO MOUNTAIN HIGHWAY/SR7 BECAUSE THERE WILL BE NO BREAKS IN TRAFFIC SINCE ROUNDABOUTS ARE CONSTANT MOVEMENTS	Many people think roundabouts slow traffic. However, they actually help cars move through intersections more quickly and reduce congestion. In roundabouts, cars don't have to stop completely; they just need to slow down and yield. This allows more cars to get through at once compared to traffic lights where you wait for a green light.
168	Yes, Turn into McDonalds near Walmart needs to have a solid barrier to prevent south bound vehicles from making illegal turns across traffic. This would prevent many accidents.	Respondent's Preference Recorded
169	200th and meridian is a nightmare	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
170	Just more sidewalks for pedestrians	Respondent's Preference Recorded
171	Main one should be people SPEEDING (50MPH) down 161 in the town of Eatonville where the speed is suppose to be 25mph. How about some speed bumps there!!!! There are kids, elderly, families that walk, cross street here in an area that is really a neighborhood. People who live here have begged for help in keeping the speed down here	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.

172	<p>NO ROUNDABOUTS!</p> <p>I suppose you won't listen to me. How about if you survey professional drivers? Truckers HATE them too!</p>	
173	Have a walking area	Respondent's Preference Recorded
174	Sidewalks!!! Main roads & any roads requiring children to walk to school should have safe sidewalks to get to & from school! 90% in this area do not!!!	Respondent's Preference Recorded
175	How about figure out 112th and pacific or better yet get Spanaway loop opened back up to take the pressure of pacific ave.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
176	Yes, in the meantime, perhaps the lights to turn left onto Hwy 7 from 8th Ave E could be delayed to minimize the risk of being hit by cross traffic that sneak through their light.	Respondent's Preference Recorded
177	More sidewalks and just one roundabout is okay	Respondent's Preference Recorded
178	put turn lanes in on Mtn Hwy	Respondent's Preference Recorded
179	If you want to do round abputs you should prioritize hwy 702 where vehicles drive way too face and passes unsafely	
180	The 224th and Mt. Hwy is not a good place for a roundabout. We feel that too many roundabouts are less constructive than a few.	Respondent's Preference Recorded
181	I live about a mile off SR7 and have traveled it for 20 years. In this time I have noticed a considerable amount of more vehicles. There is now multiple intersections between SR507 and SR702 in which it can take 3 light cycles to navigate. Easing congestion and safe traffic flow should be the priority. I rarely see a bicyclist or a pedestrian walking along SR7 anywhere south of 224th St. E. In my opinion, spending tax dollars on "people who walk, bike, roll, take transit" is unnecessary, wasteful, and irresponsible.	
182	Nope just no roundabouts	Respondent's Preference Recorded
183	Yes, wherever people are crossing the street or attempting to get somewhere on foot or by bike. There needs to be dedicated ways to cross the road or a guaranteed way to get people to look up from their phones when approaching these areas (turtles in lanes?)	Respondent's Preference Recorded

184	I've lived up and down hwy 7 my whole life. (29 yrs) and I would say that Hwy 7 south of 224th St needs a turn lane in it up to at least 264th ST to many accidents with people trying to take left hand turns. so many changes in elevation in that stretch is very dangerous without an option to get out of harms way with the speed being 55mph. Roundabouts are efficient. thanks for getting something started out here.	Respondent's Preference Recorded
185	224th. Is not big enough for all the big trucks traveling on it	Respondent's Preference Recorded
186	Meridian is WSDOT main problem road in this area! The interchange at 512 would be next, not this area of Mountain Highway.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
187	Widen the road from 224th to muck creek hill	Respondent's Preference Recorded
188	Punch Canyon road thru to 224th. This Job has been taking over 20 years so far and you still don't have it done!	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
189	We enjoy our gaps between lights. We are country folk that enjoy our drives without too many barriers.	Respondent's Preference Recorded
190	Nothing WSDOT does improves anything. They are the most incompetent agency in the state!!98338	Respondent's Preference Recorded
191	More traffic lights	Respondent's preference recorded
192	From 224th to 260th you only need sidewalks and a center turn lane	Respondent's Preference Recorded
193	Do not put roundabouts at 8th Ave, B ST, or 204th.	Respondent's Preference Recorded
194	I-5 S	
195	208th St E and 46th Ave E. Could we PLEASE PLEASE PLEASE get a stop light at this intersection?	Respondent's Preference Recorded
196	Inter city, bridges railroad, schools, parks would be places for state money's to be spent !!!...	Respondent's Preference Recorded
197	Further south on hwy 7 there are 2 bridges over Ohop Creek that are very narrow. I'm surprised there have been numerous crashes there.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
198	Bring the transit out further, at least to 224th where it used to.	Respondent's Preference Recorded
199	I think if there were more street lights along that stretch of roadway, it would improve a lot of the issues immensely so that drivers can see the road better.	Respondent's Preference Recorded

200	The weigh station has been tarnished, makes me sad	Respondent's Preference Recorded
201	In front of Walmart make it so people have to turn at the stop lights to get in to the parking lot and they can't turn left from the northbound lane.	Respondent's Preference Recorded
202	The rest of Mtn Hwy needs a center turn lane to allow cross traffic to enter and exit the Hwy more safely.	Respondent's Preference Recorded
203	208th and Highway 7 and 22nd and Highway 7.	Respondent's Preference Recorded
204	From 224th to 304th there should be a middle Lane. Or two lanes both directions.	Respondent's Preference Recorded
205	260th and 8th Ave East intersection. Most people new to the area don't see the stop sign or if they do last minute they already are in the middle of the road. If you can make the stop sign more visible such as putting a light on the sign or street yield light will be great.	Respondent's Preference Recorded
206	The turn lanes from Cross Base to hwy 7. Maybe just have one turn lane, no right on red. People just keep turning and it stacks up cars and there is no where for them to go. Also reduce speeds and maybe roundabouts along 7 where it goes to 50 miles an hour. That is too fast. Roundabouts along 7 from 224th out towards Yelm direction are needed to stop the racing that happens every night. Also reducing speeds would help make turning out of our neighborhoods safer. We are in Tibbitt's Landing for example and turning out of there is difficult and not safe.	Respondent's Preference Recorded
207	Muck creek hill desperately needs to be widened to create a shoulder for emergency parking and alleviate the severe ledge that can cause loss of control if vehicle wanders slightly over fog line.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.

208	<p>There is a lot of traffic around Walmart. People turn into the parking lot where they aren't supposed to. There used to be poles and like anywhere else in the county they got knocked down. The poles are useless.</p> <p>Again no sidewalks, lots pedestrians, cyclist, busses and cars. You have people coming and going from the fast food places, Walmart, the strip mall across the street and lots of pedestrians. Now with the new apartments there's even more congestion. It's a nightmare!</p> <p>Disabled and elderly citizens don't have enough transportation options. We are in the lowest income bracket and are struggling to safely navigate the mess.</p> <p>The county is slow to keep pace with growth. Canyon Road seems to be the only place that was planned for. Sadly Pacific Avenue and Hwy 7 were left out of the planning for all of the extra trucks going to the warehouses off of 208th. So now on top of ALL of the problems we had before now we are dealing with semi trucks trying to turn onto 208th at a tricky light and narrow road. All of 176th to 208th was a nightmare, now it's a nightmare with lots of semi trucks.</p> <p>Traffic circles are useless here. No one knows how to use them properly and traffic needs to slow down to get through them and it's absolute chaos! The ones off of gravelly lake are the worst we've ever experienced. If you put in traffic circles they will need to be much larger than you will build them or plan them. People out here already drive recklessly. They drive 15 or more miles over the speed limit. Drive like they are playing a video game. The reckless and aggressive drivers increase daily. There's no police or here. The jurisdiction seems to be highway patrol and they are never out here. And the jurisdiction responsibilities between who is responsible for what and calling 911 is confusing.</p>	Respondent's Preference Recorded
209	<p>upgrade pavement markings throughout the entire project to reflective profiled striping for all lane and edge lines. Use Type 2 reflectors as needed for additional delineation throughout the entire project.</p>	Respondent's preference recorded

210	Cross base hwy would be great. Too much housing development allowed with no infrastructure. Warehouses being built on little two lane roads with ditches is ridiculous for increased semi traffic. I have a complete lack of faith in the county's planning competence, and eight new roundabouts certainly aren't helping.	Some suggestions from respondents were outside the pre-design corridor. These will be noted for future projects.
211	SR-7 and 22nd Ave E needs a stoplight with separate right/left turn lanes onto SR-7, not a roundabout. I travel that area often between home near 208th and work/school on 260th. At many times of the day, including when Elk Plain School is starting, ending, or having special events, traffic gets dangerous with people turning onto 22nd (from northbound and southbound SR-7), turning in to the Bethel Station parking lot entrance that's right by the intersection, and turning left onto SR-7.	Respondent's Preference Recorded
212	NO ROUNDABOUTS.	Respondent's Preference Recorded
213	South of 260th St - there is a steep hill. Vehicles are coming down like - falling down - increasing the speed every second - using brakes often. You maybe need to make the speed limit - slower - on the hill.	Respondent's Preference Recorded
214	side walks on 224th!	Respondent's Preference Recorded
215	center turn lane or left turn lanes for 255th	Respondent's Preference Recorded