

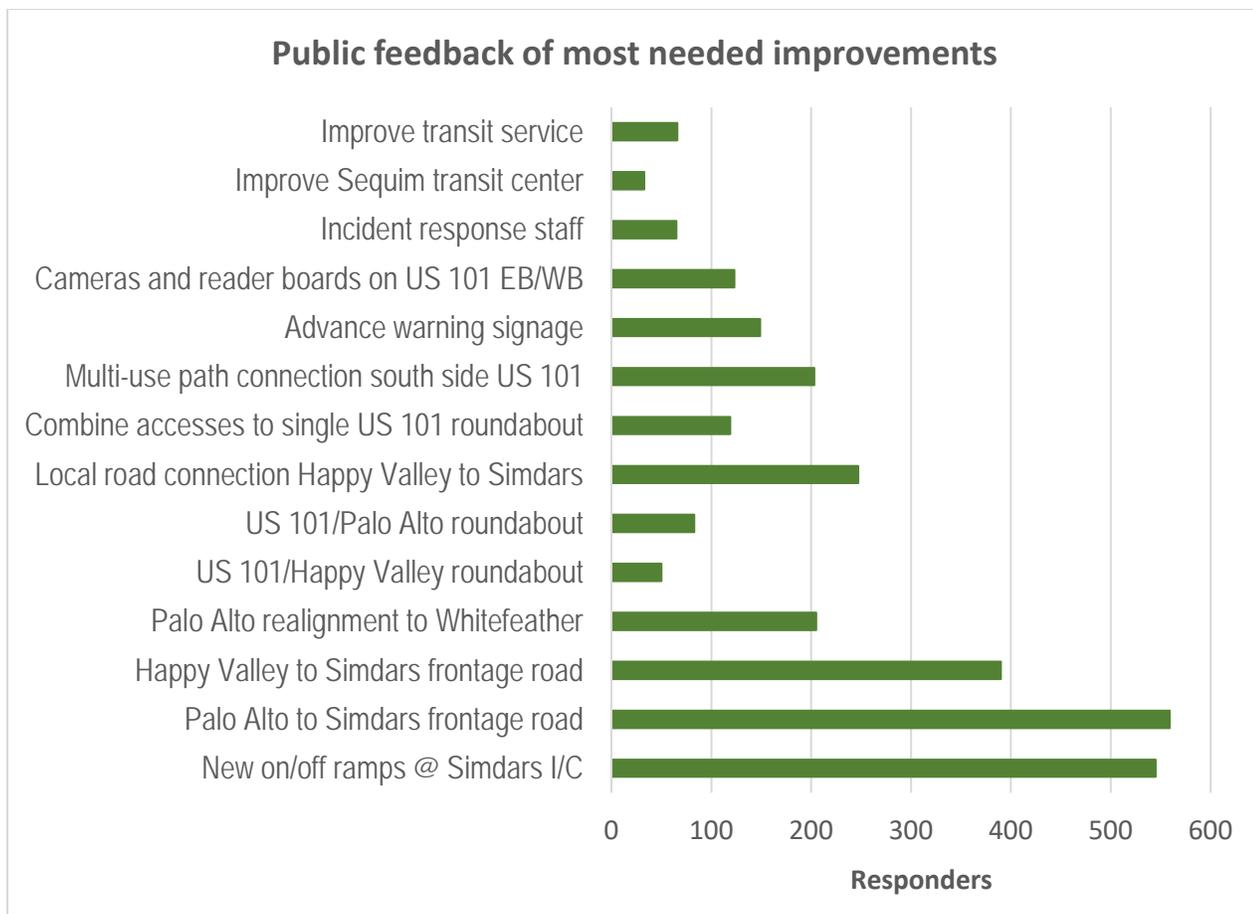
# US 101 East Sequim Pre-Design Study

## Jan 27-Feb 10 Online Open House Summary

### Survey Highlights

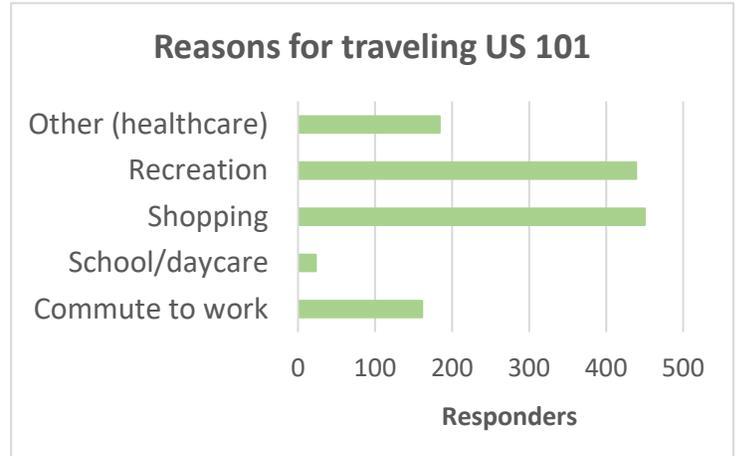
- ❖ The online open house survey received 824 responses
- ❖ Most respondents ranked a frontage road from Palo Alto Road to Simdars Road as the most important improvement
- ❖ The second most important improvement according to responses was new on and off ramps at the Simdars Road interchange
- ❖ Majority of responders were concerned about roundabouts slowing traffic on US 101
- ❖ Responders main concern traveling US 101 was entering and exiting Palo Alto Road safely

Respondents during the public online open house were asked to identify their top five most needed improvements out of the 14 potential ideas provided. The results are shown in the graphic below.



### Respondents travel US 101 between Sequim and Port Angeles mostly for shopping and recreation

Most respondents who travel US 101 between Sequim and Port Angeles said trips were for shopping and recreation. Other survey responses included traveling US 101 for healthcare reasons and commuting to work.



### Proposed improvement ideas that were presented at the online open house

#### New US 101 and Simdars Road on and off ramps (conceptual drawing)

Potential option: build a new US 101 westbound on ramp from East Washington Street and a new US 101 eastbound off ramp to Simdars Road.



*Palo Alto Road to Simdars Road frontage road (conceptual drawing)*

Potential option: build a new 2-lane frontage road from Palo Alto Road to Simdars Road. This new roadway includes construction of a new structure crossing Johnson Creek. Existing access to US 101 from Happy Valley and Palo Alto Roads would be closed once construction is complete.



*Happy Valley Road to Simdars Road frontage road (conceptual drawing)*

Potential option: build a new 2-lane frontage road from Happy Valley Road to Simdars Road. Existing access to US 101 from Happy Valley Road would close once construction is complete.



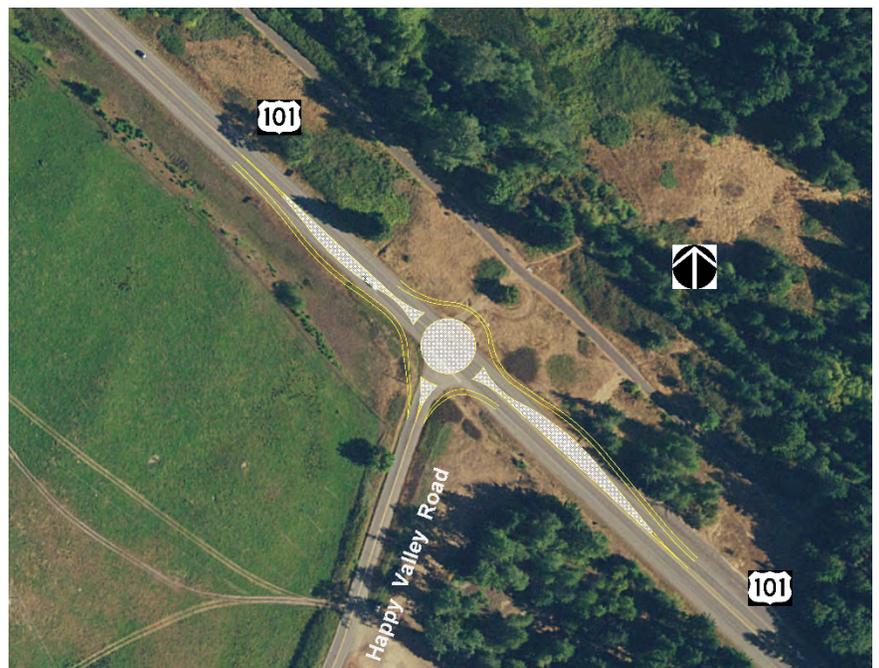
Palo Alto Road realignment to Whitefeather Way (conceptual drawing)

Potential option: a realignment of a portion of the existing two-lane Palo Alto Road to tie into the existing Whitefeather Way intersection. Access to US 101 from existing Palo Alto Road would close once construction is complete.



Happy Valley Road and US 101 Roundabout (conceptual drawing)

Potential option: build a new three-way roundabout at the Happy Valley Road and US 101 intersection. This would replace the stop-controlled intersection.



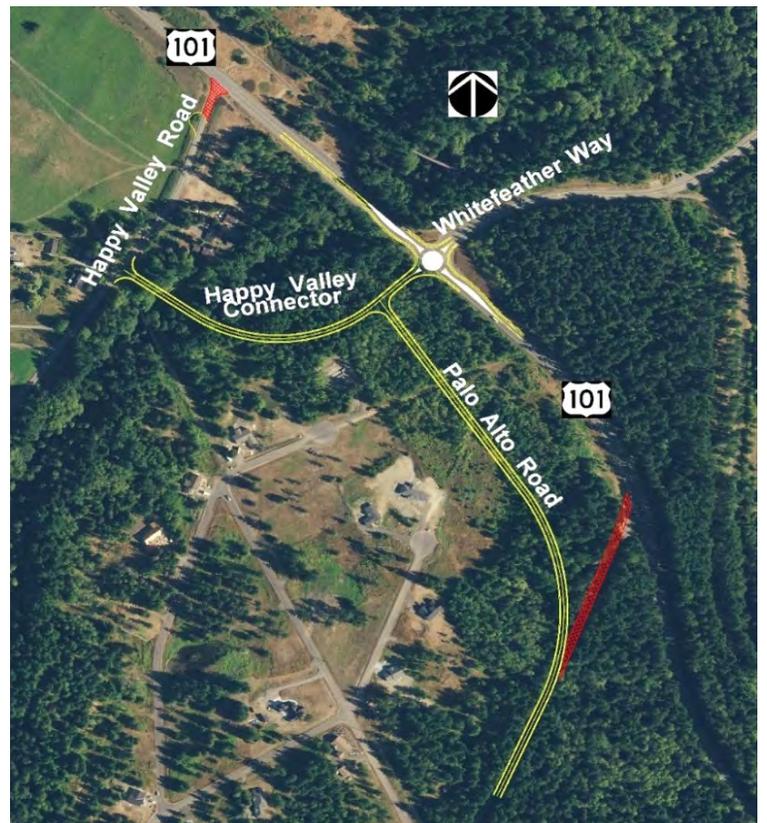
*Palo Alto Road and US 101 Roundabout (conceptual drawing)*

Potential option: build a three-way roundabout at the intersection of Palo Alto Road and US 101. Realign Palo Alto Road to meet the roundabout location, which is north of the current intersection. Original access to US 101 would close upon completion of the new roundabout.



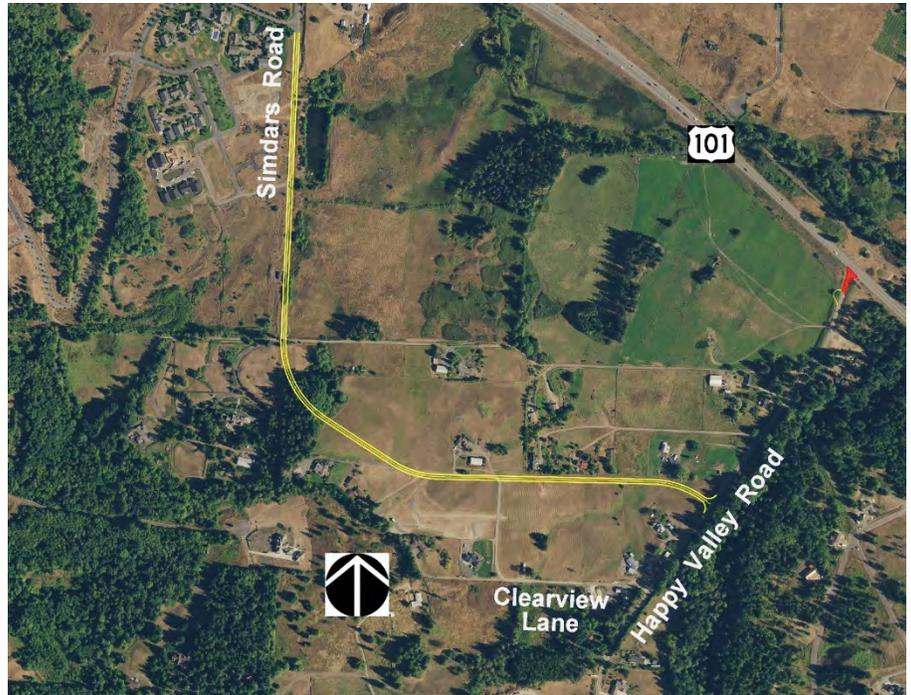
*Combine accesses to single US 101 roundabout (conceptual drawing)*

Potential option: local road connections for Happy Valley and Palo Alto Roads. The roads would lead to a new roundabout at Whitefeather Way / US 101 intersection. Existing access at Happy Valley and Palo Alto Roads would close once the project is complete.



Local road connection from Happy Valley to Simdars Road (conceptual drawing)

Potential option: Local road connection from Happy Valley Road to Simdars Road. Involves changes to Clearview Lane, extending it to Simdars Road.



Proposed improvement ideas without conceptual drawings:

Potential Option	Description
Advance warning signage for curves near Happy Valley and Palo Alto Roads	Placement of directional signage according to WSDOT design standards
Variable message boards and cameras installed on US 101	Variable message signs and cameras located west of US 101/Happy Valley Road intersection for both eastbound and westbound US 101 traffic.
Incident response staff	The Incident Response Team (IRT) works with other agencies and resources to respond to traffic incidents on the state highway system. They assist with clean up and clearing the roadway. One to two staff would be assigned to work in the area along this stretch of US 101.
A multi-use separated path across US 101 to connect with the Olympic Discovery Trail	Location undetermined at this time
Improve Sequim Transit Center	Improvements to transit center (lead agency Clallam Transit)
Improve transit service	Improvements to transit service (lead agency Clallam Transit)

## Public responses received during the online open house

- Widen shoulders on US 101
- Add turn lanes and acceleration lanes at US 101 to Happy Valley and Palo Alto Roads
- Add a U-turn or turn around area on US 101
- Traffic lights on US 101 at Palo Alto Road and Whitefeather Way
- Bicycle/pedestrian bridge over US 101
- 4-lane US 101
- Build a wildlife crossing across US 101
- New interchange at Happy Valley Road with Palo Alto to Happy Valley frontage road
- Diamond interchange at US 101 and Palo Alto Road
- Commuter rail that runs parallel to US 101
- Restrict access to right in/right out at US 101 and Palo Alto Road
- Better lighting and signage on US 101
- Restriping US 101
- Cut back trees to increase visibility
- Make improvements to US 101 and Louella Road
- Trash clean up along US 101
- Frontage roads will cause significant impacts to wildlife
- Increase police patrols on US 101