

State Route 162 Orville Road Pre-Design Study

Community Engagement Report

February 26, 2024

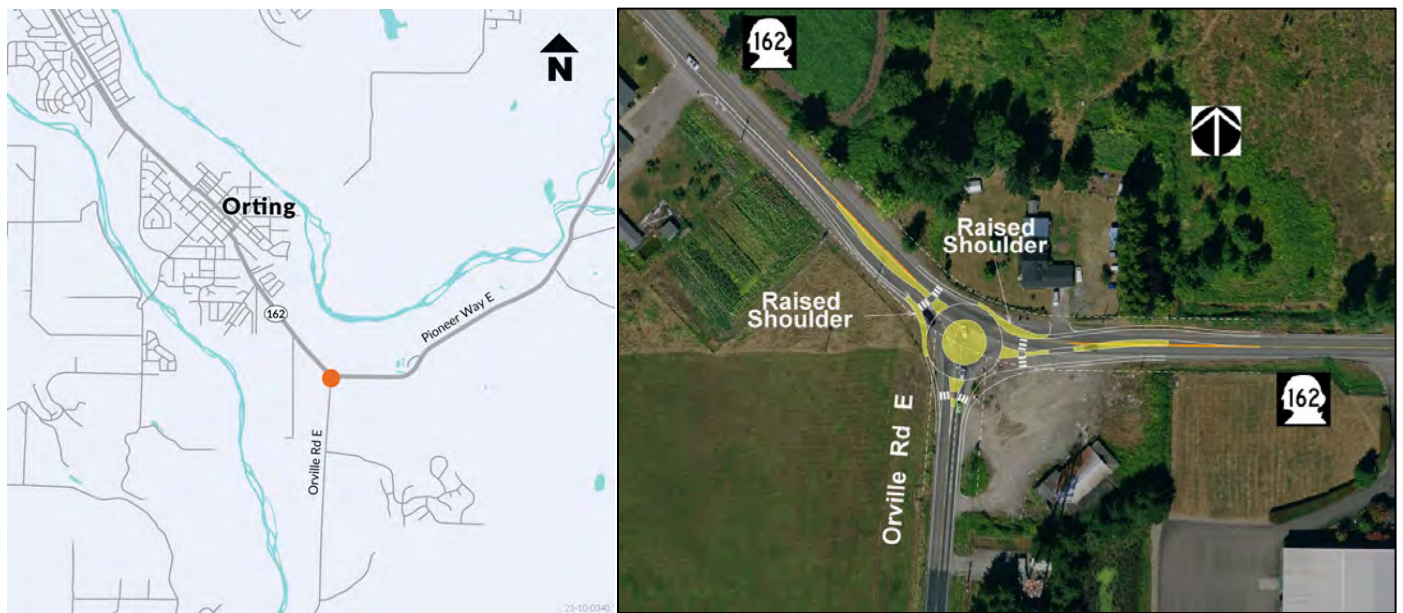


Image Description: Two maps showing the project location southeast of Orting and the proposed roundabout alternative from a bird's eye view.



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Project Overview

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

The Strategic Highway Safety Plan identified the intersection of SR 162 and Orville Road as a location with the potential to reduce crashes. Based on the information gathered during the pre-design study, WSDOT is proposing a single lane roundabout to replace the stop sign on Orville Road. Project design starts in spring 2024 with construction tentatively scheduled to begin in 2025.

An advisory committee was formed of representatives from: the Squaxin Island Tribe, Puyallup Tribe, Muckleshoot Tribe, Pierce County, Pierce Transit, City of Orting, Graham Fire and Rescue Station 96, Orting Police Department, Washington State Patrol, Orting School District, and WSDOT. The advisory committee was invited to a virtual meeting to learn more about the project and provide comments.

The project team also held two community engagement events to gather feedback on the proposed project. This report contains a summary of both the pop-up tabling event and the online open house, documenting the public engagement process.

Pop-up Tabling Event

WSDOT held a pop-up tabling event at the Orting Library Book Sale on January 13, 2024, from 1 to 4 pm. To promote the event, WSDOT provided a flyer announcing the event to City of Orting and Orting Library staff on January 5th. Information about the event was also posted on the WSDOT project webpage.

The tabling event provided an overview of the project, a satellite image of the intersection, a flyer about the project, a handout about roundabouts, and WSDOT freebies. The project team spoke with 15 community members at the event, and learned about their experiences with the intersection, and ideas for reducing crashes.

Members of the community were concerned with high speeds and visibility at the existing intersection. They also highlighted freight and agricultural vehicles as important road users in the community. Several community members were also concerned with traffic volumes along SR 162.

Open House Process

WSDOT hosted an online open house from February 1 through February 15, 2024. This event was advertised on the project webpage, WSDOT social media, Orting Library Staff, local media outlets, WSDOT's News Release List Serve, and Advisory Committee Meeting Members. The event was also featured in a Tacoma News Tribune Article (<https://www.thenewstribune.com/news/local/community/puyallup-herald/ph-news/article285192902.html>).

The open house had an overview of the project, conceptual drawing of the roundabout, project background, funding, next steps, a six-question survey, optional demographic question, and a feedback form for participants to submit their comments about the project. A copy of the open house materials is in Appendix A. Figure 1 summarizes the responses to the question: What would you like to see to improve travel for people biking, walking, and rolling? Select all that apply. WSDOT found that improved lighting and providing separation between vehicles and people walking, biking, and rolling, were the most popular options among survey respondents.

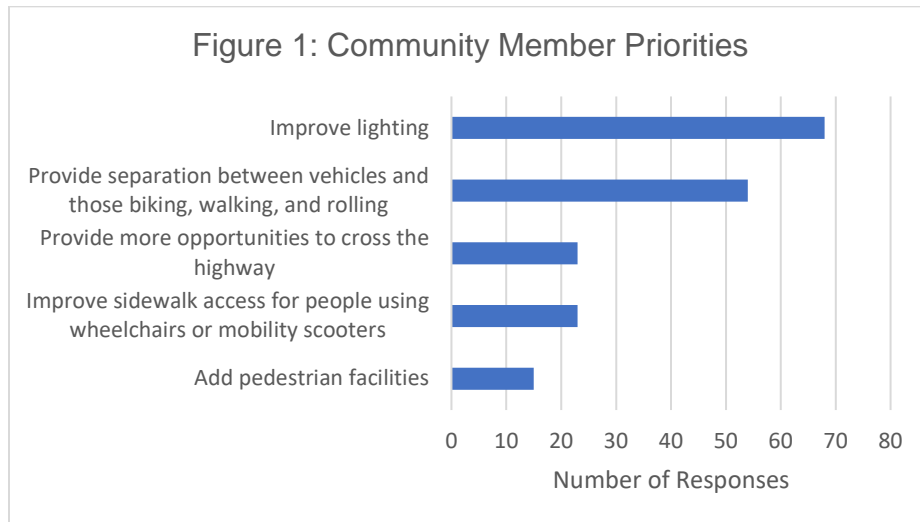


Chart Description: Bar chart showing the number of votes each proposed active transportation improvement received.

The survey received 138 total responses and 101 comments. Community members identified the following common concerns in their comments:

- Accommodating large vehicles towing trailers.
- High traffic volumes in and out of the City of Orting.
- Concerns with high speeds and low visibility at the existing intersection.
- Concerns about safety of active transportation users at the intersection.

The online open house comments that WSDOT received are documented in Table 1 and Table 2. Table 1 contains all the comments left on the Online Open House page. Table 2 lists an email that a community member sent directly to the project team. The right most column contains WSDOT’s response to each comment. Some comments necessitated a unique response while other comments shared common themes and were answered by one of the following responses:

- Respondent’s preference recorded.
- Single lane roundabouts can offer higher crash reduction potential than a signalized or unsignalized intersection due to fewer vehicle conflict points and slower intersection entry speeds.
- In locations such as this one, WSDOT’s experience is that a single lane roundabout can offer higher crash reduction potential while being easier to navigate, easier to maintain, costing less and taking less time to construct than a full-sized roundabout.
- Roundabouts are designed to accommodate vehicles of all sizes including emergency vehicles, buses, farm equipment and semi-trucks with trailers. Depending on the size and type of the roadway, a vehicle may use specially designed truck aprons - raised sections of pavement around the central island that acts as a temporary lane for large vehicles.
- WSDOT works to include all road users in our concepts. Due to the limited project scope, the concept focused on safe crossings at the intersection instead of connections to nearby pedestrian and biking facilities.
- Roundabouts promote a continuous flow of traffic. Unlike intersections with traffic signals, drivers don’t have to wait for a green light at a roundabout to get through the intersection. Traffic is not

required to stop – only yield – so the intersection can handle more traffic in the same amount of time.

Table 1. Online Open House Comments

Comment Number	Comment	WSDOT Response
1	Don't put in a roundabout. Those things make driving through areas more challenging. You never know what other drivers are going to do in them. Plus big trucks and buses will slow down and stick into other lanes due to a lack of room. Put in a stoplight!	Respondent's preference recorded.
2	This is a very welcomed project. This is a dangerous intersection and I'm thrilled to see these improvements! My only comment would be to design the roundabout so that drivers are forced to slow down more. So many people "dart" through roundabouts at higher speeds thus making dangerous moves. I see that all the time, especially in Gig Harbor.	Respondent's preference recorded.
3	your roundabouts are never built to get truck and trailers, semi-trucks with dbls or dump truck and trailers around them without running over the curbed areas. your engineers need to redesign the travel area/turning radius these vehicles take up.	Respondent's preference recorded.
4	Long overdue.....heavy traffic during peak hours and hard to make NB left turns from Orville Rd.	Respondent's preference recorded.
5	A two-lane roundabout with a lane that can have straight through traffic separating the turn lane with vehicles that need to just go straight. Like the roundabouts in Yelm that have a separate right turn lane from the traffic that is traveling through.	Respondent's preference recorded.
6	A traffic light is much better than the roundabout.	Respondent's preference recorded.
7	I think this is a great idea. Although I do not use this intersection often, I use it at least 6 times per year. It is a very dangerous corner, and this would be a vast improvement over the current configuration.	Respondent's preference recorded.
8	It has been needed for a long time. I appreciate that you lowered the speed thru there also. I would like to see the speed limit lowered going north out of Orting on 162.	Respondent's preference recorded.

	There are too many businesses and homes on that road to safely drive 50 (plus) mph.	
9	Frankly I do not believe this will help. There are accidents from people not paying attention or being ignorant. The town that this road accesses has a higher age population and adding this disruption in the road may cause more issues. Also I would like to point out that how I identify is no concern for a road construction nor is my heritage being possibly Hispanic or Latino. Or any other factor unless I need assistance to cross this obstruction you would like to place. Your question of am I human or not is not appropriate for the answer to be a math question, when in reality you are trying to ask if we are educated.	Respondent's preference recorded.
10	The center island needs to be able to be driven on for commercial vehicles as not only do we have existing heavy dump truck traffic from Washington Rock pits, but there's also a new pit opening with an expected increase in trucks of up to 60 daily. Also, the current speed limit of 45 through that curve is too fast for 90% of the driving public to handle in the first place. A 35mph to and from Orting from that intersection would go a long way to helping avoid accidents.	Respondent's preference recorded.
11	How is this going to be big enough for semis? Why not just put in a stop light?	Respondent's preference recorded.
12	I think roundabouts are great, they keep traffic flowing. I would like to see additional access from 162 to the trail. That is where all foot and bicycle users should be going, not the hwy. Currently there are only a few places to access the trail from the hwy.	Respondents preference recorded.
13	A round about is a terrible idea especially with the log trucks, dump trucks and any other large vehicle that travels though this area. Just look at how badly the one on pacific hwy in fife is. This is an abundance of accidents and fatalities waiting to happen. Improve lighting and sight by trimming. Or put in a turn lane from Orville onto 162 that's only on during congested times. The trucks can already barely make a turn as it is especially going right onto 162 a roundabout is probably worst idea here.	Respondent's preference recorded.
14	Excited to see this is happening. Been needing this for a long time. Very dangerous intersection.	Respondent's preference recorded.

SR 162 ORVILLE ROAD INTERSECTION PRE-DESIGN STUDY

15	SR 162 really needs to address the amount of traffic soon. There are multiple new developments being built in the area which will continue to add to an already over taxed roadway.	Respondent's preference recorded.
16	I am happy a roundabout will finally be put there. I prefer a roundabout to a light.	Respondent's preference recorded.
17	Can't wait, this will be great!	Respondent's preference recorded.
18	<p>I think there's a little too much trust involved in roundabouts and that's why we don't like them. People rarely signal when they're leaving a roundabout, especially going to happen on people staying on 162. People entering a roundabout get frustrated by it and the more frustrated they are the more recklessly they'll be when entering. "The last 2 guys weren't using their blinker and I could have gone! No blinker on this guy either so I'm going!" Boom.</p> <p>Lights are straightforward. We understand people will rush on a yellow, so we adjust for that one thing and look before we go on our green. Do a light with a 162 westbound turn lane onto Orville.</p>	Respondent's preference recorded.
19	Love the roundabout idea. That intersection is so stress inducing.	Respondent's preference recorded.
20	A traffic light would be a better option.	Respondent's preference recorded.
21	I live off Orville Road and have to turn left onto hwy 162 every day. This intersection is awful during rush hour and I am so excited for this roundabout! This will make a very positive impact to my everyday drive to work.	Respondent's preference recorded.
22	<p>I'm not exactly sold on roundabout</p> <p>I feel a stoplight would be the safest addition to this intersection.</p> <p>It's the raised and drivable spots that concern me most. Seems like a dangerous spot where a stoplight would be safer for pedestrians.</p>	Respondent's preference recorded.
23	Roundabouts are the worst! It'll be especially bad the dump trucks that go to Washington Rock and for the very common horse trailers. Please do a light instead.	Respondent's preference recorded.

SR 162 ORVILLE ROAD INTERSECTION PRE-DESIGN STUDY

24	I am eagerly awaiting this. It would have saved me from a very serious accident due to excess speed by the other driver.	Respondent's preference recorded.
25	I understand the desire to add crosswalks, but they would be crosswalks to nowhere because Orville has giant ditches on each side and there is a sidewalk anywhere near that section of 162. I also worry about vehicles intentionally driving over the roundabout and worry about the type of accident that could cause.	Respondent's preference recorded.
26	How will traffic be managed during construction? There is no good detour around this intersection for miles, hopefully a plan is in place that will keep traffic flowing throughout the project's duration.	Thank you for your feedback. Specific details on the construction plans and how traffic will be routed through the work zone are determined during the roundabout's design phase scheduled from spring 2024 through summer 2025.
27	Add a dedicated lane through the roundabout for the traffic going W/N bound on 162 towards Orting, and then merge roundabout traffic into dedicated lane post roundabout.	Respondent's preference recorded.
28	This is the only, I mean the only intersection which it makes sense to put in a roundabout. Final a good idea for resolving traffic on 162. All other intersections between Orting and Highway 410, especially at 162 and 128th is the dumbest idea anyone could have ever thought of to put in roundabouts.	Respondent's preference recorded.
29	Would love to see more roundabouts in Pierce County. Very needed.	Respondent's preference recorded.
30	Emphasize to people that they give way to traffic already on the roundabout and use their indicators when exiting the roundabout. Common courtesy	Respondent's preference recorded.
31	I do not support.	Respondent's preference recorded.
32	You have large trucks going through this area including horse trailers, cattle trailer, log trucks and gravel trucks. Roundabouts create hazards for these vehicles. Have you considered lights?	Respondent's preference recorded.

SR 162 ORVILLE ROAD INTERSECTION PRE-DESIGN STUDY

33	This is a pretty big agricultural area. There's a logging mill just down the road, there's a rock quarry. Why not just do a traditional traffic light VS causing these trucks to have mass disruption, and from the example it looks like it's going to be a single lane, traffic circle. Hopefully that's gonna be an extra wide lane. Why not just a regular traffic light?	Respondent's preference recorded.
34	Too expensive, doesn't need a roundabout, a light would be sufficient, and you don't need sidewalks, there is a bike trail parallel to road.	Respondent's preference recorded.
35	I think you should really consider a multi lane roundabout. With a bypass lane if staying on SR 162 traveling east to west. Then add a merge lane from roundabout to west bound 162. Dedicated left turn lane to Orville rd (when coming from Orting) and a dedicated right turn lane when coming from Orville to eastbound SR 162. I believe this will ease the congestion on Orville and west bound 162. As you know expansions will happen, so why not plan ahead for even more traffic flow. Unless your only real objective is to slow down traffic, not to aid in the actual flow of traffic?	Respondent's preference recorded.
36	Yes! Love this idea! During commute time, it's hard to get onto SR162. Thanks!	Respondent's preference recorded.
37	A traffic light would work best for this intersection to lower accidents.	Respondent's preference recorded.
38	It is very dangerous when bikers choose to use Orville Rd. There is zero shoulder and so many large dirt trucks on the roadway that moving over for them is impossible without veering into oncoming traffic opposite of big trucks. We live off of Orville and often haul our horses so we have a lot of vehicle that we have to get around bikers who are not going anywhere close to a safe travel speed on a 45mph road. I hope putting crosswalks doesn't encourage more bikers on Orville, when there is a safe alternative right nearby (the Foothills trail)	Respondent's preference recorded.
39	DUMBEST IDEA EVER!!!! There are times that traffic is so heavy on 162 that it will be impossible to enter a roundabout from Orville especially a single lane roundabout. What makes folks on 162 space out enough to allow someone from Orville to enter, at night it's one long line of continuous traffic. Double trailer dump trucks,	Respondent's preference recorded.

	<p>logging trucks, RV's, livestock trailers etc. will have a difficult time entering and will just end up making things work. A roundabout isn't going to help at a intersection where it's difficult to just make a free right turn. today. Quit complicating things up, put in a light. There's lights all up and down 162, they work fine. The last thing we need is a roundabout at a poorly aligned intersection with blind spots. I know the folks in Olympia think it's cow country out here but we do have electricity to power a light. This whole roundabout stuff is a fad that has turned into self serving studies that are used to justify what the DOT already decided they want. That intersection already has a big curve in it and that doesn't slow people down, why would a roundabout be any different, in fact the average speed on Orville Road is closer to 60 than the posted 45. At least now folks know there's a stop sign, with a roundabout who knows if they'll slow down much. At least with a traffic light they'll have to stop now and then. If you're worried about red light runners let the state leave enforcement to the Orting PD. Many times folks are running 80mph on Orville, but when they reach Orting they suddenly become law abiding citizens because they know the Orting PD enforces traffic laws and are present. I doubt that you'll get any comments telling you this is a great idea but the DOT will still try to push it thru.</p>	
<p>40</p>	<p>Please put in a traffic light NOT a roundabout. Those of us coming off of Orville rd will find a steady stream coming from Orting and S. Prairie and it will be very difficult to enter it. A traffic light would be so much better!!</p>	<p>Respondent's preference recorded.</p>
<p>41</p>	<p>The high amount of commercial trucks will clog up a roundabout. Too many cars coming from south prairie will still back up to Voight creek. A stop light would be way more efficient to control the flow. Orting has overbuilt without roads being able to handle the increase. I feel a roundabout would not be a good solution and a light would be better at Orville rd and hwy 162.</p>	<p>Respondent's preference recorded.</p>
<p>42</p>	<p>Round abouts don't work! stop light would be best solution for this area. Orting has over did it, too many homes in area, they can't fix the roads that are there now but can build new city hall building but can't fix escape routes out of Orting, completely out of touch, incompetent and more money -no results !! People need</p>	<p>Respondent's preference recorded.</p>

SR 162 ORVILLE ROAD INTERSECTION PRE-DESIGN STUDY

	to get back to basic thinking new is not always better. No roundabout.	
43	I support the roundabout and improved safety.	Respondent's preference recorded.
44	This is a main route for large trucks (dump /log/ recreation) I do believe it needs a reevaluation, but I do not see a round about helping flow of traffic, I see it becoming a hazard for trucks trying to enter from Orville (northbound) and people trying to beat trucks with trailers both from 162 and from Orville. A traffic light or added turn lanes with a clear view. And added lighting would increase safety and keep flow of traffic. Strongly dislike the idea of a roundabout. We already have a congestion area at this location, with an increase of speed at both sides of this intersection. I see this becoming worse with the poor driving habits of most Washington drivers. I drive through this intersection 3-4 times a day.	Respondent's preference recorded.
45	This is greatly needed as there are some points during the day that trying to exit Orville Road and turn onto hwy 162 towards Orting city limits is almost impossible or dangerous because of the amount of traffic traveling on 162 in both directions.	Respondent's preference recorded.
46	My spouse and I live off of Orville Rd and drive through this intersection daily. It is extremely dangerous as it exists now. We have seen several crashes here. There is absolutely no lighting in this area and the west bound direction of the road has a sharp curve which makes it very difficult to see oncoming traffic until it's potentially too late, especially for the left hand turn lane onto Orville Rd. There is a huge amount of traffic and many of the drivers are over the speed limit to begin with. This is very dangerous when you add in the hundreds of heavy hauler dump trucks turning onto and off of Orville Rd from 162 that are hauling heavy loads to and from the local rock quarries as well as many logging trucks carrying heavy loads of logs. With all of the heavy hauler dump trucks and logging trucks this is going to potentially mean increased maintenance of the roundabout. I would like to see the speed limit lowered significantly going each direction of 162 with some warning rumble strips prior to even entering the roundabout. Also I would like to see street lighting in the intersection and cautionary flashing lights prior to entry into the roundabout as a warning to slow down. There are also many elk herds in the area;	Respondent's preference recorded.

	<p>traffic was stopped for several minutes last week due to a huge herd crossing over 162 just west of the intersection. I'm surprised none of them were killed because it is just too dark to see animals at night. As for the rest of 162, I would like to see the center striping/reflectors reapplied more often as it is difficult to see the centerline at night and when it is raining because there is virtually no lighting along the entire route and very little shoulder. Please reply. Thank you.</p>	
<p>47</p>	<p>Is there any consideration how, during peak traffic, how this adversely impacts ingress and egress of those who live/work/ visit off 162? Continual flow of traffic greatly impacts ability to exit one's driveway/ business!</p> <p>What assistance is being given to the poor residents at the location who have to deal with far more noise and far more fumes from slower vehicle travel?</p> <p>Most roundabouts throughout the state adversely impact the ability for double dump trucks, double logging trucks, horse boxes, etc. This location is no different. Trucks continually have to ride up on curbs to make the curves. With a load and certainly with horses, this is more dangerous.</p> <p>Accidents in this location are not due to speed, thereby needing to reduce the speed, but are caused by inattention and distraction. Just review the number of accidents on Orville Rd on the straightaway approaching 162. It's not speed that's the issue.</p> <p>Please stop the continued push for roundabouts.</p>	<p>Respondent's preference recorded.</p>
<p>48</p>	<p>Every time my husband and I travel through that area, I tell him that they need to put a roundabout at that intersection. It is so dangerous.</p>	<p>Respondent's preference recorded.</p>
<p>49</p>	<p>Lots of side dumps, truck and pup dump trucks, log trucks and really heavy wide load low boys use hwy 162/ Orville rd a single lane round about is NOT A GOOD IDEA WITH TRUCK TRAFFIC , better make it BIG! Sidewalks?? Why Pedestrians have no business being beside a highway! There is no Sidewalk out of Orting and should never be one ether stop wasting our tax dollars</p> <p>This should be up to a vote by the people who this impacts</p>	<p>Respondent's preference recorded.</p>

SR 162 ORVILLE ROAD INTERSECTION PRE-DESIGN STUDY

50	We want to spend \$3M-\$4M to cut down on accidents? I've never seen a single accident there. Why would we spend that money there? Sooo many other places to spend that money more effectively that actually provide positive impact on the people of Orting.	Respondent's preference recorded.
51	This is great. It will improve safety for sure.	Respondent's preference recorded.
52	It would make sense for current large commercial traffic, as well as the increase in traffic since your study during a time still influenced by Covid, to make this a larger size, including free or designated right turn lanes.	Respondent's preference recorded.
53	This intersection is currently not safe or efficient! I hate to admit it but a roundabout is probably the best solution. Also, I hate the right turn lane that was added to 162 to turn right onto Orville Road as it is very unsafe when turning left off Orville onto 162.	Respondent's preference recorded.
54	I've always been bothered by making the left turn across traffic to head south at this intersection and I think a traffic circle would be a great improvement. I've seen them improve both traffic flow and safety at other similar intersections, such as the one south of Duvall WA that was built when I used to live there.	Respondent's preference recorded.
55	Thank you. We really do need a roundabout here. For those of us that use Orville Road daily, this intersection is very dangerous in its current configuration.	Respondent's preference recorded.
56	The roundabout would definitely help for reducing accidents and slowing the big trucks that constantly speed coming on and off of Orville rd as well as make it easier to enter the highway from Orville rd. Make the trucking companies that constantly damage that road pay for it 3 to 4 million seems extremely high for a fairly simple job it's a roundabout let's not overthink it.	Respondent's preference recorded.
57	roundabouts are horrible. Nobody knows how to handle them in this state. Trucks have a hard time also. Just put in traffic lights and do it right.	Respondent's preference recorded.
58	Make it larger and have the through traffic us a separate lane on 162.	Respondent's preference recorded.

<p>59</p>	<p>I agree that the Orville rd and 162 is somewhat a problem, I do not believe a roundabout will fix this problem but will create more. There are rock quarries/timber companies less then 5 miles from the roundabout study. Being that there is logging/quarries brings rock trucks and log trucks into the picture which will make it harder for them to go about their day trying to turn onto and off of Orville rd/162. Another problem I see is the Baxter company about 100yds from the study, there is tons of semi trucks coming out of the yard from the truck entry off of Orville rd which will cause another issue. There is also a house right across from the end of Orville rd where it meets 162, I see this being a problem for the people who live there trying to get out of their driveway safely. I have lived in Orting my whole life and travel 162/ Orville daily, there is tractors, Semi trucks, horse trailers, etc. This roundabout will put more people at risk because of the truck and trailers that would have to navigate their way around other vehicles and pedestrians and also a roundabout. I would suggest a 3 way flashing red light intersection. This would make it much more safer then a roundabout because everyone would stop/ wait their turn, trucks would not have to navigate through a tight roundabout and possibly cause damage, and it would make life simpler for everyone in the area.</p> <p>Thanks -Cody White</p>	<p>Respondent's preference recorded.</p>
<p>60</p>	<p>Put an intersection there, large trucks and trailers will back up this area, Orting traffic is awful and will become worse.</p>	<p>Respondent's preference recorded.</p>
<p>61</p>	<p>I have loved the roundabout improvements elsewhere. Looking forward to the results here too.</p>	<p>Respondent's preference recorded.</p>
<p>62</p>	<p>A traffic light would be more effective for trucking traffic.</p>	<p>Respondent's preference recorded.</p>
<p>63</p>	<p>Please make sure that you allow enough room for the gravel trucks with pup trailers.</p>	<p>Respondent's preference recorded.</p>
<p>64</p>	<p>I am an occasional user of this intersection, and have had several scary encounters at it. The sight lines and curve of SR162 coming from Orting are problematic for safely</p>	<p>Respondent's preference recorded.</p>

	<p>navigating a left turn at the current intersection when traversing from SR162 WB to Orville Rd. I have long believed that a traffic calming feature like a roundabout would greatly improve both actual and perceived safety for vehicle users at this intersection. With appropriate care given to non-motorized access, I believe it can serve the same function for other modes of transportation as well.</p>	
65	<p>I'm not opposed to the roundabout. My concern is about the crosswalks. How many people actually cross the road at that intersection? Will there be flashing crosswalk lights added for safety?</p>	<p>Respondent's preference recorded.</p>
66	<p>Most roundabouts are not wide enough. Just look at your own video. The semi-truck hops the curb. Even in my camping trailer I sometimes pump over the curb and it will send dishes and such flying around in the cabinets.</p>	<p>Respondent's preference recorded.</p>
67	<p>The roundabout is a terrible idea and over half the doesn't want it</p>	<p>Respondent's preference recorded.</p>
68	<p>I see that crosswalks are included but I do not see where there are sidewalks in this plan. Orville road does not have wide enough shoulders for people to safely walk or ride bike as people do not pay attention and constantly drive over the white line.</p>	<p>Respondent's preference recorded.</p>
69	<p>Love, love, LOVE THIS! That's a bad intersection and definitely needs a roundabout. But PLEASE address the Buckley Crawl. We need better traffic light timing on the lights in Buckley to ease the 410 traffic coming from Enumclaw in the afternoon and evening. Roundabouts in Buckley would be nice but there are some smaller interim improvements that can be made.</p> <p>Time the lights better so there is more time for cars traveling 410.</p> <p>Right turn lanes from 410 onto the Buckley streets</p> <p>Make the left turn green arrows go AFTER the green light cycle not at the beginning of the cycle.</p> <p>Thank you!</p>	<p>Respondent's preference recorded.</p>

<p>70</p>	<p>Love, love, LOVE THIS! That's a bad intersection and definitely needs a roundabout. But PLEASE address the Buckley Crawl. We need better traffic light timing on the lights in Buckley to ease the 410 traffic coming from Enumclaw in the afternoon and evening. Roundabouts in Buckley would be nice but there are some smaller interim improvements that can be made.</p> <p>Time the lights better so there is more time for cars traveling 410.</p> <p>Right turn lanes from 410 onto the Buckley streets</p> <p>Make the left turn green arrows go AFTER the green light cycle not at the beginning of the cycle.</p> <p>Thank you!</p>	<p>Respondent's preference recorded.</p>
<p>71</p>	<p>Thank you for making this project by happen! I live on Orville road only about 1 mile south of this intersection, and I have to tell every person who visits me about how cautious they need to be at that intersection when leaving because of the risk of getting t-boned. I've been saying for years that we need a roundabout there but I never thought it would happen.</p> <p>I would love to see improvements to bicycle safety on Orville road and other areas nearby to help connect residents that are not directly on the foothills trail connect to that network. From my residence, currently it is absolutely not safe to bike on Orville road due to the very narrow shoulder and frequency of large trucks. There is a gravel trail along the river to the north of Orville road, but access is limited to very few points and the trail is not very maintained so only rideable on mountain bike with suspension (very rough gravel). Improved access points and maintenance on that trail would be great for residents along Orville Rd.</p>	<p>Respondent's preference recorded.</p>
<p>72</p>	<p>Cars wind up in the ditches along Orville rd. constantly. As a resident on Orville, I cannot safely walk down the street or ride a bike - there are too many trucks and cars zooming past. I would LOVE for there to be an alternate route for semis to take from the quarries someday. The quality of life in our house by the road suffers from the</p>	<p>Respondent's preference recorded.</p>

	noise. I can't even open my windows on the roadside of the house due to the noise.	
73	I would love to see something done at this intersection. My dad die in a car accident 5 years ago in that corner!	Respondent's preference recorded.
74	Has an additional lane for those going straight onto Orville Road been considered? I continue straight on 162 headed towards South Prairie. But without that turn off lane, I worry that all the traffic heading to The Buttes will slow the rest of us down. They currently have a lane that allows them to separate from the rest of the highway traffic and make their turn. I'm in favor of the road about. That is a blind corner that people turn across the highway or pull out from Orville Road onto the highway. I think a roundabout will prevent accidents. I just wanted to know about all the traffic that heads towards the Buttes. Also, what are the plans for those of us that live past the roundabout, who go into Orting multiple times a day? How will we access town during the construction phase?	Thank you for your feedback. Specific details on the construction plans and how traffic will be routed through the work zone are determined during the roundabout's design phase scheduled from spring 2024 through summer 2025.
75	I am totally opposed to any roundabouts put into a rural area.	Respondent's preference recorded.
76	<p>Unless there are plans to install underground water drainage, eliminate the ditches, and widen 162 with sidewalks through this zone, it is a complete waste of time and money to accommodate non-motorized traffic. 162 is deadly for pedestrian travel.</p> <p>Also the constant flow of traffic on 162 will make it more difficult for flow from Orville, drivers are not courteous enough to balance the flow and allow drivers to enter.</p> <p>Roundabouts on major roads and highways are more dangerous, example; Roundabout on Hwy 99 in Fife. It has caused more accidents than cars who were utilizing the previous intersection with traffic lights.</p> <p>I believe the best options are; either a series of road turtles on 162 approaching the intersection for awareness with a flashing light and better intersection lighting, or a traffic signal with a new turn lane for left travel from Orville to 162 and a left turn lane for 162 to Orville with improved intersection lighting. I believe the traffic light/turn lane option to be the best.</p>	Respondent's preference recorded.

	<p>My family and I travel this route everyday, and also can see the intersection from our home on the hillside above the Lions Sports Fields.</p> <p>An accident with a roundabout will have the exact same effect as it is now, no flow through lanes and traffic will back up to Voights Creek, the Buttes Community and as far back as the city limit of Orting. We watch out the window every time there is an accident and can see how traffic backs up, with no safe travel for emergency vehicles.</p> <p>Please reconsider this proposed plan.</p>	
77	<p>I will truly be shocked if this improves the current situation. Accidents are caused by impatience and stupidity. Now you'll have these same stupid drivers dodging logging trucks, dump trucks, and vehicles.</p>	Respondent's preference recorded.
78	<p>There are massive semis that travel through there in all directions daily. And massive horse trailers. There is no way they will fit through the round a bout and even if they could, because of their size in order to navigate it safely they would have to move at a snails pace. This will clearly effect the flow of traffic negatively even more than it is not because the sheer amount of trucks using it.</p>	Respondent's preference recorded.
79	<p>I am not in favor of this design. It is going to slow down traffic considerably and make my commute longer. Needs to be a least a double lane or leave as is.</p>	Respondent's preference recorded.
80	<p>I feel that this project is completely unnecessary. I travel this intersection at least 4 times daily. The idea that a roundabout will slow traffic is a moot point as the curvature of the road right there makes you have to already go 20-25 mph. This intersection does not back up or have many accidents in the 20 years we have lived here. The amount of large trucks, horse trailers and long trailers will have a very difficult time making those corners. There are other places on Orting that would benefit much more from a roundabout.</p>	Respondent's preference recorded.
81	<p>I love roundabouts. This intersection is so dangerous. The roundabout will slow down vehicles but keep them moving. This is a much-needed improvement. Thank you.</p>	Respondent's preference recorded.
82	<p>Hooray! Very excited to see a roundabout installation at this dangerous intersection! All the years I've made a left</p>	Respondent's preference recorded.

SR 162 ORVILLE ROAD INTERSECTION PRE-DESIGN STUDY

	from 162 onto Orville with a horse trailer behind me has been stressful. This will eliminate the impatient drivers behind me while waiting to make a safe left turn at snail speed.	
83	Please make the roundup big enough for a truck to get through there.	Respondent's preference recorded.
84	During construction how will traffic be routed through the area?	Specific details on the construction plans and how traffic will be routed through the work zone are determined during the roundabout's design phase scheduled from spring 2024 through summer 2025.
85	Please make the cars slower to reduce the number of collisions.	Respondent's preference recorded.
86	I actually think a roundabout is a good idea here. I've seen many close calls when people making a left onto hwy 162 almost get hit by oncoming traffic.	Respondent's preference recorded.
87	I feel it's a wrong move you will have traffic so congested and slowed down It won't work and then you will have spent millions of dollars probably creating something that won't work that type of thing belongs in the city between different streets not on a main highway who's brilliant idea was this	Respondent's preference recorded.
88	I think it's great, sooner it done the better.	Respondent's preference recorded.
89	Putting in a roundabout is the worst idea I've heard ever. This would definitely keep me and everyone i know from going into Orting for any reason. You know where roundabouts work? Nowhere, not here not in England and Definitely not in Italy. At best they are more likely to cause accidents. Find somewhere else for your devils circle.	Respondent's preference recorded.
90	The RamRod Bicycle event goes thru here from Enumclaw to Eatonville on Orville Road third Thursday in July, about 600 cyclists.	Respondent's preference recorded.
91	Love roundabouts!	Respondent's preference recorded.
92	How can you keep in 1-lane and have any expectations of this being able to accommodate Tehaleh once it connects through?	Respondent's preference recorded.

<p>93</p>	<p>enough with "public involvement". let your planners and engineers do their jobs without having to defend their conclusions from the biased naysayers and complainers who tend to dominate public meetings and online feedback methods. When did the state decide to trust untrained opinionated people over trained professionals? How often have the professionals been wrong vs how often have decisionmakers caved into opinions of untrained citizens? Do we ask untrained citizens what kind of pipe water mains should be made of? Do we ask them if we should use asphalt or Portland cement concrete for roads? Do we ask them about highway lighting spacing or luminosity? How about lane widths, roadside barrier type and length, striping material, system finance, maintenance, or the number of people needed to run the system???? NO! so why would we ask them about how to design an intersection. This is nuts and regarding the federal guidance to get public feedback, you can reign that back to the absolute minimum any time - preferably right now. I'm not interested in the cat lady or old man dog walker weighing in on designs of my public infrastructure.</p> <p>PS, I take offense to your demographic question regarding language spoken. English "only"? Why would you do that? You look biased against English speakers. Why wouldn't you also add only behind "White"? White only? Drop the "only"</p>	<p>Respondent's preference recorded.</p>
<p>94</p>	<p>I'm glad a roundabout is being added here. Another similar road that has roundabouts is the Guide Meridian from Bellingham to Lynden, which I believe improves traffic flow and has reduced serious accidents.</p> <p>Thank you.</p>	<p>Respondent's preference recorded.</p>
<p>95</p>	<p>Greetings! The intersection at Hwy 162 and Oroville Road would be much safer with this roundabout design. There has been an increase in traffic on Hwy 162 at this point and a huge increase in commuters using Oroville Road. During commute hours, it is difficult and risky to enter the intersection from Orville Road. The speed of traffic and limited sight distance make it a gamble. Approaching on 162 from South Prairie to make a left turn onto Orville Road requires getting all the way to the intersection to see oncoming traffic. Meanwhile fast traffic behind you is unhappy as you need to almost stop to see before</p>	<p>Respondent's preference recorded.</p>

	<p>turning.</p> <p>I am sure many people will object to constructing a roundabout. I hope that your excellent explanation of the benefits makes a difference.</p> <p>Thank you.</p>	
96	<p>I think a roundabout is a horrible idea. Why not just put in a light????</p>	<p>Respondent's preference recorded.</p>
97	<p>Are you people out of your minds. 3-4 million for this project is absurd. For one thing, this project shouldn't even come close to do this. Secondly, if it does, is this the best use of the money? I could think of dozens of other improvements that would be a better use of public funds. This project needs to be scrapped. Put some bumps on the road with flashing lights bigger stop signs, warning drivers what lies ahead.</p>	<p>Respondent's preference recorded.</p>
98	<p>I'll be glad to see this happen, but, what about the fact that Orville Rd has no access whatsoever for pedestrians to walk on. No sidewalks, no shoulder for that matter. It's a dangerous road all together.</p>	<p>Respondent's preference recorded.</p>
99	<p>I prefer roundabouts because they slow traffic but allow it to keep moving and are safer. This intersection is so dangerous and scary; I would welcome a roundabout here.</p>	<p>Respondent's preference recorded.</p>
100	<p>Since you have to yield to cars already in the roundabout, not sure how this will help the congestion on Orville Road when the traffic is bumper to bumper into and out of Orting.</p>	<p>Respondent's preference recorded.</p>
101	<p>This project is destined to fail. This will cause unnecessary congestion because of the size indicated. The roundabouts in life are a prime example of why this is a bad idea. It doesn't save money if it has to be removed and replaced with a light. I am reminded of the I5 dot fiasco that cost taxpayers to place them only to remove them when it epically failed.</p>	<p>Respondent's preference recorded.</p>

Table 2.

Email Number	Comment	WSDOT Response
1	I looked over the proposed roundabout for Hwy 162 and Orville Rd. There are a LOT of truck/trailers running through the intersection to and from Washington Rock. Please SERIOUSLY consider making it a two-lane roundabout instead of one lane. The trucks need that extra room.	Respondent's preference recorded.

Appendix A.

SR 162 Orville Road Pre-Design Study

Menu

Welcome!

Improvements are planned for the intersection of State Route (SR) 162 at Orville Road East. This follows an in-depth look at this intersection.

The goal is to reduce the potential for crashes.

After the review, WSDOT developed a safety plan for this intersection. The plan outlines ways to help manage travel speeds and reduce conflict points. A conflict point is where vehicles cross, merge, or diverge.

As a result of the safety plan, WSDOT is proposing a single-lane roundabout on SR 162 at the Orville Road East intersection near Orting.



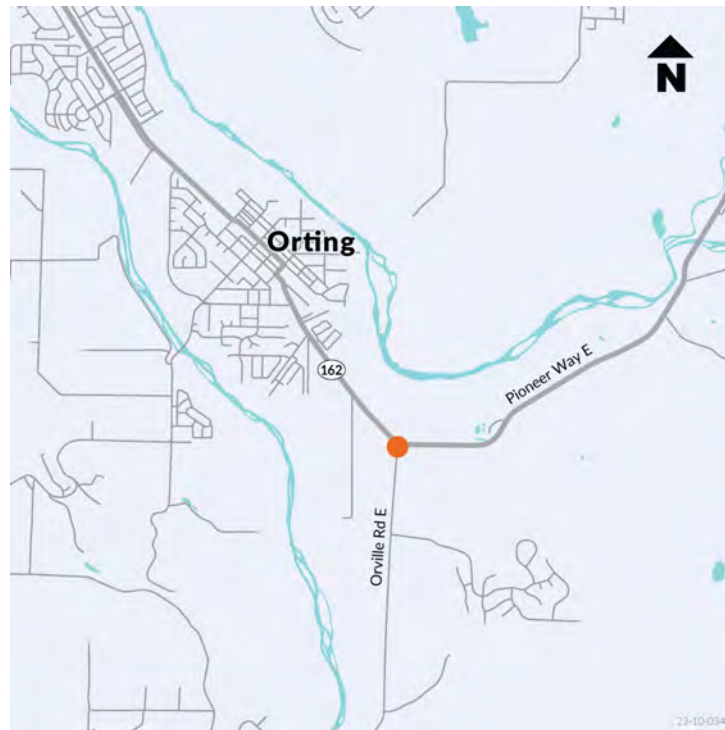
Satellite Map of SR 162 at the Orville Road East intersection near Orting, Washington

Roundabouts use physical features to help slow the speed of vehicles. The proposed single-lane roundabout has what are called splitter islands. Splitter islands are designed to slow and direct traffic into the roundabout.

The proposal also has crosswalks on all three roads at the intersection. The center island and outer curbs are raised and drivable surfaces. This feature allows the roundabout to accommodate all legal sized loads. This includes fire trucks, semi-trucks, busses, farm vehicles, and logging trucks.

This Online Open house is available through February 15, 2024. Please use this opportunity to become familiar with the project.

We encourage you to ask questions and provide comments after you explore the information.



Location map for the proposed single-lane roundabout on State Route 162 at Orville Road intersection near Orting

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The Project

Menu

Background

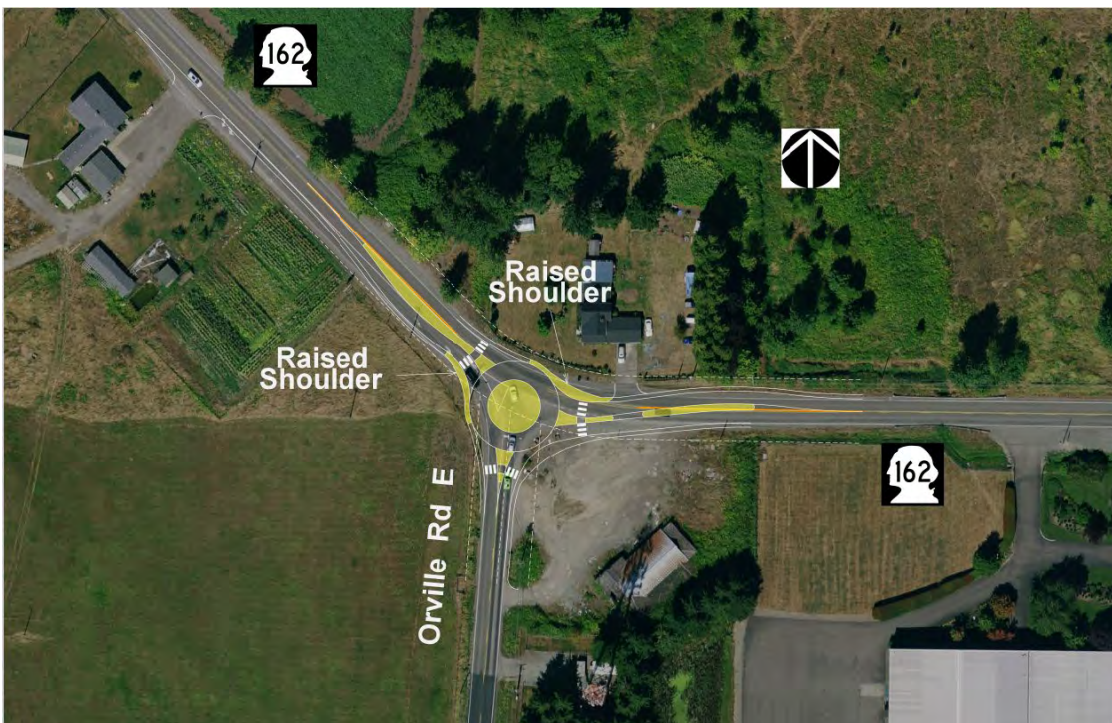
SR 162 connects the communities of Orting, South Prairie, McMillin, and Alderton to SR 410. It also connects Pierce County in the north, and SR 165 and Mount Rainier National Park in the south. SR 162 serves commuters, freight, recreational, and commercial trips. The posted speed limit near Orville Road East is 45 mph. Approximately 9000 vehicles, 9.5% of which are trucks, pass through the intersection daily. This is according to 2021 WSDOT traffic counts.

Active transportation: people using bicycles, walking, or rolling, use the Foothills Trail or paved shoulders along SR 162. The proposed roundabout includes elements intended to improve safety and comfort for people using bicycles, walking, or rolling at this intersection. This includes crosswalks, raised shoulders, lighting, and lower intersection speeds.

Construction of a single-lane roundabout is tentatively scheduled to begin summer 2025.

Washington State has a strategic highway safety plan. It is called Target Zero (<https://wsdot.wa.gov/construction-planning/statewide-plans/strategic-highway-safety-plan-target-zero>). The goal is to reduce serious and fatal crashes on state highways to zero by the year 2030. The plan focuses on two aspects: crash reduction and crash prevention.

Conceptual drawing for proposed roundabout at SR 162 and Orville Road East



Conceptual view of the proposed roundabout at SR 162 and Orville Road East

The proposed single lane roundabout also includes a raised shoulder on two sides of the intersection. The raised shoulders help improve safety and accessibility for people riding bicycles or on foot. The center island, splitter islands, and shoulder curbing are drivable surfaces. This allows larger vehicles and emergency vehicles to access the roundabout.

The center island is 50 feet in diameter. It also features drivable rolled curbing.

Bicyclists can use the roundabout or use the raised shoulder.

Funding

The roundabout project is funded through the [Highway Safety Improvement Program \(HSIP\)](https://highways.dot.gov/safety/hsip/) (<https://highways.dot.gov/safety/hsip/>). The estimated cost to design and build the roundabout is \$3 million to 4 million.

Next Steps

January – March 2024: Community outreach and final recommendation

April 2024: Project design

Summer 2025: Project construction

Stay connected! Visit the SR 162 Orville Road Pre-Design Study webpage:

<https://wsdot.wa.gov/construction-planning/search-studies/sr-162-orville-road-pre-design-study>

Get email updates for [major roadwork and construction](#) on state highways in Pierce County.

Contact

Joe Calodich

Study Lead

Joe.Calodich@wsdot.wa.gov

Yvette Liufau

Principal Multimodal Planner

Yvette.Liufau@wsdot.wa.gov

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Why Roundabouts?

MENU

Why roundabouts?

Roundabouts are safer than traditional stop sign or signal-controlled intersections. Roundabouts reduce injury crashes by 75 percent at intersections where stop signs or signals were used. This is according to a study by the Insurance Institute for Highway Safety (IIHS). There are several reasons why roundabouts help reduce the likelihood and severity of crashes:

Low travel speeds – Drivers must slow down and yield to traffic before entering a roundabout. Speeds in the roundabout are typically between 15 and 20 miles per hour. The few crashes that occur in roundabouts are typically minor and cause few injuries since they occur at such low speeds.

No light to beat – Roundabouts are designed to promote a continuous flow of traffic. Drivers yield to traffic before entering a roundabout. If there is no traffic in the roundabout, drivers are not required to stop. Drivers don't have the incentive to speed up to try and "beat the light," like they might at a traditional intersection. This is also beneficial when the power goes out. There is no confusion over an all-way stop.

One-way travel – Roads are gently curved to direct drivers into the intersection. The roadway directs them to travel counterclockwise around the roundabout. Both eliminate the possibility for T-bone and head-on crashes.

Reduce delay and improve traffic flow – Roundabouts move more traffic through an intersection than traffic signals. Roundabouts promote a continuous flow of traffic. Drivers don't have to wait for a green light at a roundabout to get through the intersection.

Less expensive to maintain – Traffic signals are high maintenance. They need electricity, software and electrical components to operate. Roundabouts are more affordable to maintain.

Want to experience driving a similar roundabout?

Visit and drive a similar roundabout in Vancouver, Washington . View the roundabout in the photo below, or on Google Maps (<https://www.google.com/maps/@45.6717902,-122.4884222,3a,75y,312.18h,78.95t/data=!3m6!1e1!3m4!1sXL5efh70xgvH8-IRO1huBQ!2e0!7i16384!8i8192?entry=ttu>)



Example of a high-speed single-lane roundabout located in Vancouver, Washington.

How do I drive a roundabout? For information about driving a single lane roundabout, check out this [video](#) created by the Virginia Department of Transportation (VDOT) or read our brochure. The VDOT mini roundabout is comparable to WSDOT's single-lane roundabout. (https://www.youtube.com/watch?app=desktop&v=fUFmuf_HRDg)

If I ride a bike, what are my options at a roundabout?

Bicyclists can choose, depending upon their comfort level, whether to:

- Ride with traffic through the roundabout
- Walk their bicycles through a pedestrian crosswalk. For additional information, visit WSDOT's walking and biking through roundabouts [website](#).

For more information about roundabouts, visit WSDOT's roundabout webpage.

To learn more about these topics and other benefits of roundabouts, visit our [roundabout webpage](#). (<https://wsdot.wa.gov/travel/traffic-safety-methods/roundabouts>)

Feedback

MENU

Share your thoughts with us. WSDOT has identified roadway improvements for the intersection of SR 162 and Orville Road East. Your responses to the following questions are appreciated:

1. Which statement best describes you? select all that apply:
 - I work or attend school in the study area
 - I live in the study area
 - I travel through the study area
 - I do not work, live, or travel through the study area
2. How often do you travel through the study area? Select one:
 - Rarely or Never
 - At least once a month
 - At least once per week
 - Daily
3. What are the ways you travel around and through the study area? Select all that apply
 - Walk
 - Bicycle
 - Personal mobility device (scooter, wheelchair, etc.)
 - Transit/Dial-a-ride
 - Carpool with others
 - Personal vehicle by yourself
 - Other (please explain)
4. What would you like to see to improve travel for people biking, walking, and rolling? Select all that apply
 - Add pedestrian facilities
 - Improve sidewalk access for people using wheelchairs or mobility scooters
 - Provide more opportunities to cross the highway
 - Provide separation between vehicles and those biking, walking, and rolling
 - Improve lighting
5. What is your zip code?
 - 98360
 - 98372
 - 98391
 - 98374
 - 98338
 - 98321
 - Other, please be specific.
6. Do you have additional questions or comments about this project to share with us?

Name

Your name

Email

Your email

Message

Your message

Optional Demographic Questions:

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

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

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

Please respond to the following questions:

1) Gender:

- Male
- Female

- Non-binary
- Prefer not to disclose

2) Disability

- Yes
- No
- Prefer not to disclose

3) Ethnicity

- Hispanic or Latino
- Not Hispanic or Latino

4) Race (check one or more)

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

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

- English only
- Spanish
- Korean
- German
- Vietnamese
- Prefer not to disclose
- Other

6) Age

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

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