101 and Lynch Road Intersection

Safety Improvement Study

Washington State Department of Transportation
Olympic Region

SR 101 and Lynch Road Intersection Safety Improvement Study

Final Report
April 2001

Prepared by the Olympic Region Planning office in cooperation with Mason County.

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EXECUTIVE SUMMARY

Sparked by a recent fatal accident, Mason County joined forces with the Washington State Department of Transportation, Olympic Region planning office, to fund a study of the Lynch Road/SR 101 intersection. The purpose of the fast-paced safety study, which began in August 2000, was to examine existing problems and identify potential solutions to increase safety at this busy at-grade crossing. By the close of the study in February 2001, a preferred alternative was identified and forwarded to the Legislature for their consideration.

The scope of this study begins at the SR 108/Kamilche/SR 101 interchange and extends 4 miles north to the SR 101/SR 3 interchange. The milepost limits are from MP 353.53 to MP 349.16. (Please refer to Study Limit Map on page 2.) **Chapter 1**, *Introduction*, provides a deeper discussion of the study limits along with the study objectives, schedule and public participation. **Chapter 2,** *The Study Area*, expands the discussion by including conditions existing within the study area, ranging from land use to economy and environmental concerns.

Chapter 3 focuses on roadway and traffic conditions within the study area. The transportation network, existing and future traffic conditions, and an accident history of the area are presented.

Chapter 4 presents the study process and provides an in-depth discussion of study participants and the methods they used to examine problems and identify solutions. Stakeholder Committee meetings were held each month and public meetings were held at regular intervals. Once the problems were identified, the Committee worked to find solutions (alternatives). Forty-one (41) possible alternatives were identified and rated against the established criteria.

The preferred alternative, chosen for implementation as soon as funding becomes available, recommends connecting Lynch Road to SR 101 at the Kamilche (SR 108) interchange. The proposed corridor requires the construction of a new county road to the east of SR 101 that loosely parallels an existing, abandoned logging road grade. Intersection improvements call for the closure of the southbound left turn from Lynch Road onto SR 101; all other turning movements at the intersection will remain open. Construction costs for this alternative are estimated (planning level) at $880,000.

A long-range alternative was also chosen to facilitate future growth volumes at the Lynch Road intersection and the intersection of Fredson/Ryan Roads. This alternative calls for the construction of an overpass across SR 101, midway between Lynch Road and Fredson and Ryan Roads. Frontage roads on both sides of SR 101 will be completed. The long-range alternative will be carried forward for funding in the twenty-year WSDOT State Highway Systems Plan.

The outcome of the study process and an in-depth discussion of the preferred and long-range alternatives are presented at the end of **Chapter 4** in the *Preferred Alternative Recommendation*.

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This report serves as a summary of the process and outcomes of the SR 101 and Lynch Road Intersection Safety Improvement Study. Through the use of a community-driven process, existing problems were identified and studied, culminating in the recommendation of solutions to improve safety conditions in the study area.

OBJECTIVES

The SR 101 and Lynch Road Intersection Safety Improvement Study began in response to safety concerns expressed by local residents and businesses using the Lynch Road/SR 101 at-grade intersection. In order to address these concerns, Mason County and the Washington State Department of Transportation (WSDOT) signed an inter-agency agreement to study the intersection and surrounding area. The focus of the study was to identify community-generated solutions that would provide safer access for current and future users of the Lynch Road intersection without negatively impacting other intersections or connecting roads. Each alternative was examined to ensure that solutions provided at the Lynch Road intersection would:

- meet the established criteria for safety improvements;
- provide the least amount of impact to businesses;
- not shift the existing safety concerns problems to another location; and
- accommodate future growth.

STUDY AREA LIMITS

The scope of this study begins at the SR 108/Kamilche/SR 101 interchange and extends 4 miles north to the SR 101/SR 3 interchange. (Please see map on following page, Figure #1.) SR 108 lies to the south of the study area and connects to SR 8, via the Town of McCleary, providing access to the Olympic Peninsula and ocean beaches to the west. SR 101 runs to the north up Hood Canal through Mason and Jefferson counties. To the south, it connects to I-5, fifteen miles south of the project area. SR 3 provides access to the City of Shelton and runs north connecting Mason and Kitsap Counties. There are two at-grade intersections located in the study area: the intersection of Lynch Road and SR 101 and the intersection of Fredson/Ryan Roads and SR 101.

SCHEDULE

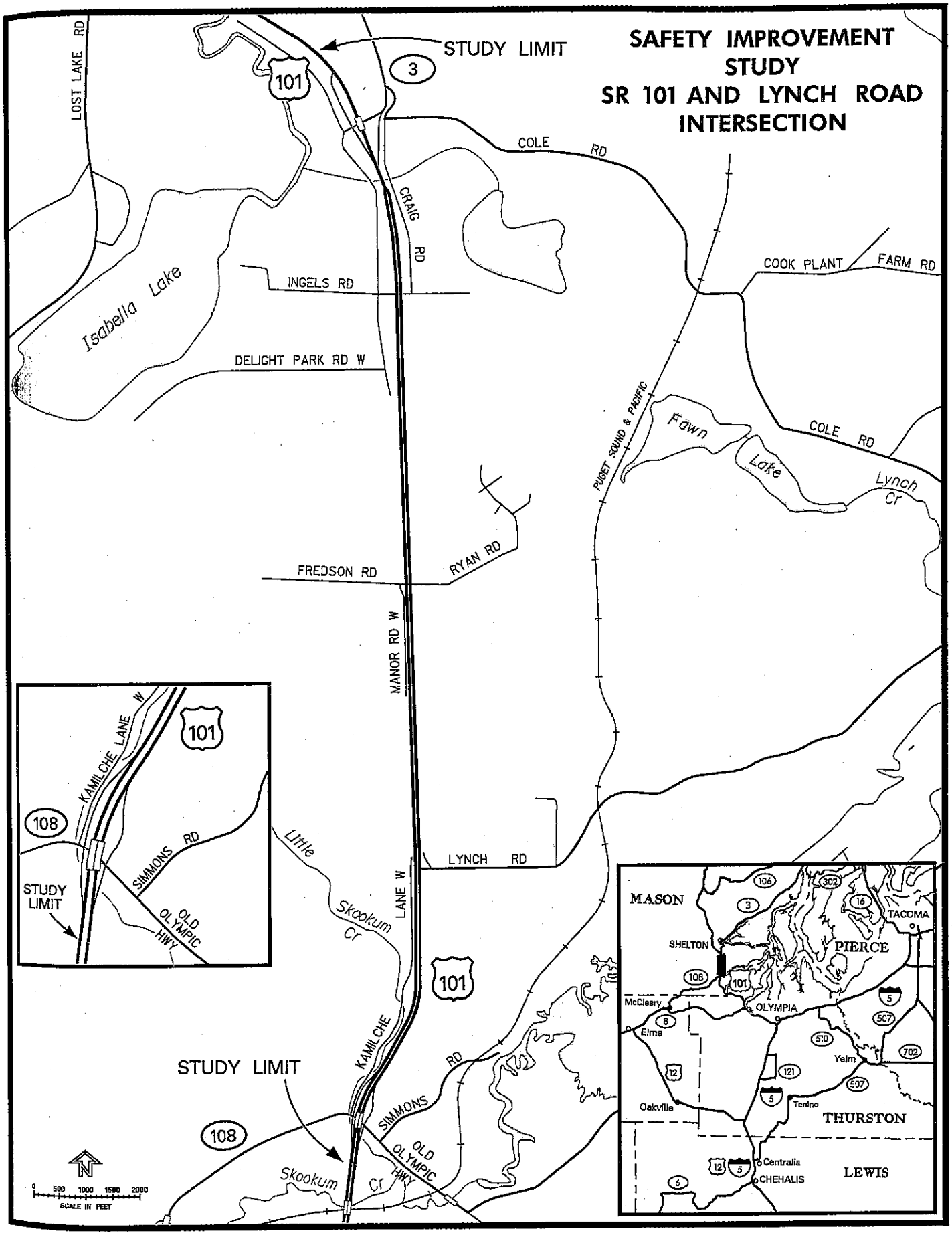
The study, which began in August of 2000, was established as a fast-paced process to identify solutions in time to coincide with the funding process of the 2001 legislative session. The six-month study culminated in January of 2001. Final documentation was published in March of 2001.

PUBLIC INVOLVEMENT

The SR 101 and Lynch Road Intersection Safety Improvement Study was designed from its inception to function as a publicly driven process. Public meetings, regularly held Stakeholder Committee meetings, and informational articles via local papers and radio stations kept local residents, the traveling public and businesses involved in the study process while providing an avenue for feedback. (For press releases please refer to appendix D-1.)

The Stakeholder Committee was comprised of citizen volunteers representing local residents, business owners and the community at large, the Shelton School District, Mason County, Mason County Fire District and Economic Development Council and the Squaxin Island Tribe. (Please refer to Appendix A-2 for a listing of Stakeholder Committee members.) This diversified representation allowed for easily available community contact to disseminate information as well as receive comments, concerns and suggestions. The study process, participants, and outcomes are discussed in detail in Chapter 4 of this document entitled “The Study Process”.

SAFETY IMPROVEMENT STUDY
SR 101 AND LYNCH ROAD INTERSECTION



The study area chapter encompasses the diverse characteristics that affect and influence the quality of life within the defined area. Population characteristics, economy and land use, as well as existing traffic conditions all work together to define life within the community.

EXISTING CONDITIONS

Mason County lies along the southwest portion of Puget Sound and encompasses about 960 square miles of diverse terrain. Rural in nature, the county is home to the Olympic Mountains, the Black Hills, two major rivers and their tributaries, and almost 100 fresh water lakes. The City of Shelton is the only incorporated city within Mason County and covers about 6 square miles or less than 1% of the total land area of the county.

The Safety Study area is situated in the southeast corner of the county, approximately one mile outside of the City of Shelton. The study area runs along SR 101 beginning at the SR 108/Kamilche interchange and extends 4 miles north to the SR 3 interchange.

LOCAL COMMERCIAL AND RESIDENTIAL DEVELOPMENT

Much of the commercial and residential development affected by this study is located along the eastern side of SR 101 at the Lynch Road intersection. Brewer Road provides access to commercial development and homes located to the north of Lynch Road. Ryan Road, located one half mile to the north of Lynch Road, provides access for residential development located on the east side of SR 101.

The western side of the SR 101 study corridor includes both light residential and commercial development, located along partial frontage roads. Fredson Road provides access to homes located on the northwest side of SR 101. Manor Road extends south from Fredson Road and acts as a partial frontage road for residential access. Farther south, Kamilche Lane connects SR 108 and Lynch Road on the west side of SR 101 and serves as the only complete frontage road connection in the study area.

Mason County has identified two Rural Activity Centers (RAC) within the study area known as Taylor Towne I and II. Taylor Towne I includes the area just south of Ingels Road surrounding Delight Park Road on the western side of SR 101. Taylor Towne II includes the area surrounding the Lynch Road intersection along both sides of SR 101.

TRIBAL LANDS

The Squaxin Island Tribal Reservation is located near the southern study limits in the area of the Kamilche Interchange. The Little Creek Casino, owned and operated by the Tribe, is located near the southwestern corner of the SR 108 and SR 101 intersection, a four-way interchange. The Squaxin Island Tribe also maintains other trust properties in the vicinity of the study area.

LAND USE

The relationship between the transportation system and land use is based on the mobility and access needs of it users. Land use creates the transportation demand, and the road network provides circulation between the land use elements. Mason County plans for its land use under the provisions of the Washington State Growth Management Act (GMA). The GMA requires that cities and counties in Washington State have written comprehensive plans to address their unique needs in relation to land use planning and regulations. These regulations ensure that elements within the comprehensive plan meet environmental protection laws at the state and federal level.

According to the *Mason County Comprehensive Plan*, the lands within the county are divided into three categories of performance districts, each with its own sub-elements: urban growth areas, resource areas, and rural lands. The study area falls under the performance district category of rural lands. This incorporates lands which are outside the urban growth areas, but which are not designated as resource lands. These areas are characterized by well-separated small communities located along major arterials and state highways, which serve the needs of surrounding rural residents and enterprises.

Land uses in the study area adjacent to SR 101 include some rural residential usage such as farms, ranches, forestry, open space and wetlands, as well as local and regional businesses. There are also two Rural Activity Centers (RAC) located in the study area:

- Taylor Towne I which includes the area just south of Ingels Road surrounding Delight Park Road on the western side of SR 101, and
- Taylor Towne II which includes the area surrounding the Lynch Road intersection along both sides of SR 101.

The *Mason County Comprehensive Plan* identifies Rural Activity Centers as a mix of residential uses on small lots. They serve the residents of the surrounding rural area, seasonal residents and tourists, and include concentrations of commercial, service, industrial, and civic uses but are not served by urban level facilities and services.

POPULATION

According to the Office of Financial Management, Mason County population reached 49,477 in the year 2000. Shelton, the only incorporated city in the county, reported a population of 7,700 for the same year.

This accounts for only 16% of the total county population. The county as a whole grew at a 3.2 % annual rate from 1990 to 1996. Since 1996 the county's population continued to grow, but at a much slower rate of 1.1 % per year.

Based on the *Mason County Comprehensive Plan*, the vast majority of growth within the county is occurring in the unincorporated areas. Between 1990 and 2000 the unincorporated area of the county experienced a 28.58% increase in population compared to the incorporated area, which grew by only 8.62%. As demonstrated in the following table, this trend holds true for the preceding decade as well.

Table #1
Population Growth Trends 1980 – 2000

percent change in population

Jurisdiction	1980	1990	2000	1980-1990	1990-2000
Mason County (unincorporated)	31,184	38,341	49,300	22.95%	28.58%
Shelton (incorporated)	7,629	7,241	7,865	-5.08%	8.62%

Washington Office of Financial Management

Over the long term, Mason County is expected to maintain an annual average growth rate of 2.2% per year. The population forecast for the County in the year 2020 is expected to be near 70,565 persons.

Table #2
Population Projection

Average annual population growth

	1990	2000	Forecast 2020	1990-2000	2000-2020
Mason County	38,341	49,300	70,565	2.9%	2.2%

US Census Bureau and Washington Office of financial Management

ECONOMY

Mason County's economy has long been dominated by the timber industry. The forestlands of the region have provided living wage jobs for several generations of forest and mill workers and remain an integral part of the county's economy. However, as county population grows, the economy is diversifying with the establishment of a number of small new firms and strong growth in the services, trade and government sectors.

The largest industry sector in the county is government. The government workforce includes teachers, local government, state government, and employment at the Washington State Corrections Center in Shelton. Trade is the second largest industry sector in the county including both wholesale and retail sales. Services are the next largest growing sector of the economy encompassing casinos, auto repair, hospital, law offices, hotels, social services, health services and membership organizations. Please refer to Table #3, Employment by Industry, on the following page.

Table #3
Employment by Industry, 1999

Industry	Firms	Employment	Annual Wage
Total	*1,366*	*12,009*	*$304,673,911*
Agriculture, Forestry, Fishing	76	296	5,145,055
Mining	3	19	478,190
Construction	203	715	21,515,008
Manufacturing	87	2,056	71,494,685
Transportation & Public Utilities	48	313	7,990,461
Wholesale Trade	50	378	9,281,916
Retail Trade	198	2,167	32,112,939
Finance, Insurance, Real Estate	79	447	10,340,073
Services	537	2,220	40,443,908
Government	85	3,398	150,871,676
Federal	15	111	3,610,279
State	31	975	34,652,385
Local	39	2,312	67,609,012

The aquaculture industry is Mason County's second most important private industry employer and is growing rapidly with an estimated workforce of over 600. Taylor Shellfish, located within the study area on Lynch Road, employs half of the county's aquaculture workforce. As the largest shellfish company in the United States, this location serves as their world headquarters and staging area encompassing 95% of the company's total processing activities.

Also located within the study area in the northwest corner of the intersection of Fredson Road and SR 101 is the Bronze Works, a high-end art sculpturing facility. According to the *Comprehensive Economic Development Strategy for the Columbia – Pacific Region* (June 2000), the facility is beginning to flourish as a tourist attraction as well. Pending land use regulation decisions, the Bronze Works is developing plans to become an 80-acre facility forming the nucleus of a destination tourist attraction.

Business growth patterns support the county's current growth trend in the unincorporated areas of the county. *The Business Demographics and the Impact of Land Use Restrictions on Mason County Economy, Phase I Report* (June 1999), reports that 59% of the county's existing private businesses are located outside of the incorporated area and the urban growth areas. These rurally located businesses account for 44% of the total jobs within Mason County and 38% of the private payroll.

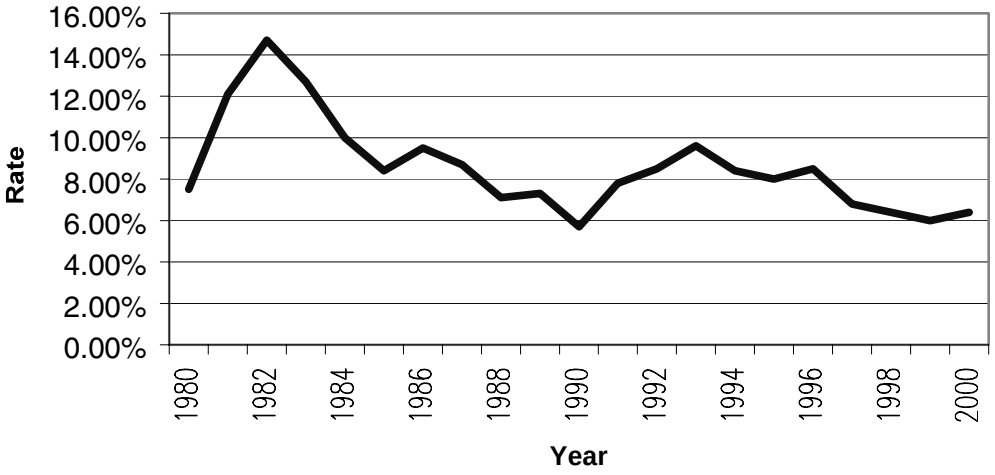
EMPLOYMENT

As the population of Mason County continues to increase, so does its civilian labor force. The county has experienced a steady increase in its labor force since the mid-80's.

In 1985 Mason County reported a total labor force of 12,380 persons compared with a total labor force of 21,380 persons in 2000, amounting to a 72% increase during that 15 year time period.

Mason County has historically been impacted by high unemployment rates. Unemployment rates in the county were at their highest in the 1980's, peaking in 1982 with a rate of 14.7%. The following decades saw the rates bounce erratically between 6% and 12%. The lowest unemployment rate for the county, 5.7%, occurred in 1990. Unemployment rates gradually increased during the early 90's but began to stabilize in 1997 maintaining an overall rate between 6.0% and 6.4%. Mason County ended the year 2000 with an unemployment rate of 6.4%. The statewide average for the same time period was 5%.

Chart #1
Mason County Unemployment Rates



Source: Washington State Employment Security Department, Labor Market

ENVIRONMENTAL CONSIDERATIONS

Consideration of environmental concerns was performed on a preliminary basis using currently available GIS data. It will be necessary to perform a more in-depth analysis in the design phase of the chosen alternative. However, through the use of preliminary data, multiple wellhead protection zones have been identified within the Lynch Road study area limits. The preferred alternative may border on or impact one or more of these zones. Depending upon the amount of impact to an individual zone, varying degrees of mitigation or replacement of the well itself may be required.

Scattered wetlands and multiple underground springs exist throughout the study area. Several of these underground springs are clustered along the eastern side of SR 101 to the south of Lynch Road and drain in a westerly flow into Little Skookum Inlet.

This region is of particular interest due to the fact that the preferred alternative may be sited within close proximity. The preferred alternative will connect Lynch Road to the SR 101/ Kamilche interchange through the use of an existing logging road located between Lynch Road and Simmons Road. Simmons Road lies to the east of SR 101 and is the location of several springs that serve as the water supply for five homes located along the road. Siting and engineering studies will be performed to determine if any impacts will occur, the degree of the possible impact, and required mitigation at the time of design.

One 100-year flood zone has been identified within the study area. However, due to the fact that the flood zone is not within the immediate SR 101 corridor, it appears that the chosen alternative will not impact this zone.

A critical habitat observation point has been identified on the east side of SR 101 south of Ryan Road with the single occurrence sighting of a Mountain Quail. Point observations are documented single occurrence observations that a given species was sighted at that location. They are indicators that important habitat, breeding or nesting sites may be in the area, but are not conclusive evidence that such critical habitat exists. The preferred alternative will have no impact on this location.

Little Skookum Creek is located within the study area on the west side of SR 101 in the Kamilche Interchange vicinity. The creek flows under segments of Kamilche Lane and crosses under SR 101 running parallel to Old Olympic Highway. Classified as a Level II waterway, the creek supports coho, chum, sea-run cutthroat, cutthroat, and steelhead.

Squaxin Island Tribal lands are located along the southern perimeter of the study area. Due to the location of these Tribal lands, some cultural resources may be found in close proximity to the site of the preferred alternative. Mason County and WSDOT will work with the Squaxin Island Tribe during the design phase of the preferred alternative to identify and protect culturally sensitive areas.

The roadway and traffic conditions chapter addresses existing facilities within the study area. Encompassed within this chapter are roadway classifications, accident data, current and future Levels of Service and traffic volumes, their functions and effects.

TRANSPORTATION NETWORK

STATE FACILITIES

There are three highways located within the study area. SR 101 runs through the length of the study area and serves as a four-lane rural principal arterial. SR 3 lies to the north of the study area in the vicinity of Cole Road and connects Shelton to Kitsap County to the northeast via a two-lane roadway. The small portion of SR 3 that lies within the study area is classified as an urban principal arterial. SR 108 is situated to the south of the study area. Classified as rural minor arterial, SR 108 provides a connection from the Kamilche interchange to the town of McCleary located 12 miles to the southwest in Grays Harbor County.

COUNTY FACILITIES

There are four county roads within the area of the preferred alternative. Old Olympic Highway is located in the southern portion of the study area and runs to the east of SR 101, through the Squaxin Island Tribal lands. Simmons Road is located along Old Olympic Highway in the proximity of the SR 101 on ramp at the Kamilche interchange. Classified as rural local access, Simmons Road is currently a dead end road that serves as access to five residences. Kamilche Lane, also classified as rural local access, runs parallel to SR 101 along its western side and extends from the Kamilche interchange to the Lynch Road/SR 101 intersection one mile to the north. Lynch Road is a rural major collector that extends out from the eastern side of SR 101.

The Mason County Transit Authority provides public transit and Dial-A-Ride services throughout Mason County with direct connections to transit services in Jefferson, Kitsap, and Thurston Counties. The Transit service makes 14 scheduled stops a day at Kamilche but has no scheduled stops at Taylor Towne or Lynch Road. Dial-A-Ride services are also available in the Taylor Towne/Lynch Road area. The Squaxin Island Tribe operates a shuttle bus service in the Kamilche area, which provides service on an “as needed” basis to Lynch Road and the Taylor Towne area.

Due to safety concerns caused by the Lynch Road at-grade intersection, scheduled stops are not provided at Lynch Road. In providing for the safety of its ridership, as well as the general public, Mason County Transit Authority does not allow transit buses to make the southbound left turn from Lynch Road to SR 101.

Similarly, in order to discourage pedestrians from crossing SR 101 on foot, passengers are not allowed to disembark from the transit bus on the west side of SR 101 at the Lynch Road intersection.

Freight rail is the only type of rail service available within the county and is provided by Burlington Northern with three active spurs in the Shelton area and one in Belfair. The Puget Sound and Pacific Rail Road, a short line operator, has recently expanded rail possibilities in the county through the provision of new loading services. While rail lines run parallel to SR 101 through the study area, access is not available within the area.

TRAFFIC ANALYSIS

ACCESS

WSDOT has established access control to preserve the safety and efficiency of specific highways. Control is affected by acquiring rights of access from abutting property owners and by selectively limiting approaches to the facility. The number of access points, spacing of interchanges or intersections, and the location of frontage roads or local connections are determined by the importance of the highway (functional classification) and the character of the traffic.

SR 101 is a Partial Access Control Highway from the SR 3 intersection to the Thurston-Mason County line. WSDOT has purchased access along the SR 101 corridor. No direct, private access will be allowed to SR 101 within the study area except at existing interchanges or at-grade crossings.

LEVELS OF SERVICE

A traffic analysis of the existing roadways was conducted to identify current operating levels and future capacity. Intersection and roadway capacity is generally described in terms of Level of Service (LOS). LOS is a qualitative term used to describe the operating conditions of traffic along a specific route. The description generally includes items such as speed and travel time, ease of maneuvering, traffic interruptions, comfort, convenience and safety. Most importantly, the measurement is used to compare the number of vehicles using a route with the maximum number of vehicles the route was designed to accommodate.

LOS designations are categorized using the letters A through F with LOS A representing the free flow of traffic and LOS F representing gridlock. LOS in the study area was determined by the amount of delay per vehicle at unsignalized intersections. The following table (Table #4) demonstrates LOS criteria for unsignalized intersections and vehicle delay per second.

Table #4
Level of Service Criteria

Level of Service	Delay – Seconds per Vehicle
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

The current LOS along SR 101 within the boundaries of the study limit is C. This is within the WSDOT policy goal of providing an LOS C or better for state highways in rural areas. The Mason County Comprehensive Plan identifies an LOS of C as an acceptable level of service for the county's arterial road system.

The following table shows the relationship between current LOS and PM peak hour traffic volumes. PM peak hour volumes were used as the baseline to display the LOS because the heaviest traffic volumes in the study area occur during the evening commute.

Table #5
2000 Volume and LOS Comparison

Intersections	2000 Volume	Delay per Second	Level of Service
SR 101/Lynch Road	2276	50.3	F*
SR 101/NB Ramp	588	21.4	C
SR 101/SB Ramp	796	11.4	B
Simmons Road/Old Olympic Highway	233	9.2	A

Volumes, delay and LOS based on PM peak hour conditions.
**Westbound approach to SR 101 from Lynch Road. Heavy delay movement SB left turn.*

Based on the existing roadway conditions and daily traffic volumes, the intersections within the study area presently operate at or above the acceptable LOS standards. It is interesting to note that while the LOS for the SR 101 Mainline is C, the LOS for SR 101/Lynch Road intersection is F. A traffic analysis of the intersection has identified the southbound left turn movement from Lynch Road onto SR 101 as the cause of extreme delay thereby lowering the LOS for the intersection. All other turning movements at the intersection operate at an acceptable LOS.

EXISTING TRAFFIC CONDITIONS

The following map displays existing year 2000 traffic volumes, based on PM Peak, for Lynch Rd., Simmons Rd., and the Kamilche interchange areas (Figure 2).

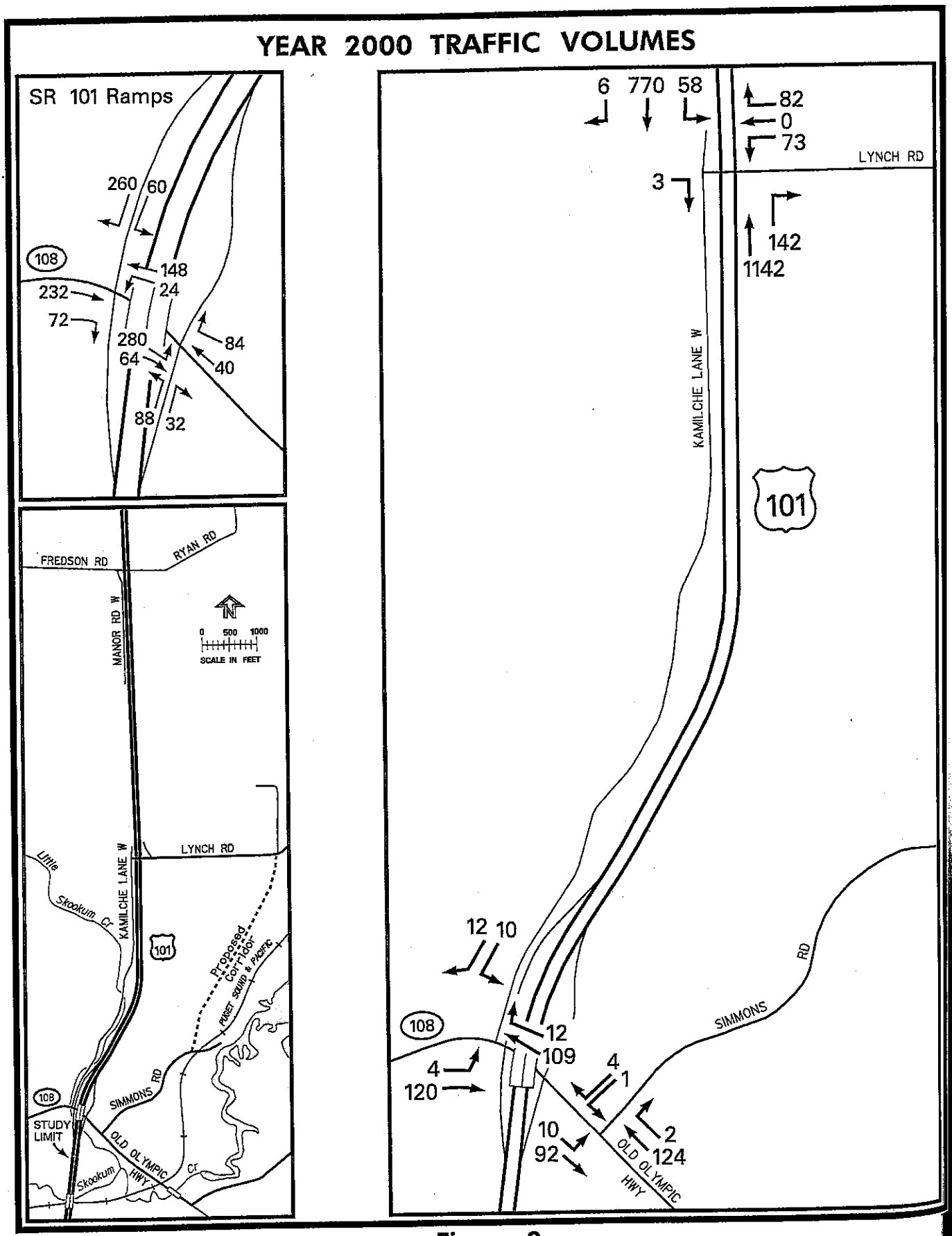

YEAR 2000 TRAFFIC VOLUMES
SR 101 Ramps
260
60
108
148
232
24
72
280
84
64
40
88
32
FREDSON RD
RYAN RD
MANOR RD W
0 500 1000
SCALE IN FEET
LYNCH RD
Little Skookum Cr
KAMILCHE LANE W
101
Proposed Corridor
PUGET SOUND & PACIFIC
SIMMONS RD
108
STUDY LIMIT
OLD OLYMPIC HWY
Skookum Cr
6 770 58
82
0
73
LYNCH RD
3
142
1142
KAMILCHE LANE W
101
12 10
108
12
109
4
120
4
1
10
92
2
124
OLD OLYMPIC HWY
SIMMONS RD

Figure 2

CURRENT TRANSPORTATION PLANNING IMPROVEMENTS

The WSDOT *State Highway Systems Plan 1999 – 2018* identifies two types of improvements in the Lynch Road study area: Mobility Strategies and Safety Improvement Strategies. The mobility program provides improvements to relieve highway congestion and consists of constrained and unconstrained activities. Strategies included in the constrained category are anticipated to be constructed within twenty years but are dependent on legislative funding. Unconstrained strategies are those strategies that have been identified as needs, but the funding outlook falls beyond the twenty-year horizon. Safety Improvement Strategies fall under the constrained category. The goal of highway safety improvements is to help prevent and reduce the number of vehicle and vehicle/pedestrian collisions on state highways.

While the Lynch Road intersection is not considered to be a High Accident Location or a High Accident Corridor, it is identified under Safety Improvement Strategies for at-grade intersections. The strategy for safety improvement in this category recommends constructing an overpass to route Lynch Road over SR 101. The SR 101/SR 8 interchange is listed under mobility strategies as needing further study for possible ramp improvements. Also included under that same category is the SR 101/SR 3 Interchange to the Thurston County line for possible lane widening, and completion of frontage roads along both sides of SR 101.

Planning at the County level is also an integral component of transportation system activities. The Mason County Six-Year Transportation Improvement Plan for 2001 – 2006 includes one project located in the study area. The project calls for the realignment and regrade of Old Olympic Highway from SR 101 to Bloomfield Road.

FUTURE TRAFFIC CONDITONS

Future traffic volumes are estimated by multiplying current traffic volumes by the county growth rate as established by the Office of Financial Management (OFM). OFM has established the population growth rate for the Mason County at a rate of 2% per year.

The following map displays Year 2025 traffic volumes, based on PM Peak in a *no build scenario* (no improvements), for Lynch Rd., Simmons Rd., and the Kamilche interchange areas (Figure #3).

YEAR 2025 TRAFFIC VOLUMES (NO BUILD SCENARIO)

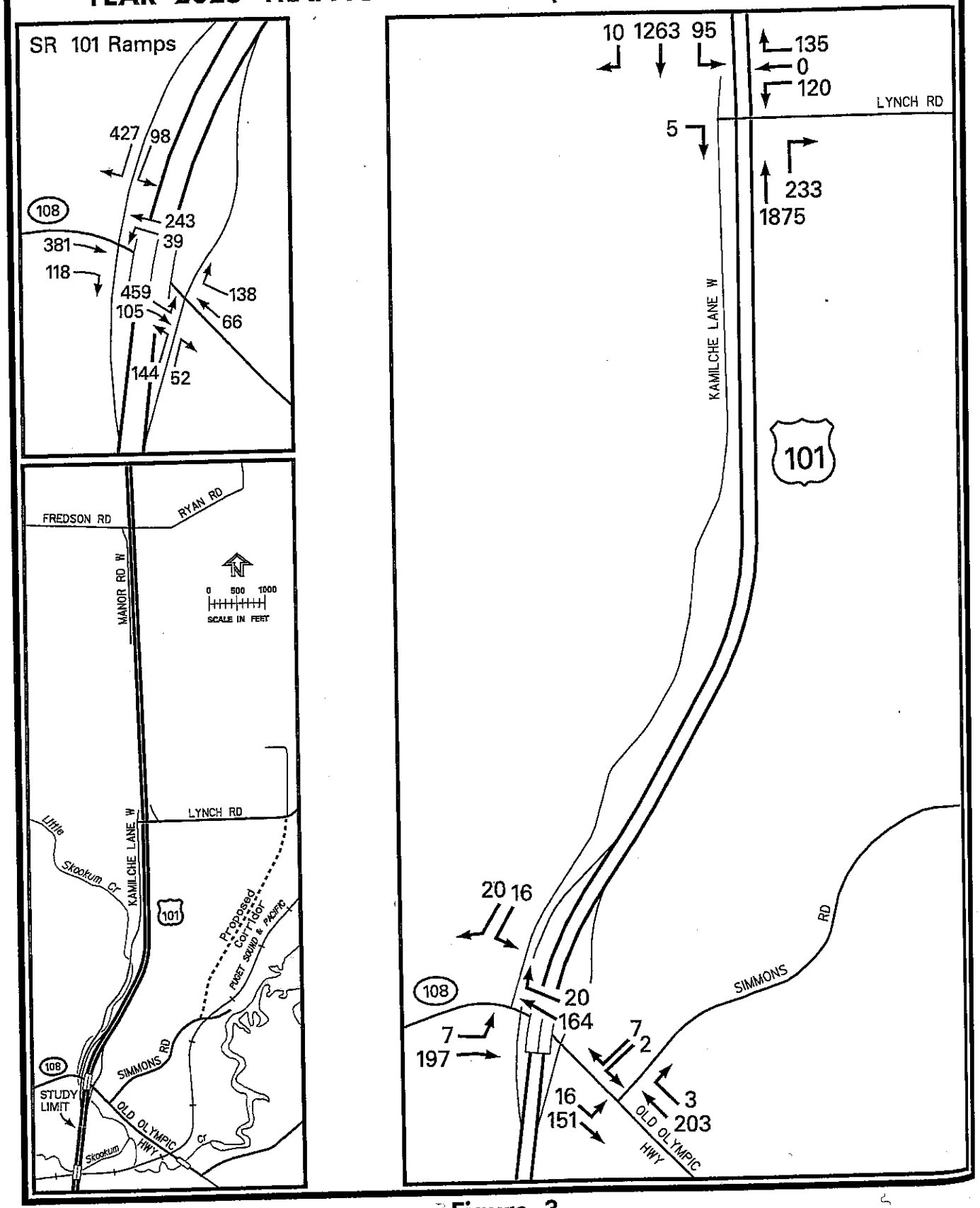


Figure 3

A change in traffic volumes within the study area may indicate a change in LOS for the corresponding roadway. The following table (Table #6) demonstrates Year 2025 volumes and LOS criteria for unsignalized intersections in a *no build scenario*.

Table #6
2025 Volume and LOS Comparison – No Build Scenario

Intersections	2025 Volume	Delay per Second	Level of Service
SR 101/Lynch Road	3736	86.0	F*
SR 101/NB Ramp	964	307.8	F
SR 101/SB Ramp	1,306	17.6	C
Simmons Road/Old Olympic Highway	382	9.9	A

Volumes, delay and LOS based on PM peak hour conditions.
**Westbound approach to SR 101 from Lynch Road. Heavy delay movement SB left turn.*

While the SR 101/Lynch Road intersection maintains an LOS of F from 2000 to 2025, the length of the delay increases from 50 seconds in 2000 to over a minute and a half in 2025. The LOS for the SR 101/NB Ramp intersection falls from a C in 2000 to an F in 2025. Without improvements to increase the capacity of the roadways within the study area, congestion and delays will compound and traffic flow will deteriorate.

ACCIDENT HISTORY

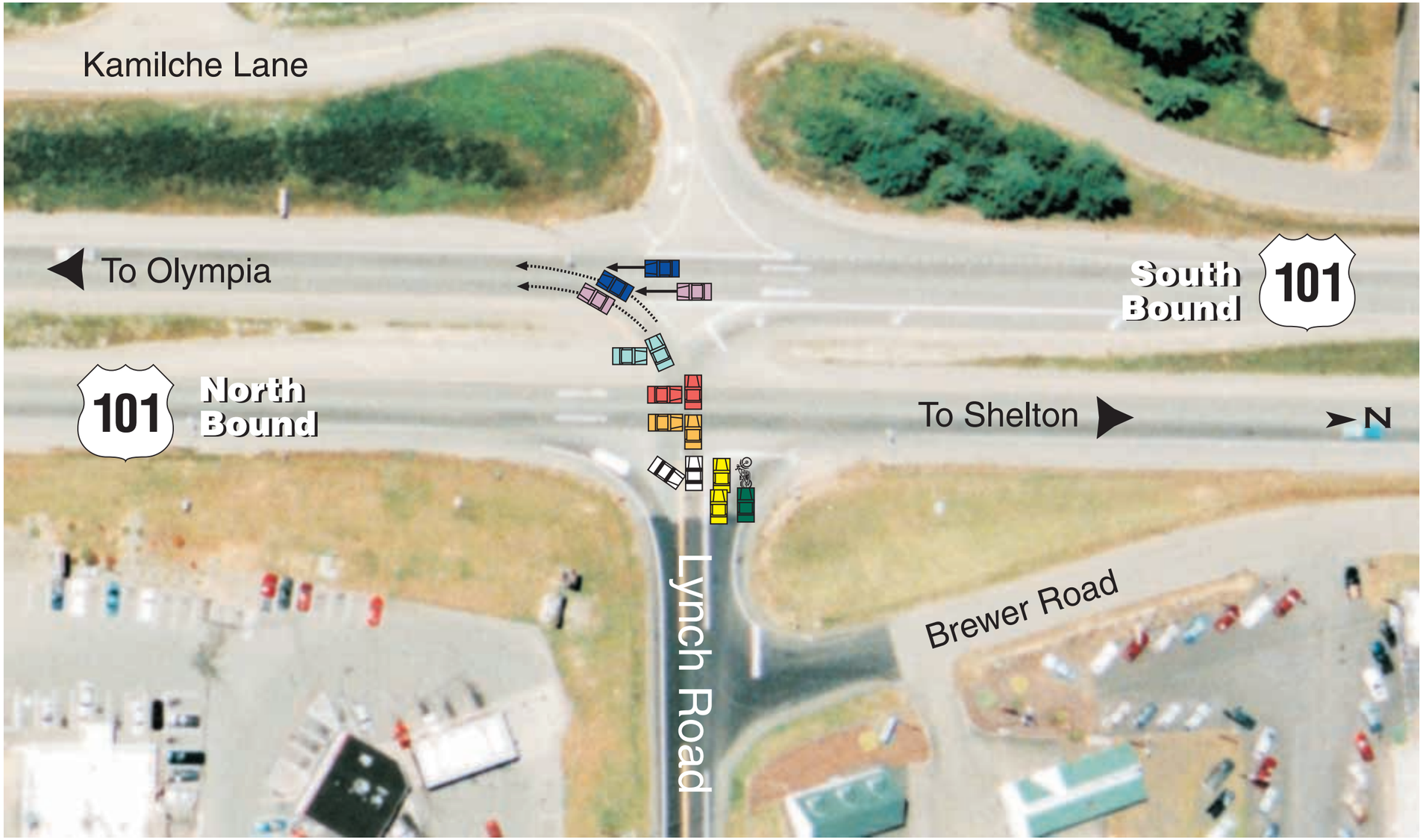
From its origin, safety has been the main impetus of the Lynch Road Study. Increasing safety and minimizing accidents at the Lynch Road/SR 101 intersection have been the driving elements in deciding between alternatives. In order to reduce the accident rate at the intersection it was necessary to understand the frequency and types of accidents that occurred. Collision data, provided by WSDOT and the Washington State Patrol, was evaluated in an effort to identify trends or patterns. The information was used to determine which alternatives would have the greatest impact in reducing the number and/or severity of accidents at the intersection. The following table depicts the number of accidents, associated property damage and injuries for the years of 1996 through 1999.

Table #7 - Accident Array

Year	Total Accs.	Property Damage Accs.	Injury Accs.	Fatal Accs.	Number of Injuries	Number of Deaths	Number of Vehicles
1996	12	4	7	1	15	1	24
1997	5	4	1	0	0	0	7
1998	3	3	0	0	0	0	6
1999	2	1	2	0	0	0	4

The figure on the following page (Figure 4) provides a graphic presentation of the twenty-two accidents that occurred from 1996 through 1999 by number, location and collision type.

Number and Location of Accidents

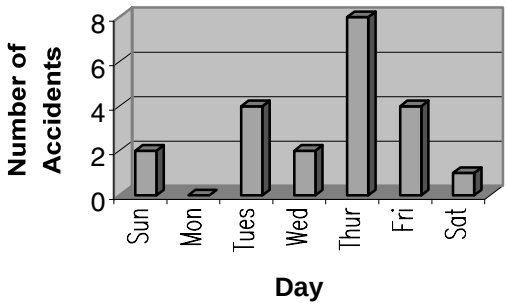


Number of Accidents

- 12
- 3
- 2
- 1
- 1
- 1
- 1
- 1

Along with collision frequency and type, each accident was analyzed to see if any patterns developed in the day and time of each occurrence. The following chart (Chart #2) displays the frequency of accidents by the day of the week.

Chart #2
Frequency by Day of Week



The majority of accidents occurred on a Thursday. The second highest number of accidents occurred equally on Tuesday and Friday. This trend suggests that the accident occurrence rate is not a result of recreational traffic.

Chart #3
Frequency by Time of Day

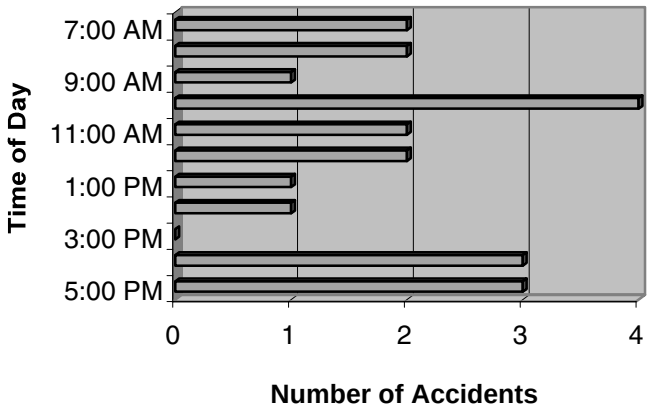


Chart #3 displays the time of day that each of the accidents occurred. The majority of accidents occurred within the 10:00 am hour. This peak indicates that the highest occurrence of accidents is not influenced by commuter traffic and is a result of local traffic flows. The second highest number of accidents occurred during the 4:00 pm and the 5:00 pm hours and is reflective of PM peak hour traffic volumes. Since the overwhelming majority of all accidents occurred during daylight hours, illumination is not a contributing factor.

The following table (Table #8) reveals that the occurrence of accidents was spread through out the year. Although the rate increased during the month of January, the majority of accidents occurred in reasonable weather and light conditions. This may indicate that driver error is the most probable cause for the majority of collisions. Contributing factors that may compound driver error include poor sight distance, speeds inappropriate for weather conditions and lack of opportunity for proper acceleration and deceleration.

Table #8
Monthly Accidents

Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
5	2	0	3	1	1	2	3	0	1	2	1

YEAR 2000 ACCIDENT RATES

A total of four accidents were reported for the SR 101/Lynch Road intersection during 2000. The following table depicts the number of accidents, associated property damage and injuries for the year.

Table #9
Year 2000 Accident Array

Total Accs.	Property Damage Accs.	Injury Accs.	Fatal Accs.	Number of Injuries	Number of Deaths	Number of Vehicles
4	1	2	1	7	1	7

An analysis of Year 2000 accidents demonstrated strong similarities to that of years previous. Three of the four accidents occurred on weekdays during the daylight hours. All of the accidents occurred during the spring and summer months indicating that inclement weather was not a factor. Three of the four accidents involved the southbound left turn movement from Lynch Road onto SR 101.

SUMMARY

Accidents often have more than one cause. Rarely can a single factor be identified as the only cause of accidents. It is evident from the analysis of the Lynch Road intersection that there is no common factor related to weather, light conditions, and commute or recreational traffic. It is also very evident that vast majority of accidents involved the southbound left turn movement from Lynch Road onto SR 101. Twenty-one of the twenty-six accidents that occurred between 1996 and 2000 involved the southbound left turn movement from Lynch Road onto SR 101. It is logical to conclude that any intersection improvement related to increasing safety and decreasing the number and severity of accidents must impact that movement.

The SR 101 and Lynch Road Intersection Safety Improvement Study originated at the request of the community. Mason County and WSDOT, co-sponsors of the Safety Study, relied on the participation of area residents and community members to identify safety concerns and explore possible solutions. The following chapter discusses the events that led up to the final recommendation of the preferred alternative.

THE SETTING

Residents of the Lynch Road/Taylor Town area have long been concerned for the safety of those using the SR 101/Lynch Road intersection. A recent fatal accident intensified the need to examine ways to increase safety at the intersection. Community members approached Mason County with their concerns. In response, the county turned to the Washington State Department of Transportation (WSDOT) for assistance.

With the partnership of Mason County and WSDOT, the Safety Improvement Study began in August of 2000. Subsequently, Stakeholders and project team members met regularly to develop strategies to create safer conditions for all those who use the intersection. Five Stakeholder Committee meetings and three public meetings were held. Stakeholders, team members, and community participants all worked together to complete each element of the study process:

- identify safety problems and concerns;
- define the study purpose;
- establish evaluation criteria;
- examine possible solutions;
- evaluate solutions according to criteria;
- recommend the preferred alternative; and
- forward the recommendation for funding.

THE PEOPLE

PROJECT TEAM

The project team was established during the initial visits between Mason County and WSDOT. The team consisted of WSDOT staff members and provided a diversified background of expertise needed to facilitate the Stakeholder Committee and complete technical elements in support of the study. With the project team in place, WSDOT and Mason County held the Lynch Road Safety Study introductory public meeting on August 14, 2000. During this initial meeting, attendees identified perceived problems and concerns and recommended community representatives to participate in the Stakeholders Committee. *(Please see Appendix A-1 for a listing of project team members.)*

STAKEHOLDERS

The Stakeholders Committee, derived from volunteers of the introductory public meeting, brought together a wide range of community representatives. This broad representation acted as the infrastructure for disseminating information and receiving input. Members of the Stakeholder Committee represented the community and the following groups:

- ✓ Residents of Brewer Road
- ✓ Fawn Lake Homeowners Association
- ✓ Mason County
- ✓ Mason County Fire District #4
- ✓ Mason County Economic Development Council
- ✓ Shelton School District
- ✓ Squaxin Island Tribe
- ✓ Washington State Patrol
- ✓ Washington State Department of Transportation
- ✓ Local business interests

(Please see Appendix A-2 for a listing of Stakeholder Committee members.)

Area residents and members of the general public also participated in the Safety Study process via public meetings. Three public meetings were held in all, with the first being the introductory meeting. The remaining two public meetings allowed the Stakeholders to share new information and gather responses and comments from the community. Attendance at these public meetings ranged between 36 and 50 participants. To capture the attention of the general public, meeting dates and press releases were issued by WSDOT, announcements and news articles were carried by the Shelton-Mason County Journal, and public service announcements provided by KMAS, AM 1030. *(For press releases and news articles, please refer to Appendix D-1.)*

THE MEETINGS

IDENTIFY PROBLEMS AND CONCERNS

The inaugural public meeting occurred on August 14, 2000, and provided a solid foundation for the Safety Study. Participants brainstormed perceived problems and concerns existing at the Lynch Road intersection. They identified desired features or purposes a selected solution should embody by generating a list of aspects of acceptability for use in developing evaluation criteria. (P*lease see Appendix B-1 for listing of problems and concerns, aspects of acceptability and the meeting summary.)*

DEFINE THE STUDY PURPOSE

The Stakeholder Committee, largely comprised of citizen volunteers, held their first meeting on August 29, 2000. During this meeting a purpose and need statement was developed to guide the study and ensure that the recommended solution (preferred alternative) addressed the concerns of the community.

Adopted Purpose and Need Statement
Need: To provide safe, efficient, and economical vehicle and pedestrian access for the traveling public on SR 101 and for the residences and businesses served by the Lynch Road/SR 101 at-grade intersection through study of the entire area. **Purpose:** To develop and evaluate practical multi-modal solutions that safely move people and goods through the study area while remaining sensitive to the environment and the economy.

ESTABLISH EVALUATION CRITERIA

During this first Stakeholders meeting, the members also worked together to develop and subsequently adopt a set of evaluation criteria. The adopted criteria, based on pre-established aspects of acceptability developed during the introductory public meeting, (Appendix B-1) would be used to measure the effectiveness of each of the recommended alternatives. *(Please see Appendix B-2 for meeting summary.)*

Table #10
Adopted Criteria and Measurement

Criteria Description	**Measurement**
Implementation Cost	Dollars
Distance Changes	Vehicle Miles
Problem Solved	Accident Reduction Potential
Impact to Neighborhoods	Homes Relocated
Impact to Businesses	Predicted Changes
Future Growth	Traffic Projections
Funding Potential	Benefit/Cost Ratio Incremental Implementation
Environmental Impacts	Potential impacts
Impact to Tribal Lands	Number of acres
School Bus Access Emergency Vehicle Access	Alternate Route Provided Response Time

EXAMINE SOLUTIONS

The second Stakeholder Committee meeting was held on September 14, 2000. Committee members broke into two work groups and reviewed the problems and concerns generated at the introductory public meeting. They then held a brain-storming session to identify possible solutions (alternatives) for each of those concerns. As a beginning step in the evaluation process, members listed the strengths and weaknesses of each of the alternatives. (P*lease see Appendix B-3 for the meeting summary, list of alternatives, and the preliminary alternatives evaluation.)*

The second public meeting of the Lynch Road Safety Improvement Study occurred on September 28, 2000. During this meeting, Stakeholder Committee members were introduced to the public along with a review of their work to date including the purpose and need statement, the evaluation criteria, a listing of the problems and concerns collected at the introductory public meeting and a listing of the Stakeholders' alternatives. After receiving the background information from the Stakeholder Committee, meeting attendees were asked for their feedback. The participants broke into work groups and generated additional alternatives to the problems and concerns addressed at the beginning of the meeting. *(Please see Appendix B-4 for the meeting summary.)*

EVALUATE ALTERNATIVES

The objective of the third Stakeholders Committee meeting, held on November 9, 2000, was to identify the three most viable alternatives for further analysis. Alternatives generated at the public meeting were consolidated and organized into categories. To facilitate the Stakeholders in their decision making process, project team members ranked each of the alternatives by cost, safety benefit, impact to existing business and the environment, and benefit/cost ratios. To provide background knowledge on how those categories were developed, committee members were presented with the study methodology explaining how the cost estimates, safety benefits and accident rate comparisons were achieved. *(Please see Appendix B-5 for the consolidated list of alternatives, the alternatives ranking list, and study methodology.)*

Stakeholder Committee members discussed the alternatives and the associated background information. They reviewed each of the alternatives against the established criteria and voted for the alternatives that would best solve the concerns at Lynch Road. The three highest-ranking alternatives would be forwarded for further analysis. Due to a tie in which three of the alternatives were equally weighted, the five alternatives receiving the highest vote count were chosen for further study. The following table (Table #11) portrays the result of the voting procedure. The five alternatives chosen for further study are shown in bold typeface. *(Please see Appendix B-5 for meeting summary.)*

Table #11
Stakeholder Committee Voting Results

Votes	Alternative Type	Description	Est. Cost *
9	**Interchange #3**	**Mid-point crossing. Construct bridge across SR 101 (between Lynch & Fredson/Ryan) connecting frontage roads on both sides. Access 101 @ Kamilche Interchange. SB left from 101 Lynch remains open. Median at Lynch & Fredson/Ryan closed to other movements.**	**$3,999,000**
5	**Alternate Route #2**	**Connect Lynch to SR 108 with new two-way access via existing logging road (Simmons Road). Median open for SB left from SR 101 to Lynch.**	**$1,528,000**
5	**Fly-Over Ramp #4**	**Raise/Lower SR 101 at Lynch Road. Close inter-section. Use Kamilche Lane for access to SR 101.**	**$4,686,000 – $6, 948,000**
5	**Accel/Decel - SR 101 & Lynch Road #2**	**Accel/Decel lanes for all movements.**	**$2,235,000**
4	**Operational Fix #3**	**Construct traffic signal at Lynch Road.**	**$500,000**
3	Interchange #1	Interchange at Lynch Road.	$13,820,000
2	Operational Fix #2	Close the median at Lynch Road.	$50,000
2	Alternate Route #4	Connect Lynch Road to SR 108 via railroad right of way. Close median at Lynch Road.	$2,980,000
1	Interchange #4	Use existing frontage roads for access similar to Steamboat Island.	$8,140,000
1	Alternate Route #1	Connect Lynch Road to Simmons via existing logging road. Close median at Lynch.	$2,520,000
1	Fly-Over Ramp #2	SB Fly-Over Ramp from Brewer Road to SR 101 with SB Decel lane from SR 101 to Lynch.	$6,300,000
1	Added during meeting	Close median at Lynch Rd and Fredson/Ryan Rd.	Preliminary costs not available.

**Costs based on planning level estimates and not actual engineering/design costs.*

The fourth Stakeholder Committee meeting was held on December 14, 2000. The objective of the meeting was to choose the preferred alternative to forward for funding. Project team members presented each of the five alternatives with outcomes directly associated to the evaluation criteria as demonstrated in the table on the following page (Table #12). Stakeholders examined each of the alternatives to determine if the pre-established criteria had been met. Each Stakeholder was given the opportunity to address the committee and discuss the pros and cons of the various alternatives. At the end of the discussion the Stakeholders were asked to vote for the one alternative they felt would provide the best safety solution for the Lynch Road intersection. Votes tallied as follows: *(Please see Appendix B-6 for meeting summary.)*

- Five (5) votes – Logging Road Alternative: Connect Lynch Rd. to SR 108 via existing logging road.
- Four (4) votes – Traffic Signal Alternative: Construct a traffic signal at Lynch Rd. and SR 101 intersection.
- Three (3) votes - Mid-Point Crossing Alternative: Construct a bridge across SR 101 between Lynch and Fredson/Ryan Roads, connecting frontage roads on both sides.

Criteria Description	Projected Outcome					
	Accel/Decel Lanes	**Connect to SR 101 via Logging Road**	**Raise SR 101 to Flyover Lynch**	**Lower SR 101 to Fly-under Lynch**	**Midpoint Crossing**	**Traffic Signal**
Implementation Cost	Total Cost - $2,235,000	Total Cost - $1,528,000* ***~ $6-700,000***	Total Cost - $6,948,000	Stormwater Treatment **FATAL FLAW**	Total Cost - $3,999,000	Total Cost - $500,000
Travel Distance Changes	No change in vehicle miles.	Adds approx. 1 mile in travel distance.	Adds approx. 2 miles in travel distance for NB access to SR 101	Adds approx. 2 miles in travel distance for NB access to SR 101	Depending on placement, adds 0.75 to 1.2 miles in travel distance	No change in vehicle miles.
Problem Solved	Safety Benefit Scale Rating 38	Safety Benefit Scale Rating 67	Safety Benefit Scale Rating 85	Safety Benefit Scale Rating 85	Safety Benefit Scale Rating 96	Safety Benefit Scale Rating 0
Impact to Neighborhoods	None	None	None	None	One home	None
Impact to Businesses	YES - Brewer Road must be relocated to accommodate added lanes.	YES - Changes AM commute. Right in /out and SB left in from 101 remain open.	YES 23 ft. retaining wall eliminates right in / right out access to Lynch.	YES 23 to 25 ft retaining wall eliminates right in/right out access at Lynch.	NO - Major traffic flow passes by businesses -travel time increases.	NO
Future Growth	Estimated Delay in 2025 = 240 person hrs/day	Estimated Delay in 2025 = 310 person hrs/day	Estimated Delay in 2025 = 200 person hrs/day	Estimated Delay in 2025 = 200 person hrs/day	Estimated Delay in 2025 = 230 person hrs/day	Estimated Delay in 2025 = 340 person hrs/day
Funding Potential	Benefit/Cost Ratio – 1.03 Implementation Stages - 1	Benefit/Cost Ratio – 2.9 ***~ 6.2*** Implementation Stages – 1	Benefit/Cost Ratio – 0.72 Implementation Stages - 1	Benefit/Cost Ratio –1.06 Implementation Stage - 1	Benefit/Cost Ratio – 2.0 Implementation Stages - 2	Benefit/Cost Ratio – 0 Implementation Stages - 1
Environmental Impacts	Wellhead protection zone	Wellhead protection zone	Fish	Fish	Wellhead protection Zone	None
Impact to Tribal Lands	None	None	None	None	None	None
School Bus Access Emergency Vehicle Access	Does not provide alternate route. No change in response time.	Provides alternate route. No change in response time.	Does not provide alternate route. Adds 2 minutes response time for ambulance service in NB lanes.	Does not provide alternate route. Adds 2 minutes response time for ambulance service in NB lanes.	Does not provide alternate route No change in response time.	Does not provide alternate route. No change in response time.

*County construction costs for PE, R/W and CN = $528,750. Future installation of traffic signals will be warranted at Kamilche Interchange NB ramps by 2025. Cost of $250,000 per signal included in estimate. (2 signals required = $500,000.) State costs to redesign at grade crossing to eliminate SB left turn from Lynch Rd. ($500,000 including PE and Construction) included in estimate.

~Denotes new information.

During the evaluation period, the concept of placing a traffic signal at the intersection of Lynch Road and SR 101 became a topic of discussion. While members of the Stakeholder Committee felt the signal would be a quick and inexpensive solution to the problems encountered at the intersection, technical staff at WSDOT did not view the signal as a safety solution.

In researching the possible safety benefit provided by the placement of traffic signals on state highways, the traffic operations office studied three other signalized intersections around the state. The intersections studied were at-grade crossings located on state highways.

A traffic analysis was performed to compare the accident and severity rates of the intersections over a four-year period. The following table (Table #13) displays the results of the analysis in comparison to the accident and severity rates at Lynch Road. Only one location demonstrated lower rates compared to those at the Lynch Road intersection. However, the overall rates for that intersection showed no improvement in conditions after the placement of the traffic signal. The other two signalized locations demonstrated a deterioration of conditions at the intersection with an increase in both the number of accidents that occurred and the severity of the accidents.

Table #13
Accident and Severity Rates
1993 through 1996

Signalized Locations & Lynch Road Comparison	**Accident Rate**	**Severity Rate**	
SR 101 & Lynch Rd. (nonsignalized)	**0.53**	**1.57**	
SR 20 & LaConner Rd. near Bayview	0.49	1.01	Lower rates
SR 2 & Cotlets Way in Cashmere	1.01	2.79	Higher rates
SR 97& 1st Street in Wapato	2.73	7.68	Higher rates

Project team members, WSDOT traffic operations staff, and WSDOT management met to examine traffic signal data that had been collected and explore the benefits and/or detriments of placing a signal at the Lynch Road intersection. After exploration and analysis, the project team was not able to prove that any safety benefit would be derived from the placement of the signal. In fact, background examinations indicated that signalizing this location created as great or greater risk of serious accidents taking place than current conditions.

Other factors examined included driver expectation and roadway characteristics. Placement of traffic signals on high-speed, rural, divided highways in the WSDOT Olympic Region is rare. Signalized intersections are more suited to a densely populated urban area where stop and go traffic is the norm. In a rural setting, traffic is free flowing and unhindered and does not provide the motorist with any reason to expect a stop.

Due to the technical and operating (safety) flaws associated with placing a traffic signal on a high-speed, rural, divided highway, team members, traffic operations staff and WSDOT management agreed it would be in the interest of public safety to eliminate the traffic signal as an alternative. The decision was based on three underlying factors:

- Safety improvements related to the placement of a traffic signal at the intersection could not be proven;
- intersection speeds are too high; and
- the high likelihood of increasing the number of angle accidents.

This decision was documented in a letter issued to the Mason County Board of Commissioners explaining the Department's stand. (Please refer to Appendix C – 1.) A fifth Stakeholder Committee meeting was convened to inform the Stakeholders of this new information and to confirm the chosen alternative.

THE OUTCOME

PREFERRED ALTERNATIVE RECOMMENDATION

The fifth and final meeting of the Stakeholder Committee was held on December 18, 2000. Committee members were presented with new information and changes to the alternatives that had occurred since the last meeting. Two primary changes were the focus of discussion: the elimination of the traffic signal as an alternative and the cost of the logging road alternative.

The project team presented the Stakeholder Committee members with new information regarding the traffic signal and the logging road alternative. Due to the fact that Mason County would be performing the construction work on the logging road, the cost of the alternative was lowered from $1,528,000 to $880,000. WSDOT agreed to signalize the ramps at the Kamilche inter-change, when warranted. This improvement will be installed by WSDOT, independent of the Simmons Road improvements and was removed from the cost of the estimate. The change in construction costs increased the benefit/cost ratio from 2.9 to 5.0. In an effort to minimize impacts to businesses located at Taylor Towne, all movements at the Lynch Road/SR 101 intersection would now remain open, except for the high accident southbound left turn movement from Lynch Road.

Committee members discussed issues related to the traffic signal and the logging road alternative at length. After discussion, a final vote was held to identify the preferred alternative. *(Please refer to Appendix B-7 for meeting summary.)* The committee voted eleven (11) to two (2) in favor of adopting the following as the preferred alternative for the Lynch Road Safety Study:

Current Planning Process
Connect Lynch Road to SR 108 via existing logging road (Simmons Road). All traffic movements at the Lynch Road intersection remain open except for the high accident southbound left turn from Lynch Road to SR 101.

Long Range Planning Process

The mid-point crossing (placement of an overpass over SR 101 between Lynch and Fredson/Ryan Roads) will be forwarded for inclusion in the twenty-year WSDOT State Highway Systems Plan as the long-range alternative.

Table #14
Preferred Alternative and Long-Range Plan

Criteria Description	**Preferred Alternative** (current)	(long range)
	Connect to SR 101 via Logging Road	**Midpoint Crossing**
Implementation Cost	Total Cost - $880,000	Total Cost - $3,999,000
Travel Distance Changes	Adds approx. 1 mile in travel distance.	Depending on placement, adds 0.75 to 1.2 miles in travel distance
Problem Solved	Safety Benefit Scale Rating- 67	Safety Benefit Scale Rating- 96
Impact to Neighborhoods	None	One home
Impact to Businesses	YES - Changes AM commute. Right in /out and SB left in from 101 remain open.	NO - Major traffic flow passes by businesses -travel time increases.
Future Growth	Estimated Delay in 2025 = 310 person hrs/day	Estimated Delay in 2025 = 230 person hrs/day
Funding Potential	Benefit/Cost Ratio – 5.0 Implementation Stages – 1	Benefit/Cost Ratio – 2.0 Implementation Stages - 2
Environmental Impacts	Wellhead protection zone	Wellhead protection zone
Impact to Tribal Lands	None	None
School Bus Access Emergency Vehicle Access	Provides alternate route. No change in response time.	Does not provide alternate route. No change in response time.

Connect Lynch Road to SR 108.

This alternative connects Lynch Road to SR 101 at the Kamilche interchange. The proposed corridor requires the construction of a new county road to the east of SR 101 that loosely parallels an existing, abandoned logging road grade. The proposed corridor begins approximately at the Lynch Road/Norquist Road SE intersection and runs just under one mile before connecting with Simmons Road. Simmons Road is approximately 2000 feet in length and connects to Old Olympic Highway 200 feet east of the SR 101 northbound on ramp. The proposed corridor for the preferred alternative is displayed on the map on the following page. (Figure 5)

101 and Lynch Road Intersection Preferred Alternative

Connect Lynch Rd. to SR 108

- Connect Lynch Road to SR108 with a new two-way access.
- Access to Lynch Road from US 101 – right in/right out, southbound left from US 101 onto Lynch Road remains open.

According to planning level estimates performed by Mason County, the cost of road reconstruction from the current condition to standard guidelines for a two-lane roadway is estimated at $883,600. This cost includes two 12-foot lanes with 8-foot shoulders, storm water detention, guardrail, and right of way acquisition.

Due to steep land elevations along the proposed corridor, a possible grade change was indicated. The Mason County estimate includes the cost of a 10% to 5% grade reduction along portions of the new road. WSDOT costs to redesign the at-grade crossing to eliminate the southbound left turn movement from Lynch Road onto SR 101 are also included in the estimate.

Mid-Point Crossing

The Mid-Point Crossing calls for the construction of an overpass across SR 101, midway between Lynch Road and Fredson/Ryan Roads. (The exact placement of the overpass is yet to be determined.) The frontage roads of Kamilche Lane and Manor Road West will be connected, providing access along the west side of SR 101 from the Kamilche interchange to Fredson Road. On the east side of SR 101, Brewer Road will connect with Ryan Road. The map on the following page (Figure 6) displays possible locations for the proposed overpass along with completed frontage roads.

Access to SR 101 will be right in/right out only at Fredson/Ryan Roads. At the Lynch Road intersection, access to SR 101 will be right in/right out; however, the southbound left turn from SR 101 onto Lynch Road will remain open.

WSDOT planning level estimates show the total cost of the Mid-Point alternative at $3,999,000 in year 2000 dollars. This estimate includes WSDOT costs for the construction of an overpass with two12-foot lanes and 8-foot shoulders, earthwork, storm water detention, guardrail, lighting and erosion control. The cost of constructing 860 feet of frontage road to the north and south of each side of the structure to bring the overpass profile down to existing grade was included. Also included was the cost of constructing an additional 115 feet of roadway past the end of the structure in order to establish intersections.

Since the placement of the overpass has not yet been determined, it is possible that the final location could affect one of the residences closest to the site. In order to cover this contingency, WSDOT figured possible real estate and relocation costs into the planning estimate. The exact placement of the structure will be identified during the siting process. The goal of the siting process is to identify locations causing the least amount of impact to the area.

The remaining roadwork to connect frontage roads on both sides of SR 101 will be completed by Mason County. The county's cost for the remaining 2,750 feet of two-lane frontage road including right of way is included in the total cost for the project.

101 and Lynch Road Intersection Long-Range Alternative

Interchange: Mid Point Crossing

- Construct a bridge across US 101, connecting existing frontage roads between Lynch Road and Fredson/Ryan Road.
- Access to Lynch Raod from US 101 – right in/right out,southbound left from US 101 onto Lynch Road remains open.

TRAFFIC – BUILD SCENARIOS

Any improvements built within the study area will alter traffic flow patterns. The preferred alternative, connecting Lynch Road to SR 108 via Simmons Road, will close the southbound left turn movement from Lynch Road onto SR 101 and move the traffic to the intersection of Simmons Road/Old Olympic Highway. This change will affect traffic volumes and LOS designations at both intersections.

Earlier in this study (Chapter 3 *Roadway and Traffic Conditions*) current and future traffic conditions under a no build scenario were analyzed. The following information provides an analysis of the changes that will occur once the alternative is built. Table #15 provides a comparison of volume and LOS for the preferred alternative. The comparison displays build scenario effects on current and Year 2025 traffic conditions.

Table #15
Volume and LOS Comparison – Build Scenario

Intersections	**Volume**		**Delay per Second**		**Level of Service**	
	2000	2025	2000	2025	2000	2025
SR 101/Lynch Road	2200	3611	18.3*	34*	C	D
SR 101/NB Ramp	663	1087	24.8	378.3+	C	F+
SR 101/SB Ramp	1306	1306	12.1	18.3	B	C
Simmons Road/Old Olympic Highway	323	526	9.7	11	A	B

Volumes, delay and LOS based on PM peak hour conditions.
**Westbound approach to SR 101 from Lynch Road SB left turn movement closed.*
+Year 2025 traffic conditions without ramp signalization.

As demonstrated above, 2025 volumes at the SR 101 north bound ramps (Kamilche interchange) will provide an LOS of F. In order to reduce delays and wait times traffic control measures will be needed. WSDOT will install signalization on the interchange ramps when warranted. This improvement will be installed by WSDOT independent of the Simmons Road improvements and is not included in the cost of the estimate. Signalizing the interchange ramps will dramatically improve LOS conditions at the intersection. Year 2025 delays will improve from 378.3 seconds to 20.8 seconds, raising the LOS from an F to a C. The map on the following page (Figure 7) displays PM peak traffic volumes for current and future preferred alternative build scenarios.

The long-term alternative, the Mid-Point Crossing, will also close the southbound left turn movement from Lynch Road onto SR 101. Traffic will cross over the freeway to enter the southbound lanes of SR 101 via Kamilche Lane. This movement changes the entry point to southbound SR 101, but does not cause a change in volume and does not degrade the LOS at the Lynch Road intersection. Build scenario traffic conditions for the Mid-Point Crossing are the same as those identified in Table #15 (above) for the SR 101/Lynch Road intersection in 2025.

PREFERRED ALTERNATIVE BUILD SCENARIO TRAFFIC VOLUMES

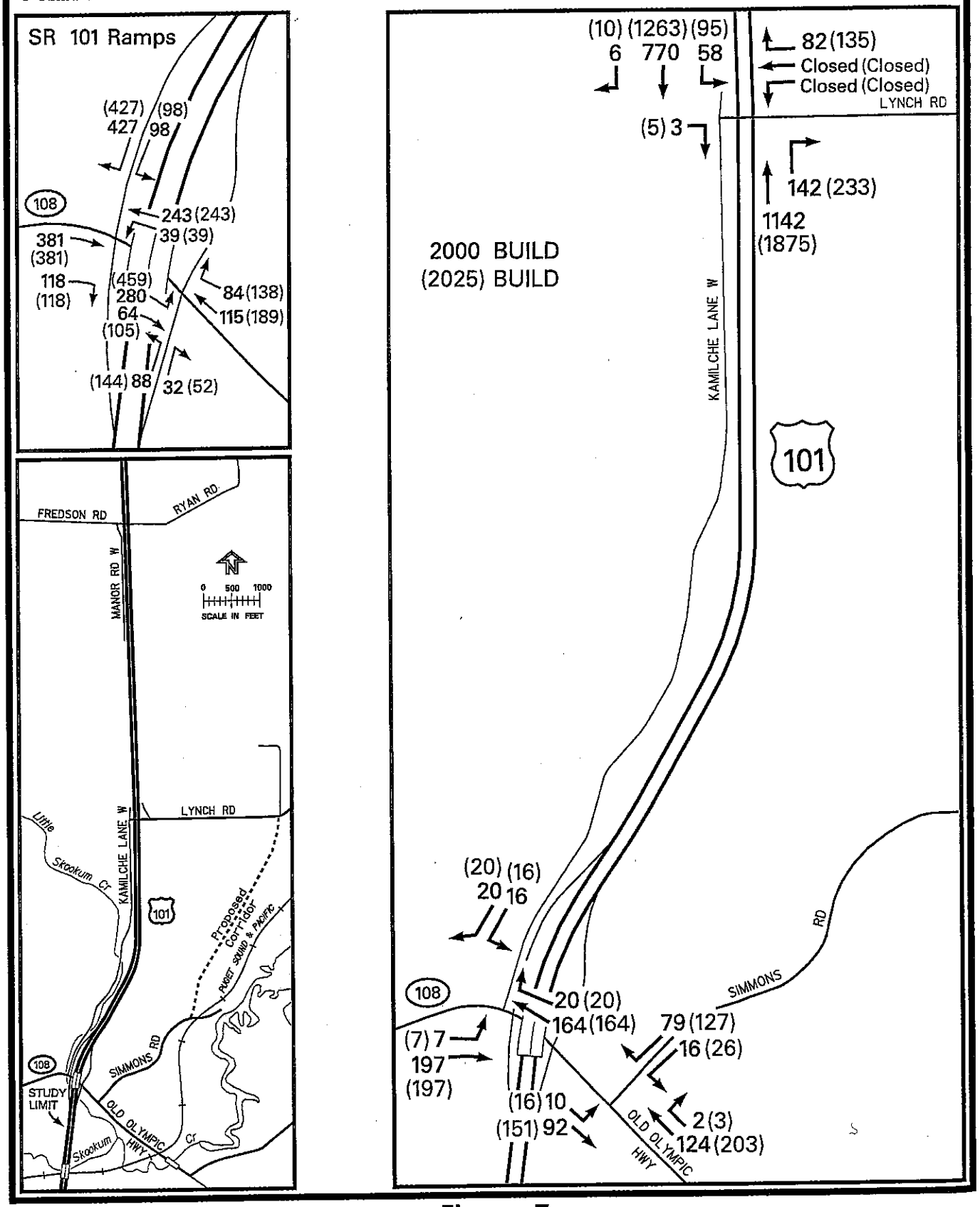


Figure 7

FORWARD RECOMMENDATION OF PREFERRED ALTERNATIVE

In order to forward the recommendation of a preferred alternative to the general public and receive feedback, a public meeting was held on January 25, 2001. Those in attendance were briefed on the study's origin, limits, members, process and outcomes. The preferred alternative and long-range alternative were presented. This final public meeting signified the close of the planning process. With the completion of the study, next steps in the process included:

- documentation of the study process;
- review and comment on the draft document;
- dissemination of the final document; and
- funding search.

At the close of the presentation a question and answer session was held. WSDOT staff and Stakeholder Committee members were present to clarify issues and answer questions. A representative summary of the concerns voiced during the public meeting can be found in the public meeting summary in Appendix B-8. *(For written comments from the public meeting please refer to Appendix B-8.)*

MINORITY OPINIONS

While both the current and long-range alternatives were part of a majority-approved process, there were members of the Stakeholder Committee and the community who expressed a differing point of view. As part of the study process, these members identified their support for alternatives other than those chosen by the majority. The following minority report articulates their opinions.

MINORITY REPORT
LYNCH ROAD SAFETY IMPROVEMENT STUDY

This minority report is being written because the undersigned do not agree with the majority view that a proposed new road is to be built from Lynch Road via Simmons Road to SR108 to relieve the congestion and the left southbound turn lane problem at 101 and Lynch Road. This proposed road has and will encounter many problems and in all probability will not be built.

Problem #1: Well-Head Protection Zone. The proposed road would require easement over and through this zone.

Problem #2: A vast underground lake sits below the proposed road. The new road by initial estimate would require removal of 65,000 cubic yards of soil and rock for road to be built.

Problem #3: As many as four underground springs relieve themselves from the underground lake. Reports have been made that there are numerous other springs also coming from the same underground lake.

Problem #4: Salmon do use and spawn in these underground spring-created creeks. Local citizens have recently become aware of the new 4D legislation enacted to protect salmon habitat.

Problem #5: Negative impact to businesses in the Lynch Road area. Under current Growth Management Rules Taylor Towne is one of only three areas designated as Rural Activity Centers in Mason County. By limiting access to Lynch Road from 101 businesses will suffer financially.

It has been stated by Mason County that they are ready, willing and able to fully fund a traffic signal at Lynch Road and 101. In light of the current lack of funding capabilities for Department of Transportation projects, this option should be given greater consideration.

Page One Minority Report

We have been told that this new road, Lynch to SR108 via Simmons road, is only a temporary solution and that the long-term goal is an interchange mid-point between Lynch Road and Ryan/Fredson Road. This new interchange is slated to be built 20 years down the road. Why waste time and money on a temporary fix when Mason County has agreed to fully fund a traffic signal.

The undersigned Stakeholders Committee members and business and community residents respectfully disagree with the proposal for a new road connecting Lynch Road and SR108 for the above reasons.

Gary F. Wilson

Jennifer Page

Angie Wils

Richard Littlefield

Bonnie Littlefield

William A. Johnson

Steve Rose

Patsy Black

Glen Stepper

Geraldine A. Wilson

Gerald E. Wilson

Laura Lee Stepper

Laurence W. Jeschke

Bernita Jeschke

Lois Druse

MINORITY REPORT SIGNEES

Gary Wilson	**Stakeholder Committee Member**
	Taylor Towne Store/Texaco Station - Owner
Angie Wilson	Daughter
Gerald Wilson	Father
Geraldine Wilson	Mother
Patsy Black	Taylor Towne Store/Texaco Station Employee
Jennifer Page	Taylor Towne Store/Texaco Station Employee
Juanita Carle	Taylor Towne Store/Texaco Station Employee
John Erin	Evergreen Auto Plaza – Owner
Mark Tiller	Evergreen Auto Plaza Employee
William Johnson	Evergreen Auto Plaza Employee
Steve Rose	Evergreen Auto Plaza Employee
Cecile	Evergreen Auto Plaza Employee
Glen Stepper	**Stakeholder Committee Member/**Taylor Towne Manor Resident
Laura Stepper	Taylor Towne Manor Resident
Laurence Jescklse	Taylor Towne Manor Resident
Bennita Jescklse	Taylor Towne Manor Resident
Lois Greene	Taylor Towne Manor Resident
Richard Littlefield	Simmons Road Resident
Bonnie Littlefield	Simmons Road Resident

APPENDIX A

The People

Project Team A - 1

Stakeholder Committee A – 2

SR 101 and Lynch Road Intersection Safety Improvement Study Project Team

WSDOT Olympic Region Planning Office

Project Lead	**Vicki Steigner**	**Systems Planning Engineer**
	Shuming Yan	Transportation Planning Engineer
	Steve Bennett	Traffic Operations Engineer
	John Nisbet	Olympic Region Traffic Engineer
	Vicki Cummings	Planning Specialist
	Sandy Gleason	Transportation Planning Engineer

SR 101 and Lynch Road Intersection Safety Improvement Study Stakeholder Committee Members

NAME	REPRESENTING
Steve Bennett	WSDOT Traffic Office
Commissioner Mary Jo Cady	Mason County
Chief Cliff Cowling	Mason Fire District #4
Austin Docter	Taylor Shellfish
Sue Felton	Bus Driver, Shelton School District
Rich Geiger	Mason County Public Works
Carolyn Holt	Fawn Lake Homeowners Association
Jay Hupp	Mason County Economic Development Council
Trooper Douglas Malmstrom	Washington State Patrol
Gale McGrath	Brewer Road Residents
Jim Pharris	Log Truck Driver
The Honorable Tim Sheldon	Senator, 35th Legislative District, Mason County Economic Development Council
Glen Stepper	Resident
Gary Wilson	Taylor Towne Texaco
Mel Williamson	Fawn Lake Homeowners Association
Bob Wulf	Resident
Barend Van Zanten	Squaxin Island Tribe

APPENDIX B

The Meetings

Introductory Public Meeting B – 1
- August 14, 2000 Meeting Summary
- Problems and Concerns
- Aspects of Acceptability

Stakeholders Meeting No. 1 B – 2
- August 29, 2000 Meeting Summary

Stakeholders Meeting No. 2 B – 3
- September 14, 2000 Meeting Summary
- Alternatives Generated
- Preliminary Alternative Evaluation

Public Meeting No. 2 B – 4
- September 28, 2000 Meeting Summary

Stakeholders Meeting No. 3 B – 5
- November 9, 2000 Meeting Summary
- Consolidated Alternatives List
- Alternatives Ranked by Safety Benefit
- Study Methodology

Stakeholders Meeting No. 4 B – 6
- December 14, 2000 Meeting Summary

Stakeholders Meeting No. 5 B – 7
- December 18, 2000 Meeting Summary

Public Meeting No. 3 B – 8
- January 25, 2001 Public Meeting Summary
- Written Comments

B - 1

Introductory Public Meeting

Lynch Road Public Meeting Summary
Monday August 14, 2000

Rich Geiger, Mason County Maintenance Engineering Manager, opened the meeting with 'Thank You's' for the audience attendance. A meeting overview was presented with a short explanation that the study is a joint effort by WSDOT and Mason County. Senator Tim Sheldon was then introduced and took the floor.

Senator Sheldon praised the local grass root efforts to have the problems at the intersection addressed as well as cooperative efforts and participation of Mason County and WSDOT. Mel Williamson and Bob Wolfe's efforts were specifically mentioned. Senator Sheldon indicated that obtaining funding for a selected solution will require community effort and work. The funding would not be 'automatic' and would not necessarily originate from the WSDOT.

Sandy Gleason, WSDOT Project Manager presented an overview of the schedule, Stakeholder representation and responsibilities. The Stakeholder Meetings are tentatively scheduled for: August 24, September 14, November 8, and December 14. The Public Meetings are tentatively scheduled for September 28 and January 23, 2001. A list of Problems and Concerns to be addressed, Purpose and Need Statement, Evaluation Criteria and proposal of solutions will occur at the first two Stakeholder Meetings. Solution development, ranking, selection and confirmation will occur during the remaining two Stakeholder Meetings. To reach the ultimate goal of having a selected/preferred solution ready for the 2001 Legislature a year of work must be compressed into less than six months.

Sandy then requested the audience assistance and participation in starting the study by listing the perceived problems and concerns at the intersection and listing what the desired features or purposes a selected solution should contain or fulfill. Sandy expanded the request with an explanation of why the information was important and how it would be used: to develop a Purpose and Need Statement for the study; and to develop criteria for determining the preferred solution. The reason why suggested solutions were not being requested at the meeting was given and an invitation to attend the September Public Meeting where suggested solutions would be solicited was issued. As Project Manage, Sandy promised to have the Stakeholder's proposed solutions available for public review and comment at the September Open House. The presentation closing comments emphasized that although this was a joint WSDOT and Mason County Study, the study was for the benefit of the residents, businesses and public that used the intersection and public participation was crucial to the success of the study. Sandy then requested the audience to help themselves to coffee and cookies before breaking groups and work with the facilitators to list Problems, Concerns and Aspects of Solution Acceptability.

With the aid of the facilitators provided by WSDOT and Mason County the audience enthusiastically listed Problems, Concerns and Aspects of Solution Acceptability. Some solutions were proposed, discussed and captured in a 'Parking Lot'for the Stakeholder Committee by the facilitators. The participants also volunteered to be and suggested potential Stakeholder Committee members. During the break out sessions Shuming Yan, John Nisbet and Sandy Gleason were available for individual discussions and to answer questions.

At about 8:00 PM the attendees Sandy called for the attention of the audience while she discussed the Stakeholder Committee. Sandy regretfully explained that all those interested in participating on the Stakeholders Committee would probably not get a chance to as Stakeholder participation was being limited to two or three residents and business owners. Sandy explained that experience has proven the odd fact that the bigger the Stakeholder Committee the slower the study progresses so the committee was being kept small and streamlined.. The Stakeholders would be represent the community and communicating the community. Volunteers were requested to place their names on a sign up sheet at the exit if it had not already been given to a facilitator.

A final Thank You for attending and an invitation to participate in the September Open House was issued. The meeting ended at approximately 8:20 although many participants remained and discussed issues with the staff present. The audience voiced the opinion that the meeting was successful.

Traffic

Accidents & Fatalities

- Too many accidents
- Fatalities
- Increasing accidents

Congestion

- Too many in median
- No. Employees at Taylor that commute to Taylor Town - Approx 200, staggered schedule
- Qued traffic in Median waiting to turn, blocks emergency vehicles - then 'STUCK'
- To many in median area
- 30-50,000 cars per
- Volume of cars
- 1400 houses on Lynch and Cole Rd - all use Lynch Rd
- To much traffic on SR 101 at peak hours to allow Lt Turns

Turning Cross Traffic

- Turning across Traffic
- Don't want to go across traffic
- Cross traffic safety
- Wrong way turns onto SR 101
- Drivers turning from Lynch Road onto SB 101 are looking south of intersection, not straight ahead - therefore no eye contact with SB 101 drivers trying to turn onto Lynch Road
- People from Shelton stop in median & wave Lynch Road Traffic thru, but they have the ROW
- School bus turning movements
- Long delays waiting for SB lanes to clear so long vehicles can turn - busses, boats, RV's, Semi's - 12- 15 minutes for school bus

Delay & Comfort

- Drivers 'violate' and go straight across both lanes of SR 101
- Long waits causes people to take risks
- People not used to pull out from a stop into 50+ MPH traffic

Busses

- Wait time for school busses
- School bus turning movements
- Long delays waiting for SB lanes to clear so long vehicles can turn - busses, boats, RV's, Semi's - 12- 15 minutes for school bus

Geometrics

Visibility

- No Visibility
- During low light conditionsLeft turning traffic from Lynch Road cannot see second oncoming car with headlights off if first car has headlights on - Visibility of oncoming traffic
- Drivers turning from Lynch Road onto SB 101 are looking south of intersection, not straight ahead - therefore no eye contact with SB 101 drivers trying to turn onto Lynch Road
- Trucks w trailers turning SB onto SR 101 cannot wait in median, must accel in fast lane, light vehicles following truck then change lanes so truck cannot move over
- truck pulls into right lane then light vehicle pulls into left lane conflicting with left turning traffic from Lynch Road
- Low Sun' (early morning or late evening) makes vehicles hard to see, hard to judge speed
- Can't tell at night which lane a car on SR 101 is in
- Large trucks block view of other, oncoming vehicles
- Lanes hidden by turning movements
- Cannot see cars coming from south

Large Vehicles

- Truck Traffic in narrow median
- Trucks w trailers turning SB onto SR 101 cannot wait in median, must accel in fast lane, light vehicles following truck then change lanes so truck cannot move over
- truck pulls into right lane then light vehicle pulls into left lane conflicting with left turning traffic from Lynch Road
- Trucks turn left out of Tayloor Town to go S on 101
- Logging trucks, suply trucks, construction vehicles
- Not enough room in median for vehicles pulling trailers
- Large trucks block view of other, oncoming vehicles
- School bus turning movements
- Not set up for long vehicles or semi's turning left
- Long delays waiting for SB lanes to clear so long vehicles can turn - busses, boats, RV's, Semi's - 12- 15 minutes for school bus

Accel/Decel

- South bound SR 101 traffic will not go into right lane to allow Lynch Road Traffic to pull out and accelerate in left lane
- Trucks w trailers turning SB onto SR 101 cannot wait in median, must accel in fast lane, light vehicles following truck then change lanes so truck cannot move over
- truck pulls into right lane then light vehicle pulls into left lane conflicting with left turning traffic from Lynch Road
- NB trucks turning left
- No deceleration going NB to make right onto Lynch Rd

Regulatory

Signage & Channelization

- No sign for people to stay in right lane
- Lack of visible lane markings
- SB RT lane buttons missing
- NB LTL now has turtles but drivers still use it as a turn lane - Jersey barrier
- One car in median sign in wrong place - need more signs
- Paint and buttons missing or faded

Speed Limit

- Inconsistent speed limit -45 mph N & S of I/S - 50 mph at Kamilche - 60 mph N of Lynch before Ryan Rd - Whle corridor needs to be slower
- Speeding
- People speeding through I/S
- Lack of speed enforcement
- Speed
- Drivers speed as a rule

Multi Modal

Pedestrian, Bike & Horse

- Where do pedestrians, horses, etc go - how do they use intersection

- Bicyclists

Emergency Access

- Cued traffic in Median waiting to turn, blocks emergency vehicles - then 'STUCK'

Other Locations

Fredson Ryan

- No deceleration going NB to make right onto Fredson/Ryan

Kamilche

- Not enough weave clearance Lynch Kamilche
- NB traffic making uturns (went past casino)
- Speed limit not observed - cannot merge from Kamilche to NB SR 101

- At bottom of Kamilche overpass trucks park on shoulder of SR 108 and you can't see to pull out of Kamilche Lane onto SR 108
- Trucks parking on exit ramp and under overpass
- Speed of trucks using exit ramps at Kamilche
- Icing of ramps at Kamilche
- Visibility at Kamilche
- Too much brush along Kamilche Lane, On coming traffic doesn't stop

- Merging from Lynch Rd going NB use shoulder as merge lane

SR 3

- NB on SR 3, eliminate lefts, limited sight distance
- xing 101 from SR 3 to go north

Growth

- How long will 'fix' be good
- Increased traffic
- Increasing Traffic, problem will get worse
- Lack of satisfactory access to businesses

Other Items

- Competition for funding
- Unreported near misses
- Remove unsafe conditions
- Will neighborhood change
- Economic Development for Tribe
- Construction Impacts
- Cost
- Traffic counted
- Businesses need 'trip count' and access for business
- Too many cross streets in corridor
- Lynch Rd slick in winter - slopes toward SR 101

Aspects of Acceptability

- Little or no impact to business access
- Done as soon as possible
- Funding friendly solution
- Solution that has a good chance of being approved
- Consumer friendly
- Must accommodate large vehicles
- Must accommodate traffic from all directions
- No businesses hurt
- No impact to businesses
- Compete well for funding
- Must accommodate normal, Lynch Road traffic
- Provide good emergency vehicle flow
- Doesn't shift problem to Ryan-Fredson Intersection
- Want to feel "comfortable" pulling out into traffic
  Do not want to feel "pressure" to pull out from Lynch
- Road - or left turn off the freeway
- Solution needs to handle future traffic
- Accommodate commercial growth
- Located at Lynch Rd
- Reasonable & Doable now not 12 years from now
- Cost effective

- Safe ingress & egress - must have access at Lynch
- Don't transfer problem to Fredson/Ryan or Cole Rd
- Consider growth and last

B - 2

Stakeholders Meeting No. 1

Lynch Road Safety Improvement Study
Stakeholders Meeting No. 1
August 29, 2000

Attendees:

Carolyn Holt	Fawn Lake Homeowners
Bob Wulf	Fawn Lake Homeowners
Austin Docter	Taylor Shellfish
Jay Hupp	Mason Co. EDC
Rich Geiger	Mason County Public Works
Gale McGrath	Brewer Road
Cliff Cowling	Mason Co. Fire District No. 4
Barend Van Zanten	Squaxin Island Tribe
Mary Jo Cady	Mason County Commissioner
Sue Felton	School Bus Driver
Vicki Steigner	WSDOT
Shuming Yan	WSDOT
Sandy Gleason	WSDOT

Sandy Gleason opened the meeting by thanking the attendees for volunteering to represent their community on the Stakeholders Committee and their presence at the meeting. Sandy explained that although a fast paced study was planned, the actual speed of the study would be determined by the Committee. The work scheduled for this meeting would establish the ground work for the study. If necessary, additional meetings would be scheduled. She also requested that the Committee members stop the meeting when they felt it necessary, as they were in control.

Sandy asked the Committee members to introduce themselves and give a brief reason for participating.

Sandy the briefly recapped the information presented at the August 14th Public Meeting and then moved on the next agenda item.

Sandy requested Committee comments and additions on the organized listing of problems and concerns from the August 14th Public Meeting. Mary Jo Cady added the information that the Taylor Towne area is in the process of being designated a rural activity center. She will send Sandy a map showing the designation boundaries and with the help of Rich Geiger and Jay Hupp will try to obtain twenty year build out projections to be included in the study information.

The committee members discussed some of the signage issues raised at the August 14th Public Meeting. Sandy assured the members that John Nisbett, Olympic Region Traffic Engineer, wanted to look at the suggestions and was interested in implementing some of

them as quickly as possible. Sandy stated she would deliver the suggestions to John this week.

Rich Geiger discussed peak traffic patterns and times. From 6:30 AM to 8:30 AM the peak flow is southbound on SR 101, 11:30 to 1:30 traffic is fairly evenly split, and from 4:30 PM to 7:00 PM the peak flow is northbound. Heavy truck traffic usually occurs northbound from about 3:30 PM until 3:45 PM.

Barend Van Zanten asked that the Sqaxin Island expansion plans in the vicinity of Kamilche be considered during the study. The tribe will add approximately 100 homes in the area at the rate of ten per year. The Tribal Museum is located at the top of the hill and a cigarette manufacturing plant has been constructed. There are also plans for further commercial development and expansion in the area. The exact details for the expansion have not yet been established. Barend Van Zanten is working on providing a map showing tribal owned lands in the study corridor.

Mary Jo Cady suggested that the committee consider solutions that can be accomplished in steps.

In the interest of time, Sandy asked the Committee members to contact her if there are any more additions to the Problems and Concerns List. The Committee then took a short break.

When the Committee returned to the meeting Vicki Steigner facilitated the meeting. Vicki explained the reasons and uses for Purpose and Need Statements. The Draft Statement was then edited and word smithed by the Committee. The changes were recorded electronically. The version accepted by the Committee is attached.

Vicki then asked the Committee to consider the Evaluation Criteria. Vicki explained the importance and use of the Criteria to the Committee. The Committee then modified to draft Criteria into an acceptable format. The caveat was proposed to the Committee and accepted that if further changes to the Criteria are proposed they must be accepted unanimously in order to remain unbiased. A copy of the adopted Criteria is attached.

Sandy closed the meeting by reminding the Committee that the next meeting would be held in the same location on September 14th and that this would be a solution brainstorming meeting. The next public meeting was scheduled for September 28th. Sandy asked the Committee members if the meeting length needed adjusting and the Committee agreed that a two hour meeting seemed to work well at this time.

B - 3

Stakeholders Meeting No. 2

Lynch Road Safety Improvement Study

Stakeholders Meeting No. 2

September 14, 2000

Attendees:

Rich Geiger	Sue Felton
Bob Wulf	Gale McGrath
Barend Van Zanten	Austin Docter
Jim Pharris	Gary Wilson
Jay Hupp	Glen Stepper
Mel Williamson	Shuming Yan
John Nisbet	Steve Bennett
Vicki Steigner	Sandy Gleason

The committee reviewed the August 29, 2000, meeting minutes. No changes were recommended. Vicki Steigner announced that Sandy Gleason would be leaving the project to pursue an important career opportunity as a Designer with the WSDOT, Tumwater Project Office. As a result, Vicki will be assuming the position of Project Manager for the Lynch Road Study. Stakeholders are encouraged to contact Vicki by phone or e-mail if they have any questions or comments during the course of the study. [phone: (360) 357-2722, e-mail: steignv@wsdot.wa.gov] Efforts are underway to hire a replacement for Sandy, but Vicki will remain the primary contact for this project throughout the study.

The committee broke into two work groups to brainstorm solutions for the Lynch Road crossing. All ideas were recorded. Members were encouraged to include a wide range of possible solutions throughout the study area. See the attached Alternatives Generated list containing the possible solutions.

After the break, the members changed facilitators and reviewed the solutions which were generated by the other group. Members were asked to list the strengths and weaknesses of each proposed solution to begin the evaluation process. See the attached Preliminary Alternative Evaluation list of strengths and weaknesses.

Committee members were invited to attend the Public Meeting scheduled for 6:30 to 8:30 PM at the Shelton Civic Center on September 28, 2000. The public will be generating ideas for possible solutions at that meeting. Attendance will allow Steering Committee members to see what the public is proposing and to contribute additional solutions if new ideas have come to mind over the intervening weeks.

Alternatives Generated

Lynch Road
Stakeholder's Committee Meeting 9/14/00

Group 1 Alternatives

1-1. Build Interchange connected to Brewer Land and Kamilche Road north of the existing Lynch Road crossing.
- Use existing county roads as access ramps similar to Steamboat Island Road interchange
- Locate overcrossing in vacant lot between the movie theater and the mobile home lot

1-2. Build interchange at existing Lynch Road intersection location.

1-3. Build north and southbound accelerations only
- No overcrossing.

1-4. Build north and southbound deceleration lanes only
- No overcrossing.
- No acceleration lanes.

1-5. Build both acceleration and deceleration lanes for north and southbound directions.
- No overcrossing.

1-6. Separate the deceleration lane from the crossing.
- Build County spur road that leaves SR 101 south of the existing intersection and connects to Lynch Road between Taylor Shellfish and the Texaco

1-7. Mid-point crossing: build overcrossing between the existing Lynch Road and Ryan/Fredson Road intersections.
- Use Brewer Lane and Kamilche Road as the access ramps.
- Close median crossings at existing Lynch Road and Ryan/Fredson Road

1-8. Traffic signal at existing Lynch Road intersection.

1-9. Explore possibility constructing an access road from Kamilche Interchange to Lynch Road, via Simmons Road and the existing railroad right of way.
- Close median at existing Lynch Road intersection.

1-10. Build frontage road under SR 101 that connects Lynch Road to Kamilche Lane south of the existing Lynch Road intersection.

- Frontage road could be either one or two way.
- Undercrossing could be located north of existing intersection where ever topography allows
- New frontage road connects to Lynch Road between Taylor Shellfish and the Texaco.

1-11. Much more robust signage to move through traffic into designated lanes.
- SR 101 would have one through lane in each direction:
  - Going toward Shelton: southbound through traffic restricted to the outside (right) lane, left turning traffic restricted to the inside (left lane).
  - Going toward Olympia: northbound through traffic restricted to the left lane, right turning traffic restricted to the right lane
  - Increase median width to allow for long vehicles and queue

1-12. Widen Lynch Road to 4 lanes to provided dedicated turning lanes for all movements.
- Combine with acceleration and deceleration lanes as in Alternative 5, and signing for designated through lanes in Alternative 11

1-13. Route all of the traffic through the existing SR 3 Interchange.
- Connect Kamilche Lane and Brewer Road from Lynch Road to SR 3 or from SR 108 to SR 3
- Close the existing median openings at Lynch Road and Fredson/Ryan Road

1-14. Build a separate pedestrian route to connect across SR 101 to link the two sections of the proposed "Rural Activity Center" so that people can walk and shop without driving their cars.

1-15. Lower SR 101 to cross under Lynch Road at the existing location.

1-16. Use ramp metering to show drivers when the median is open and control crossing traffic.
- Build a long southbound acceleration lane.
- Three interconnected signals are installed: one at the south end of the southbound acceleration lane, one a the south end of the left turn lane from SR 101 to Lynch Road and the third on Lynch Road to regulate crossing traffic.
- Signals would regulate use of the median opening and indicate when the southbound queue lane was open.
- Signals would not stop through traffic on SR 101.

Group 2 Alternatives

2.1 Build acceleration and deceleration lanes at the existing Lynch Road crossing. Three possible configurations were proposed:

- Acceleration and deceleration lanes for both Lynch Road and Kamilche Lane, with median southbound acceleration lane.
- Same as above, except the northbound deceleration lane leaves SR 101 south of existing intersection and joins Lynch Road east of existing businesses.
- Acceleration and decelerations lanes for Lynch Road only, with median southbound acceleration lane.

2.2 Build flyover ramp. Two configurations were suggested:

- Extend ramp over SR 101 from the north end of Brewer road. Construct acceleration and deceleration lanes for northbound traffic at Lynch Road. Close median.
- Extend Lynch Road into flyover ramp at existing crossing location, and build new off ramp from southbound SR 101 to Lynch Road. Median remains open for southbound left turns from SR 101 to Lynch Road only.

2.3 Build clover leaf interchange at existing Lynch Road crossing.

2.4 Prohibit crossing by closing median. Kamilche Lane and Lynch Road become right in/ right out access only.

- Consider adding acceleration and decelerations lanes to facilitate merge.

2.5 Build a southbound, one-way frontage road east of SR 101 from Brewer Road to the intersection of Simmons Road and Old Olympic Highway.

2.6 Tunnel under SR 101 to Kamilche Lane.

- New frontage road connects to Lynch Road across from Brewer Road.

2.7 Eliminate the southbound left turn from Lynch Road to SR 101.

- The southbound left turn from SR 101 to Lynch Road remains open.

2.8 Build an interchange similar to the Steamboat Island I/C using existing frontage roads as the access ramps.

2.9 Build a northbound acceleration ramp from Lynch Road onto SR 101.

2.10 Build frontage roads on both sides of SR 101 from Ingles Road to SR 108, with a new overcrossing or undercrossing between Lynch Road and Fredson/Ryan Road.

- Close median at existing intersection.
- New frontage roads do not line up with Brewer Road or Kamilche Lane.
- East frontage road would join the Old Olympic Highway at Simmons Road.

2.11 Build frontage roads between Fredson Ryan and Lynch Road with overcrossing or undercrossing between the two existing at-grade crossings.

2.12 Connect Lynch Road to Simmons Road using existing logging road.
- Close median and use Kamilche Interchange for access to SR 101.

2.13 Install traffic signal at Lynch Road.

2.14 Build roundabout at the existing Lynch Road intersection.

2.15 Reduce SR 101 to one lane in each direction at the Lynch Road intersection with dedicated turn lanes.
- Lanes will be physically narrowed to channel through traffic into correct lanes.

Preliminary Alternative Evaluation

Lynch Road

Stakeholder's Committee Meeting 9/14/00

Group 1 Strengths and Weaknesses

1.1 Interchange North of Existing Crossing:

Strengths	Weaknesses
Awesome.	Costs a lot – too much?
Solves all of the problems.	Impacts property owners at the new crossing location. Overpass will require 17 feet of clearance above SR 101. Ramps will touch down farther from SR 101 than the current frontage roads.
	May not be enough room between the movie theater and the mobile lot. *

* Consider connecting overpass to Lynch Road with new frontage road that intersects Lynch Road east of the existing commercial development.

1.2 Build interchange at existing Lynch Road location:

Strengths	Weaknesses
Eliminates cross, solves safety problem.	Disrupts/impacts to many businesses.
Long term solution.	High cost.
	Difficult physical fit.

1.3 Build north and southbound accelerations only

Strengths	Weaknesses
	Doesn't address crossing safety issue.

1.4 Build north and southbound deceleration lanes only

Strengths	Weaknesses
	Doesn't address crossing safety issue.

1.5 Build both acceleration and deceleration - no overcrossing

Strengths	Weaknesses
	Doesn't address crossing safety issue.

1.6 Separate the deceleration lane from the crossing

Strengths	Weaknesses
	Doesn't address crossing safety issue.
	Possible impact to salmon.
	Business impacts to Taylor Shellfish.

1.7 Interchange between Lynch Rd. and Fredson/Ryan Road

Strengths	Weaknesses
One of the best of all the interchange proposals.	Impact to landowners. At least one home will be taken.
Partnering potential is a plus.	
Solves the safety problem at two locations.	
More land to work with at this location.	
Less impact to businesses.	

1.8 Traffic signal at existing Lynch Road intersection

Strengths	Weaknesses
Least expensive.	Could cause high speed rear end accidents.

1.9 Build access road from Kamilche Interchange to Lynch Road via Simmons Road and the existing railroad right of way and close median

Strengths	Weaknesses
Addresses safety issue.	High cost.
	High environmental impacts.
	Impacts to business – reduced access for customers.

1.10 Build frontage road under SR 101

Strengths	Weaknesses
	Environmental impact – could require additional bridge over Little Creek.
	High cost.
	Shifts problem to Kamilche Interchange.

1.11 Move through traffic into designated lanes with robust signage.

Strengths	Weaknesses
	Doesn’t address safety issue at crossing.
	Doesn’t do enough.

1.12 Widen Lynch Road to 4 lanes

Strengths	Weaknesses
	Doesn’t address safety issue at crossing.
	Adds to confusion.
	May increase problem.

1.13 Route all of the traffic through the existing SR 3 Interchange

Strengths	Weaknesses
	Increases travel time.
	Shifts problem to the SR 3 Interchange.
	May increase safety problems at SR 3.
	Impacts to businesses.

1.14 Build a separate pedestrian route

Strengths	Weaknesses
Could be added to any solution.	Doesn't resolve car safety issue at crossing.

1.15 Lower SR 101 to cross under Lynch Road at the existing location

Strengths	Weaknesses
	Cost. Cost. Cost.
	Huge impact to business.
	Construction impact.
	May "daylight" so far south that it impacts Little Creek.

1.16 Use ramp metering to show drivers when the median is open and control crossing traffic

Strengths	Weaknesses
	Doesn't address safety problem.
	Too little.
	People will ignore it.

Group 2 Strengths and Weaknesses

2.1 Acceleration and deceleration lanes at Lynch Road

Strengths	Weaknesses
Easy to understand and build.	Doesn't improve visibility.
Median would be clearer.	Doesn't address turning conflict.
Provides better queuing room for turning vehicles.	Does not provide alternative route if SR 101 is closed – no local bypass.
No business impacts.	Does not address multi-modal traffic.

2.2 Flyover ramp

Strengths	Weaknesses
Eliminated crossing traffic – safer.	Addresses only part of the problem.
High	High cost.
	Impact to business – bypasses business section.
	Needs north and south ingress/egress.
	Still need acceleration / deceleration lanes and right-in / right-out access.

2.3 Cloverleaf Interchange at Lynch Road

Strengths	Weaknesses
Solves all of the problems.	High cost. May require significant partnership to acquire funding.

Provides for all movements.	Doesn’t address problem at Fredson/Ryan.

2.4 Close Median

Strengths	Weaknesses
Transfers problem to Fredson/Ryan.	High impact to businesses.
Solves the conflict at Lynch Road.	Creates 5 mile U-turn.
Low cost.	Not multi-modal.
	Could encourage illegal turns, increase driver anger.
	Low public acceptance.

2.5 One lane southbound frontage road on east side of SR 101

Strengths	Weaknesses
Minimizes / reduces conflicts at Lynch Road.	Does not address problem with crossing traffic at Lynch Road.
	Possible environmental hazard - route cuts through existing unstable hillside.
	Impact to homes on Simmons Road.
	Steep grade.

2.6 Tunnel under SR 101 to Kamilche Lane

Strengths	Weaknesses
Multi-modal solution.	
Eliminates conflict.	
May be cheaper than interchange.	
Lower volume movement at tunnel location.	

B - 4

Public Meeting No. 2

Lynch Road Public Meeting Summary

Monday August 14, 2000

September 28, 2000

Attendees:

Rick Blake
George Booth
Allan Borden
John Bryin
Sharon Carter
Jack & Joanne Collins
Cliff Cowling
Garrett Curtiss
Rod Diemert
Austin Docter
Constance Gibson
Carolyn Holt
Larry & Nancy Hurst
Bob Jensen
Glydas Jensen
Lynda Links
Bonnie Littlefield
Bob & Kita Lux
Carolyn Maddux
Gale McGrath
Jerry Obendorf
Patti Padgett
Terry Peterson
Jutta Riediger
Jim & Mary Penney
Bill Sinclair
Jim Tostevin
David Vimont
Mel Williamson
Don & Jackie Whinery
Sue Wilson
Bob Wulf
Vicki Steigner (Project Mgr)
Steve Bennett (WSDOT)
Debbie Clemen (WSDOT)
T.J. Nedrow (WSDOT)
Shuming Yan (WSDOT)

Vicki Steigner opened the meeting by introducing the Stakeholders Committee members. A brief review of the work accomplished to date was presented, including the Purpose and Need statement, the problems and concerns collected at the first public meeting and the Criteria that will be used to evaluate the alternatives.

The assembly broke into small work groups to brainstorm solutions for the Lynch Road Intersection. Each group created a list of alternatives that was presented to the assembly at the end of the work group session. Gayle McGrath presented the Stakeholders Committee's alternative suggestions to the public.

The next step in the process will be evaluation of all of the suggested alternatives, using the criteria developed by the Stakeholder Committee. The Project Team will begin collecting this data for presentation to the Stakeholders Committee at their next meeting on November 8, 2000.

Summary of the Work Group's Alternative Suggestions.

GROUP A'S IDEAS

- Make right southbound lane on SR 101 THRU TRAFFIC ONLY with the southbound left lane LEFT TURN ONLY
- Close the median and possibly at Fredson/Ryan Roads (This could be done NOW)
- Close the median at Lynch Road with left turn only and acceleration lanes at Ryan/Fredson Roads.
- Close the median at Lynch Road and Construct 2 lane county road on logging road alignment east of SR 101.
- Traffic signal and cross walk at Lynch Road (This could be done NOW)
- Interchange at Lynch Road or just north of Lynch Road at dip ½ way between Lynch and Ryan/Fredson Roads. Use existing frontage roads for access to interchange.
- Narrow SR 101 to one lane in both directions at Lynch Road.
- Fly-over ramp from Lynch Road to southbound SR 101. With a southbound ramp to Kamilche Lane and provide sidewalks for bike and pedestrians.
- Any frontage roads or alternate roads need to be built to full state standards (no freeze restrictions.)
- Change speed limit throughout study area to 50 mph.
- Keep pedestrians and bikes off the road.

Group A's PARKING LOT Issues

- Look for other funding sources (Squaxin Island Tribe, LID, safety grants, other sources.
- Truck parking (8 hours minimum) Pedestrian accommodation
- Ask EDC for development plan for RAC area.
- Two deaths at Steamboat Island interchange while they were building the project, so need something to fix it now.
- Increase speed enforcement in study area. Current enforcement is adequate. Works on SR 16.

GROUP B'S IDEAS

- Install traffic signal at Lynch Road.
- Improve Simmons Road/logging road and connect to Lynch Road. Also close the median.
- One-way Simmons Road—same as above allow southbound left turn.
- Raise northbound SR 101 with Lynch Road underneath.
- Add southbound acceleration lane on both sides of SR 101.
- Add northbound deceleration lane removed from the mainline and add northbound acceleration lane.
- Install yellow blinking lights on speed limit signs.
- Barrier off northbound deceleration lane.

GROUP C' IDEAS

- Northbound right turn lane onto Lynch Road
- Two way overpass similar to Steamboat Island Road and close the median at Lynch Road with a right IN, right OUT only.
- Northbound and southbound from Lynch Road to SR 101 add an acceleration lane in each direction and add a blinking light with speed bumps at the Lynch Road intersection. Also include more advance signage. (see map #3)
- Install access road to "fly-over" over pass.
- Install traffic light at Lynch Road with proper advance signage
- Create an interchange at Lynch Road intersection.
- Install at traffic light at Lynch Road as a interim solution while finding funding sources to fund a full overpass solution.
- Mason County has agreed to fund a traffic light at Lynch Road.

GROUP D'S IDEAS

- Block Kamilche Lane access to intersection to prevent illegal crossing. No entry/exit on west side of SR 101/Lynch Road intersection.
- Reduce speed to 40 mph on SR 101 in project area.
- No lane changes allowed, beginning at a set distance from the intersection.
- Two frontage roads, Lynch Road to SR 108 intersection (east of SR 101) and Golden Pheasant to Fredson Road to Kamilche Lane (west of SR 101) along with limited growth (up to GMA to implement).
- Relocate businesses to accommodate frontage road from Lynch to SR 108. New business buildings will face to the east. Frontage road parallels SR 101, relocate North SR 101 on-ramp at SR 108 to fit new frontage road intersection (use economic development grant funds). See map # D1.
- Locate overpass at intersection of Fredson/Ryan Roads and connect with frontage to Lynch Road and close median at Lynch Road.
- Request increased speed enforcement.
- Build overpass at Fredson and Ryan Roads.
- Close median at Lynch Road and build acceleration lane at northbound (Brewer) and a southbound frontage road to Old Olympic Highway off to Lynch Road on west side. Right turn from northbound SR 101 would be allowed.

GROUP E/F'S IDEAS

- Install overpass or interchange.
- Install traffic signal at Lynch Road.
- Install traffic signal at Lynch Road with additional advanced warning lights and signs.
- Install frontage road to existing interchange at milepost 353 (SR 108).

- Install frontage road with fly-over.
- Create RIGHT IN, RIGHT OUT ONLY at Lynch Road.
- Lynch Road alternative—create new connecting road that exits Lynch Road just before the logging road and meeting up with SR 101 just before Skyline theater see map #7.
- Create underpass.
- Implement the most low cost solution.

After the work groups completed their brain storming session, Gale McGrath, representing the Stakeholders Committee, presented the alternatives generated by the Stakeholders. The alternatives that the Stakeholders came up with were: Install traffic signal; Build acceleration/deceleration lanes; Seven different configurations were suggested; Eliminate southbound left turn from Lynch Road to SR 101; Build roundabout; Reduce SR 101 to one through lane in each direction with dedicated turn lanes; Use ramp metering to control crossing traffic; Widen Lynch Road to four lanes to provide dedicated turning lanes for all movements. Include acceleration and deceleration lanes; Build frontage roads with under or over-crossing between Lynch Road and Fredson/Ryan Roads. Alternate configuration eliminates the crossing. Both configurations close the median at Lynch Road and Fredson/Ryan Roads; Build southbound fly-over ramp from Brewer Road with accel/decel lanes at Lynch Road. Close median at Lynch Road. Alternate configuration includes new southbound exit ramp with fly-over ramp at Lynch Road; Build county road from Simmons Road to Lynch Road using the railroad right of way. Close median at Lynch Road; Build new county road from Lynch Road to Simmons Road using existing logging road. Close median at Lynch Road; Build tunnel under SR 101 to Kamilche Lane. Close median at Lynch Road. And Build southbound one way frontage road to Simmons Road.

Vicki then thanked all participants for attending and commented that the next public meeting for this project will be on January 25, 2001, at the Shelton Civic Center.

Meeting adjourned.

B - 5

Stakeholders Meeting No. 3

Lynch Road Safety Improvement Study

Stakeholders Meeting No. 3

November 9, 2000

Attendees:

Rich Geiger - Mason Co. Public Works
Austin Docter - Taylor Shellfish
Bob Wulf - Fawn Lake
Cliff Cowling - Fire District #4
Glen Stepper - Citizen
Sharon Carter - JR's Restaurant
Senator Tim Sheldon - Mason Co. EDC
Vicki Steigner - WSDOT Planning
Shuming Yan - WSDOT Planning
Vicki Cummings - WSDOT Planning
Gary Wilson - Taylor Towne Store
Mel Williamson - Fawn Lake
Gale McGrath - Brewer Road
Carolyn Holt - Fawn Lake
Douglas Malmstrom - WA State Patrol
Bonnie Littlefield - League of Women Voters
David Frye – Squaxin Island Tribe
Debbie Clemen - WSDOT Olympic Region
Steve Bennett - WSDOT Traffic

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Vicki Steigner began the stakeholders meeting with introductions. She discussed the new handouts noting changes that had been made including the addition of updated information.

Vicki explained the methodology used in ranking the alternatives. She discussed cost estimates, safety benefits, impacts to business and the environment, and accident rate comparisons with the following caveats:

- Associated costs are planning estimates and *not* design estimates.
- In relation to the safety benefit scale, the occurrence of a rating of 100 does not necessarily indicate a perfect solution. Driver error must be filtered in to all alternatives. The actual rating of 1 to 100 is relative to this group process only and is not a standard indicator.
- Environmental impacts accounted for wellhead protections zones, wetlands, and critical habitat areas for animals, birds and fish.

Rich Geiger discussed Mason County regulations relating to wellhead protection zones and storm water run-off.

Alternatives specifically addressed included those that had no benefit or cost data developed prior to mail-out namely, the traffic signal at Lynch Road, the roundabout concept and the u-turn. Steve Bennett explained that the signal alternative had a safety benefit ratio of 0 because it may create more problems than it can solve. He provided information on before and after signal installation at three other intersections similar to the Lynch Road area to show that the traffic signal alternative may not be an appropriate solution at this location. Committee members participated in a discussion regarding the pros and cons of the traffic signal issue. Gary Wilson voiced his concern of the potential impact of other alternatives on his business.
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Committee members discussed various alternatives and their impacts, methods of funding and grant opportunities. At the request of a committee member another alternative was added: Close the median at both Lynch Road and Fredson/Ryan Road. Vicki Steigner explained the voting process and told the members their top three choices would be chosen for further study. Members were then asked to vote for their preferences by placing a dot next to the alternatives they felt most promising and should be studied further.

Voting Results

Votes	Alternative Type	Description
9	**Interchange #3**	**Mid-point crossing. Bridge across SR 101 (between Lynch & Fredson/Ryan) connecting frontage roads on both sides. Access 101 @ Lynch SB left from 101 remains open. Median at Lynch & Fredson/Ryan closed to all other movements.**
5	**Alternate Route #2**	**Connect Lynch to SR 108 with new one-way access via existing logging road. Median open for SB left from SR 101 to Lynch Rd.**
5	**Fly-Over Ramp #4**	**Lower/raise SR 101 at Lynch Road. Close inter-section. Use Kamilche Lane for access to SR 101.**
5	**Accel/Decel SR 101 & Lynch Road #2**	**Accel/Decel lanes for all movements.**
4	**Operational Fix #3**	**Construct traffic signal at Lynch Road.**
3	Interchange #1	Interchange at Lynch Road.
2	Operational Fix #2	Close the median at Lynch Road.
2	Alternate Route #4	Connect Lynch Road to SR 108 via railroad right of way. Close median at Lynch Road.
1	Interchange #4	Use existing frontage roads for access similar to Steamboat Island.
1	Alternate Route #1	Connect Lynch Road to Simmons via existing logging road. Close median at Lynch.
1	Fly-Over Ramp #2	SB Fly-Over Ramp from Brewer Road to SR 101 with SB Decel lane from SR 101 to Lynch.
1	Added during meeting	Close median at Lynch Rd and Fredson/Ryan Rd.

Upon discussion, the five alternatives (bolded in the above table) receiving the highest vote count were chosen for further study. Mel Williamson thanked DOT staff for their concern and the great job they have done in bringing information to the committee.

The next Stakeholders' meeting is scheduled for Thursday, December 14, 2000 at 6:30 p.m., at the Shelton Civic Center. Committee members will be presented with more detailed design information and cost estimates for each of the chosen alternatives. The focus of the December 14th meeting will be to select the preferred alternative.

Lynch Road

Consolidated Alternatives List

10/5/00

Alternate Routes

1. Connect Lynch to Simmons Rd. via existing Logging Road. Close median at Lynch.

2. Connect Lynch to SR 108 with new **one-way** access via existing logging road. Leave median open for SB left from SR 101 to Lynch.

3. Move intersection to new location at Brewer Rd. Close median at Lynch (NB right in/ right out only). Build new one-way frontage road to SR 108 on west side of SR 101.

4. Connect Lynch to SR 108 via RR right of way. Close median at Lynch.

5. Close median at Lynch and provide left turn lane & accel/decel lanes at Fredson/Ryan.

Frontage Roads

1. Extend existing frontage roads from SR 108 to SR 3 on both sides of SR 101. Close median at Lynch.

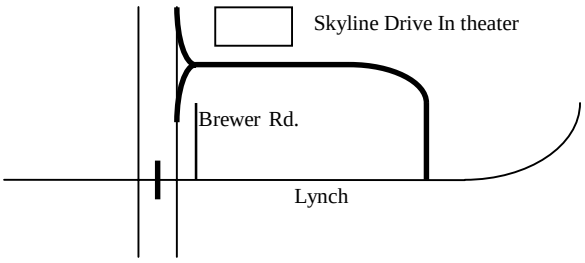
2. Extend existing frontage roads from Lynch to Fredson/Ryan Roads. Close median at Lynch.

3. Build new **2-way** frontage road from Lynch to SR 108 on east side of SR 101.

4. Build new **1-way** frontage road from Lynch to SR 108 on east side of SR 101.

5. Build new frontage road from Lynch to Kamilche Lane by tunneling under SR 101 south of existing at grade crossing. Close median at Lynch.

6. Relocate Lynch Rd access to movie theater with new frontage road.



Fly-over Ramps

1. SB fly-over ramp from Lynch to SR 101 with SB decel lane from SR 101 to Lynch.

2. SB fly-over ramp from Brewer Rd to SR 101 with SB decel lane from SR 101 to Lynch.

3. Raise NB SR 101 to cross over Lynch Road with accel/decel ramps at Lynch.

4. Lower SR 101 to cross under Lynch Road. Close intersection. Use Kamilche Lane for access to SR 101.

Interchanges

1. I/C at Lynch Road

2. I/C north of Lynch Rd. adjacent to drive-in.

3. Midpoint crossing: I/C between Lynch & Fredson/Ryan
4.
5. I/C near Lynch using existing frontage roads for access similar to Steamboat Island.

Operational Fixes

1. Reduce SR 101 to one lane each direction. Other 2 lanes become accel/decel lanes.

2. Close the median at Lynch.

3. Construct traffic signal at Lynch Rd.

4. Lower speed limit to 40 from Kamilche to SR 3.

5. Lower speed limit to 50 from Kamilche to SR 3.

6. Install yellow flashing lights on existing speed limit signs and increase enforcement.

7. Block closed NB LTL with a median barrier instead of the current painted lines.

8. Eliminate existing SB left turn from SR 101 to Lynch.

9. Eliminated Kamilche Lane access to SR 101.

10. Use ramp metering to show when median is clear. 3 interconnected signals with long SB accel lane.

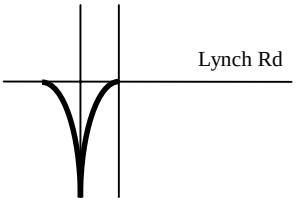
11. Improve signage to give traffic in median priority over traffic entering intersection from Lynch Road.

12. Prohibit lane changes for through traffic at Lynch Road.

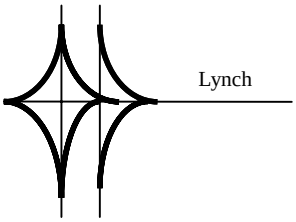
Acceleration / Deceleration Lanes

Both SR 101 and Lynch

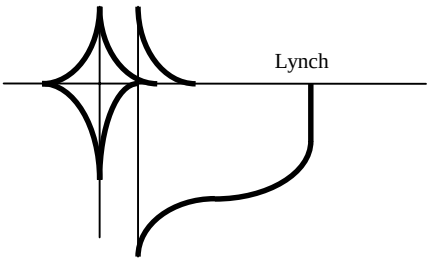
1. SB acceleration lanes ONLY.



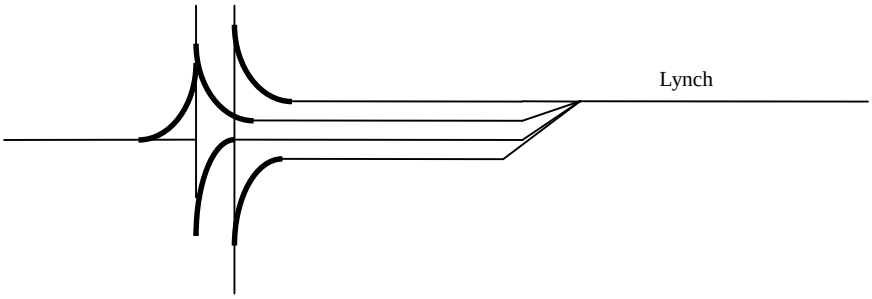
2. Accel/Decel for all movements.



3. Accel/Decel for all movements, but NB decel to Lynch is separated from mainline south of existing intersection.



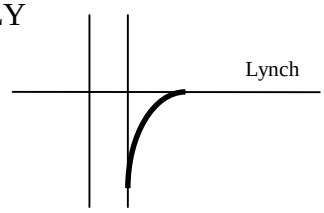
4. Widen Lynch Rd to 4 lanes and provide accel/decel lanes for all movements.



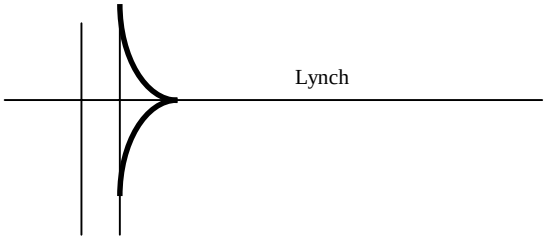
Acceleration Deceleration Lanes

Lynch Road ONLY

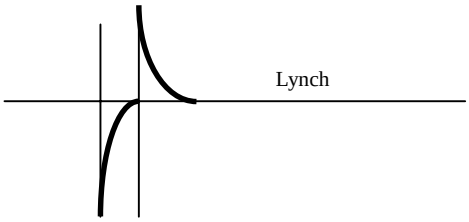
1. NB Deceleration ONLY



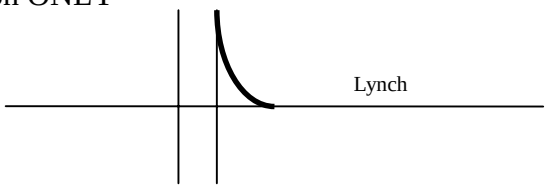
2. NB Accel/Decel for Lynch Rd ONLY



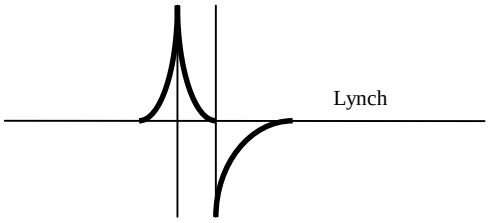
3. NB & SB Acceleration ONLY with blinking lights and speed bumps on Lynch.



4. NB Acceleration ONLY



5. NB and SB Deceleration ramps ONLY



Other

1. Build roundabout at Lynch Road.

2. Build separate pedestrian over or under crossing at Lynch Rd.

Lynch Road Alternatives Ranked by Safety Benefit

Safety Benefit Scale	Alternatives	Impact to Existing Businesses	Impact to Environment	Benefit Cost Ratio	Costs
100	**Interchanges 1:** Interchange at Lynch Rd.	YES	WL, WH, HAB	0.37	$13.82M
100	**Interchanges 2:** Interchange at drive-in theater.	YES	WL, WH, HAB	0.35	$14.57M
100	**Interchanges 4**: Interchange similar to Steamboat Island.	YES	WL, WH	0.56	$8.14M
88	**Interchanges 3**: Mid-point crossing	YES	WL, WH, HAB	0.63	$2.9M
87	**Operational Fixes 2**: Close the median at Lynch Rd.	YES	NO	90	$50,000
85	**Alternate Route 1**: Lynch to Simmons Rd via logging road. Close median.	YES	WH	1.74	$2.52M
85	**Alternate Route 4**: Connect Lynch Rd to SR 108 via railroad right-of-way.	NO	WH	1.47	$2.98M
85	**Fly-over Ramps 4**: Lower US 101 under Lynch Rd.	NO	NO	0.86	$5.76M
85	**Fly-over Ramps 3:** Half-diamond Interchange at Lynch Rd.	NO	NO	0.60	$7.26M
77	**Fly-over Ramps 1**: Fly-over ramp at Lynch Rd.	NO	NO	0.63	$6.30M
77	**Fly-over Ramps 2:** Fly-over ramp at Brewer Rd.	YES	NO	0.63	$6.30M
67	**Alternate Route 2**: Lynch Rd to SR 108 new one-way access via logging road.	NO	WH	2.8	$1.25M
56	**Operational Fixes 1**: Reduce US 101 to one lane each direction.	NO	NO	58	$50,000

Key: WL = wetlands; WH = wellhead protection area; HAB =critical habitat area; FISH = fish

Safety Benefit Scale	Alternatives	Impact to Existing Businesses	Impact to Environment	Benefit Cost Ratio	Costs
50	**Acceleration/Deceleration Lanes 4:** Widen Lynch Rd to 4 lanes.	YES	NO	0.90	$2.86M
44	**Acceleration/Deceleration Lanes 3:** Separate NB deceleration lane.	YES	NO	0.77	$2.95M
38	**Acceleration/Deceleration Lanes LYNCH RD ONLY 3**: NB and SB acceleration only.	NO	NO	2.7	$0.74M
38	**Acceleration/Deceleration Lanes 2**: Acceleration/Deceleration lanes for all movements.	NO	NO	0.90	$2.22M
33	**Operational Fixes 6:** Install yeallow flashing lights on existing speed limit signs and increase enforcement.	NO	NO	34	$50,000
33	**Acceleration/Deceleration Lanes 1**: SB acceleration lanes ONLY.	NO	NO	2.29	$0.74M
21	**Frontage Roads 1**: Extend frontage road from SR 108 to SR 3 on both sides of US 101. Close median at Lynch Rd.	YES	WH FISH	0.39	$11.41M
21	**Frontage Roads 2**: Extend existing frontage road from Lynch Rd to Fredson/Ryan Rds. Close median Lynch Rd.	YES	WH , HAB, WL	0.21	$4.00M
21	**Frontage Roads 3**: Build 2-way frontage road from Lynch to SR 108 on east side of US 101.	YES	WH	1.5	$2.92M
21	**Operational Fixes 8:** Eliminate existing SB left turn from US 101 to Lynch Rd.	YES	NO	22	$50,000
21	**Operational Fixes 9**: Eliminate Kamilche Lane access to US 101.	NO	NO	22	$50,000
17	**Acceleration/Deceleration Lanes LYNCH RD ONLY 1**: NB deceleration lane only.	NO	NO	2.28	$0.38M
17	**Acceleration/Deceleration Lanes LYNCH RD ONLY 2**: NB acceleration/deceleration lanes only.	NO	NO	1.17	$0.74M

Key: WL = wetlands; WH = wellhead protection area; HAB =critical habitat area; FISH = fish

Safety Benefit Scale	Alternatives	Impact to Existing Businesses	Impact to Environment	Benefit Cost Ratio	Costs
17	**Alternate Route 3:** Move intersection to Brewer Rd.	NO	NO	0.49	$1.77
17	**Alternate Route 5:** Close median at Lynch Rd, left turn, aceleration/deceleration lanes at Fredson/Ryan Rds.	YES	WH	2.72	$1.65M
17	**Acceleration/Deceleration Lanes LYNCH RD ONLY 5**: NB and SB deceleration ramps only.	NO	NO	0.78	$1.10M
11	**Frontage Roads 5**: Build frontage road fron Lynch Rd to Kamilche Lane by tunneling under US 101. Close Lynch Rd.	YES	WH, FISH	0.81	$5.40M
11	**Frontage Roads 6**: Relocate Lynch Rd access to drive-in theater with new frontage road.	YES	NO	2.76	$1.63M
11	**Operational Fixes 11**: Improve signage to give traffic in median priority over traffic entering intersection from Lynch Rd.	NO	NO	11.60	$50,000
11	**Operational Fixes 12**: Prohibit lane changes for through traffic at Lynch Rd.	NO	NO	11.60	$50,000
6	**Acceleration/Deceleration Lanes LYNCH RD ONLY 4**: NB acceleration only.	NO	NO	0.76	$0.38M
0	**Operational Fixes 3**: Construct traffic signal at Lynch Rd.	NO	NO	0	$500,000
0	**Operational Fixes 4**: Lower speed limit to 40 mph from Kamilche Interchange to SR 3 Interchange.	NO	NO	0	$50,000
0	**Operational Fixes 7**: Block closed NB left turn lane with a median barrier instead of the current painted lines.	NO	NO	0	$50,000
0	**Operational Fixes 5**: Lower speed limit to 50 mph from Kamilche Interchange to SR 3 Interchange.	NO	NO	0	$50,000
0	**Frontage Roads 4**: Build 1-way frontage road from Lynch Rd to SR 108 on east side of US 101.	YES	WH	3.33	$1.50M
0	**Operational Fixes 10**: Use ramp metering to show when median is clear. 3 inter-connected signals w/long SB accel lanes.	NO	NO	0	$1.924M

Key: WL = wetlands; WH = wellhead protection area; HAB =critical habitat area; FISH = fish

Lynch Road Alternatives
Study Methodology

Cost Estimates

The costs shown in this document are *Planning Level Estimates*. Actual survey and design work has not been completed. However, all effort has been made to arrive at realistic values based on actual contract bid prices from recent state construction projects.

Beyond the obvious "big ticket" items, such as bridges, the estimates include right-of-way, earthwork, drainage, paving, striping, traffic control, mobilization, and sales tax. In addition illumination, retaining walls, and wetland mitigation were added if required to meet state standards, topography, or environmental conditions.

Safety Benefits

Safety benefits were estimated for this project based on observation of results for similar improvements across the state, driver expectation, and statistics established by the American Association of State Highway Transportation Officials (AASHTO). We have made every effort to consider the probable effect and side effect for each alternative. Alternatives that reduced accidents at Lynch Road, but move significant volumes of cars to another location received a positive benefit for their impact at Lynch and a negative benefit for their impact at the affected locations.

The safety benefits shown in this report are relative values. A value of 100 indicates the best-proposed solution and a value of 0 represents the worst proposed solution. Solutions were not given values less than 0 even if the analysis showed that negative impacts would probably outweigh benefits. It is important to note that uncontrollable factors, such as driver inattention and inclement weather, make it impossible to completely eliminate accidents at a given location regardless of the nature of the proposed improvement, so that none of the suggested solutions will make the intersection safe at all times for all users.

Accident Rate Comparisons

WSDOT uses a calculated number, called the Severity Rate, to compare safety issues at different locations. The locations need to have comparable geometrics – the same number of lanes, side streets, and speed limits – for the comparison to be reliable.

The severity rate allows us to compare the relative severity of accidents at different locations. The severity rate factors in traffic volumes, number of accidents and severity of accidents, in order to allow us to objectively compare various locations. To calculate the severity rate for a particular location each accident is assigned points, based on its severity. The points are assigned as follows:

- A fatality is given 10 points
- A disabling injury accident is given 9 points
- An evident injury accident is given 3 points
- A possible injury accident is given 2 points
- A property damage accident (no injuries) is given 1 point

The severity rate equals the number of points multiplied by the number of each type of accident. For example, 10 fatalities would receive a score of 100 (10x10), whereas ten possible injury accidents would receive a score of only 20 (10x2). The total severity points are then divided by the number of cars entering the intersection and multiplied by one million to give us the severity rate per million vehicles. This allows us to consider the total number of accidents, the volume of traffic, and the type of injuries occurring at any given location. It provides an unbiased comparison of similar facilities with similar geometrics.

B - 6

Stakeholders Meeting No. 4

Lynch Road Safety Improvement Study

Stakeholders Meeting No. 4

December 14, 2000

Attendees:

Rich Geiger - Mason Co. Public Works
Austin Docter - Taylor Shellfish
Bob Wulf - Fawn Lake
Cliff Cowling - Fire District #4
Douglas Malmstrom - WA State Patrol
Senator Tim Sheldon - Mason Co. EDC
Carolyn Holt – Fawn Lake Homeowners
Mary Jo Cady – Mason County Commissioner
Vicki Steigner - WSDOT Planning
Gary Wilson - Taylor Towne Store
Mel Williamson - Fawn Lake
Gale McGrath - Brewer Road
Glen Stepper - Citizen
Lynda Links
Barend VanZanten- Squaxin Tribe
Jay Hupp – Mason County EDC
Steve Bennett - WSDOT Traffic
Vicki Cummings - WSDOT Planning

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Vicki Steigner began the stakeholders meeting with introductions. She reminded the stakeholders of the five alternatives they had chosen for further study: mid-point crossing, raising/lowering SR 101 to fly over/under Lynch Rd., connect Lynch Rd. to SR 108 via existing logging road, traffic signal and accel/decel lanes for all movements. She addressed the criteria points for each.

Committee members discussed the pros and cons of the traffic signal alternative. They addressed the possibility of installing the signal as an immediate fix to the problem at Lynch Rd. intersection and then seeking other long term funding for a larger project like the mid-point crossing. Vicki cautioned the members that putting in the signal would end the need for improvements and future improvements to the intersection wouldn't rate well enough for funding. Commissioner Cady explained her role in the Peninsula RTPO and described the RPTO funding process. Senator Sheldon discussed the funding process from a legislative standpoint.

Stakeholder committee members expressed their desire for an opportunity to individually address the alternatives. Group consensus was to allow time for the discussion.

Discussion Highlights

- Mel Williamson asked the members to bear in mind that the committee was formed due to fatalities at the Lynch Road intersection. He asked committee members to keep the safety factor in mind.
- Commissioner Cady suggested installing the traffic signal as soon as possible and then placing the mid-point crossing on the funding list as the preferred alternative.
- Rich Geiger discussed environmental conditions, storm water treatment, and County costs related to the logging road alternative. He also addressed safety factors and asked members to consider how well the alternative they select will function in the rain, at night, and in foggy and icy conditions.
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- Bob Wulf expressed his concern that any alternative the committee addresses be examined for safety above all else.
- Austin Doctor said that Taylor Shellfish liked the logging road alternative. Approximately 60% of the road crosses their property and they are willing to consider donation of the land to support this option. They are opposed to any alternative that does not have a clear safety benefit.
- Barend VanZanten stated that Tribal Council's objectives regarding Lynch Road are first and foremost, to stop the fatalities, and second, to examine the alternative with the least detriment to business. Although the logging road alternative may change the flavor of the Tribal community located in the Simmons Road area, the Tribe is interested in supporting it because of the high safety factor. They are willing to donate Tribal land for right of way. Their natural resources dept. has walked & driven the entire route and sees no negative impacts to fish/water resources.
- Glen Stepper suggested the committee first try the traffic signal and if that doesn't work seek funding for the logging road alternative.
- Steve Bennett pointed out that the mid-point crossing would eliminate two at-grade crossings. He expressed his concern that the signal would actually increase accidents at the intersection due to an increased volume of traffic being stopped on the mainline.
- Gary Wilson told the members that he wants to see the traffic signal as the preferred alternative. He felt any other alternative would negatively impact business.
- Gale McGrath shared his approval for the logging road as the preferred alternative.
- Jay Hupp said the EDC has been working for five years to solve the traffic problem at Lynch Road. They are glad to see action happening on this problem. He suggested that they use the traffic signal as an immediate solution to the problem and then seek a long-term fix.
- Chief Cliff Cowling addressed the alternatives from an emergency services standpoint saying that emergency vehicle access is the main issue. He can't back any alternative that does not demonstrate positive steps toward safety. He opposes the signal due to its high cost without secured safety benefit.
- Trooper Douglas Malmstrom addressed the alternatives from a law enforcement perspective. They want to see the collisions stopped and do not feel the signal will accomplish that. He is in support of the mid-point crossing or the logging road alternative and feels the logging road alternative would minimize existing problems.
- Senator Sheldon told the members that he originally wanted to see the signal as the preferred alternative, but has changed his mind. He feels the logging road alternative is safer, not much more expensive and promotes very good participation between the County, the Tribe, Taylor Shellfish and WSDOT. He views this alternative as having a high profile for funding because all the right elements are in place.
- Carolyn Holt [NOTE – Carolyn is a stakeholder and was present at the meeting. However, she was not seated at the stakeholder's table and was mistakenly overlooked for comments. Therefore, her comments were submitted via email.] Carolyn supports for the logging road alternative. She asked that the stakeholders consider the following: this alternative has the highest cost benefit ratio; implementation would come in two steps, construction and installation of signals at a future date; the cost covers both phases; and total funding may not be the County's responsibility, the state may assume the cost of future elements.

Vicki discussed the process for dot voting to identify the preferred alternative. Each stakeholder was allowed one vote. The process resulted in 5 votes for the logging road alternative, 4 votes for the traffic signal alternative and three votes for the mid-point crossing. Vicki reminded the group that the public meeting would be held on January 25, 2000 and the stakeholders would meet one last time after the public meeting.

B - 7

Stakeholders Meeting No. 5

Lynch Road Safety Improvement Study

Stakeholders Meeting No. 5

December 18, 2001

Attendees:

Rich Geiger - Mason Co. Public Works
Austin Docter - Taylor Shellfish
Bob Wulf - Fawn Lake
Cliff Cowling - Fire District #4
Douglas Malmstrom - WA State Patrol
Barend Van Zanten- Squaxin Tribe
Carolyn Holt – Fawn Lake Homeowners
Mary Jo Cady – Mason County Commissioner
Shuming Yan – WSDOT Planning
Vicki Steigner - WSDOT Planning
Gary Wilson - Taylor Towne Store
Mel Williamson - Fawn Lake
Gale McGrath - Brewer Road
Glen Stepper - Citizen
Senator Tim Sheldon - Mason Co. EDC
Jay Hupp – Mason County EDC
Bob Wiles - Citizen
Steve Bennett - WSDOT Traffic
John Nisbet – WSDOT Traffic
Vicki Cummings - WSDOT Planning

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Vicki Steigner began the stakeholders meeting with introductions. She gave a brief recap of the last stakeholders meeting and addressed new information related to each of the three alternatives they had chosen: mid-point crossing, connecting Lynch Rd. to SR 108 via existing logging road (Simmons Road), and the traffic signal.

The cost of the logging road alternative had been lowered from $1,528,000 to $880,000. Mason County will be responsible for construction costs, preliminary engineering and right-of-way. WSDOT will take on the responsibility of redesigning the median at the Lynch Rd. intersection and future installation of traffic signals at the Kamilche intersection. The benefit/cost ratio of the logging road alternative increased from 2.9 to 5. In order to minimize impacts to Taylor Towne businesses, all movements at the Lynch Rd. / SR 101 intersection will remain open *except* the high accident southbound left turn movement from Lynch Rd.

Although there was no change in the mid-point crossing alternative, Vicki recommended carrying it forward on the WSDOT 20 Year systems Plan as a long-range solution to relieve future build out and congestion at both Lynch Road and Fredson/Ryan Roads. She then introduced John Nisbet, Olympic Region Traffic Engineer, to discuss changes in the traffic signal alternative.

John told the committee that the traffic signal alternative is not supported by WSDOT and has been withdrawn from the alternatives list. He said his department had evaluated the recommended safety improvements and cannot support the traffic signal for the following reasons:

- There is no proven improvement to safety
- Intersection speeds are too high
- High likelihood of increasing angle accidents/at risk of worsening the situation

Committee members discussed the traffic signal issue. They discussed areas in which they had seen signals working effectively. John reminded them to look at roadway characteristics. At the Lynch
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Road intersection there are no indicators (urban characteristics) to suggest a signal to passing motorists. He said out of the eleven sites they had examined, nine had higher accident and severity rates than Lynch Road is currently experiencing.

Members also voiced concerns related to the logging road alternative with heavy truck traffic and congestion at the convergence of Simmons Road and SR 108 being the primary concern. Streams and springs along the proposed route were also a cause of concern. Rich Geiger said he had gone out and physically located existing streams/springs and the roadbed is above the areas in question.

After discussion, Vicki suggested a process check and asked for a show of support to forward the logging road as the preferred alternative and the mid-point crossing as the long-term solution. Upon voting, eleven (11) Stakeholders were in support of the proposal and two (2) against. Gary Wilson requested the record show he voted against the logging road alternative in support of the traffic signal.

Vicki thanked the Stakeholders for their contributions to the study. She reminded them that the public meeting would be held on Thursday January 25, 2001. During that meeting the final alternative will be forwarded to the public for their comment. The draft plan will be distributed around the end of February and the Stakeholders will be given a week to review and comment.

In closing, Senator Sheldon thanked the planning team for their caring approach to the process saying they had done a top-notch job. He addressed funding issues saying that no one knows for sure what will happen in the legislature. Leadership will come up with a funding package to send to the voters for approval. The Lynch Road alternative has to be part of that funding package. He felt that the alternative chosen by the Stakeholders was a good choice due to the partnerships involved. Multi-funded projects have a higher possible of becoming successfully funded.

Gary Wilson requested that WSDOT consider the possibility of placing a southbound accel lane at the Lynch Road intersection as an immediate measure to alleviate problems, while waiting for funding of the preferred alternative.

B - 8

Public Meeting No. 3

Lynch Road Safety Improvement Study
Public Meeting No. 3
January 25, 2001

Stakeholder Attendees:

Rich Geiger - Mason Co. Public Works
Austin Docter - Taylor Shellfish
Bob Wulf - Fawn Lake
Cliff Cowling - Fire District #4
Douglas Malmstrom - WA State Patrol
Barend Van Zanten- Squaxin Tribe
Mary Jo Cady – Mason County Commissioner
Shuming Yan – WSDOT Planning
Vicki Steigner - WSDOT Planning
Gary Wilson - Taylor Towne Store
Mel Williamson - Fawn Lake
Gale McGrath - Brewer Road
Glen Stepper - Citizen
Senator Tim Sheldon - Mason Co. EDC
Carolyn Holt – Fawn Lake Homeowners
Steve Bennett - WSDOT Traffic
John Nisbet – WSDOT Traffic
Vicki Cummings - WSDOT Planning

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Vicki Steigner welcomed everyone and asked that they please sign in and fill out a comment form. She began the meeting by discussing how the study was initiated and gave a brief recap of the study process. She addressed the study boundaries saying that everyone in the process was careful to not identify a solution that would simply move the problem to another location. Vicki then explained how the stakeholders committee was established and introduced each of the members. She thanked the stakeholders for their dedication and sincere effort to find the best possible solution for the Lynch Road intersection.

She then discussed the purpose and need statement for the Safety Study, explaining how it set the objective for the process. She went on to discuss how the alternatives were developed, the criteria used to measure each alternative, and the process that narrowed the alternatives from 41 down to three: connecting Lynch Rd. to SR 108 via existing logging road (Simmons Road), the mid-point crossing, and the traffic signal. John Nisbet explained why the traffic signal alternative was removed from consideration saying that it did not provide a safety benefit and may in fact worsen the situation. Vicki reported that the majority of the stakeholders committee agreed and forwarded the following preferred alternative:

> Connect Lynch Road to SR 108 via an existing logging road (Simmons Road). All traffic movements at the Lynch Road intersection remain open except for the high accident southbound left turn from Lynch Road to SR 101. The mid-point crossing (placement of an overpass over SR 101 between Lynch and Fredson-Ryan Roads) will be forwarded for inclusion in the WSDOT 20-Year Systems Plan as the long-range alternative.

Vicki explained the final steps in the process saying that the study would be documented, stakeholders would review the final document and Mason County would then seek funding for the project. This concluded the presentation portion of the meeting.
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Question and Answer Session

NOTE: The following is a representation of general concerns voiced during this portion of the meeting.

- Participants voiced their concern over various aspects of the logging road alternative including:
    - Accuracy of cost calculations
    - Feasibility of construction due to wells and springs
    - Possible impacts to families living along Simmons Road
    - Possible impacts to wildlife and fish
    - Possible impacts at Highway 108 intersection
    - Access issues regarding logging trucks, gravel trucks and school buses at 108 intersection
    - How and when a siting study would begin and the steps involved
    - Impact to Tribal properties and the Tribe's approval/concerns

- Concerns regarding the placement of a traffic signal at the Lynch Road intersection included:
    - The appropriateness of removing the traffic signal from the alternatives list
    - Whether or not the signal would improve or hinder the current situation
    - Support for traffic light in the form of warning markings, flashing lights, signs
    - Cost
    - Accident data

- General concerns included the following:
    - The ability to institute a fix as soon as possible
    - Pedestrians and cyclists crossing 101
    - Interim operational fixes such as turn pockets, signage, striping, turtles
    - Processes to slow traffic without construction
    - Cost and process related to the mid-point crossing alternative
    - Process in the event that the logging road alternative is not feasible

Senator Sheldon addressed the audience thanking Vicki Steigner and her team for the caring and dedicated manor in which they handled the safety study process. He discussed funding scenarios saying that the logging road alternative had a higher probability of receiving funding due to multiple partnerships. The mid-point crossing alternative did not have a high probability of funding in the short term due to the high project cost. In closing Senator Sheldon thanked the members of the stakeholders committee for their commitment to finding a solution for the problems at the Lynch Road intersection.

Commissioner Cady addressed the audience and explained the meetings she had with DOT concerning the traffic signal. She said the County is interested in the development of the Lynch Road and Delight Park Road areas as rural opportunity centers and feels the mid-point crossing would serve both safety and development in the area. The County will work to keep both the logging road and mid-point crossing alternatives moving ahead and will work with the legislature to seek funding.

There being no other questions or comments, Vicki thanked everyone for participating and adjourned the public meeting.

SR 101 and Lynch road Intersection
Safety Improvement Study

Written Comments
Public Meeting of January 25, 2001

Connect Lynch Road to Highway 8 via existing logging road (Simmons Road).

1. Until a better, viable alternative exists, proceed with Simmons Road. Please! Taxpayer – Resident – Lynch Rd Area.

2. Came in with no preconceived ideas. After listening to presentation, the best choice seems to be the turn-off down to Old Olympic Hwy.

3. Good job – do the connector! ASAP

4. Lynch Rd/108 solution is the best for the short term!

5. My wife commutes to Olympia daily, taking the Lynch Road route and turning left onto Hwy 101. As traffic has steadily increased during the 10 years we have lived here (in the Fawn Lake community), I have become increasingly concerned about her safety at the intersection. I think the "preferred alternative", connecting Lynch Road to SR 108, is an excellent proposal. It would eliminate all the safety concerns I have about the Lynch/101 intersection. It would-with proper signage directing southbound drivers who stopped at the Taylor Town business concerning how to return to southbound 101- have a minor impact on the businesses. Among the alternatives, this seems to be our best shot.

6. Mid-point crossing will encourage too much growth – should be postponed as long as possible. The cheapest and fastest solution needs implementation.

7. Connecting Lynch Road to SR 108 is the best choice in terms of solving the safety issue now.

8. Tonight was my first meeting but I want it to be known that the Simmons Rd connection is the best answer for the long term. Let's not do any "band aid" fixes. Short term is not the answer. I hope the Simmons Road works.

9. Excellent job! Many interesting statements. If the traffic light would work it would be good but I think it would not help the safety problem at all! A waste of money! Simmons Road sounds like the best alternative!

10. I like the idea for the connect Lynch to 101 via Simmons Rd. Please proceed with the investigation ASAP!

11. When I looked at the logging road bypass idea I really thought that this would also provide some prime building sites on the new road. I was told that Taylor would oppose

any building on the road but almost half is Squaxin Reservation land. How do they feel about development?

12. I fail to see the wisdom of connecting Lynch Road and SR 108 and I wonder about narrowing the options down to only two choices; one that does not effectively dispel long term (or even short term) problems at the Lynch Road intersection and the Fredson intersection, the other being held out as too expensive and a long time from happening. How about several other options being explored such as; acceleration/deceleration lanes at Lynch Road, a light, better signage, etc. I believe that the principal beneficiary to this plan would be Taylor United and I don't believe that county dollars should be spent building them a new road. I think many others in the county would share this sentiment. I believe that short-term solutions should be implemented at the Lynch Rd. intersection while pursuing the more costly interchange plan.

13. Residents in the area would loose privacy. Traffic hazard to pets, livestock, children. Would affect well water. Could affect salmon spawning. Cost not even close to actual – overpass. Major problem at 108. Feasibility questionable. Temporary fix $1.5 million.

14. Though the number of accidents at Lynch Road was addressed, the incidence was not. The solution of building a new road seems to be over-response. A stop sign would do the job of permitting safe access to the highway. The new road would disrupt several springs and jeopardize the water supply for homes below. It is an unnecessary incursion into the neighborhood, routing traffic through an area too close to salmon streams and other areas which provide habitat.

15. Being a homeowner on Simmons Rd, I am disturbed to hear that the other options have been basically weeded out. I am outraged that my neighborhood would be permanently damaged by a "temporary" solution. Furthermore, knowing the terrain involved in the proposed road, I cannot believe that $880,000 could come close to the costs necessary for this project. There are at least 5 major springs on that hillside, mapped years ago and still active that would be impacted, including my water supply. I find it strange that with all the new restrictions upon me as a homeowner on a salmon stream that it could be admissible to construct a two-lane road on a hillside just above that same stream considering the steep grade and the presence of springs that feed into it.

16. Add accel/decel lanes to Lynch Rd. to SR 108 proposal - gives thru traffic unobstructed thru travel instead of slowing for the off traffic.

<u>Accel/Decel Lanes</u>

17. Please consider putting accel/decel lanes on southbound 105 leaving Lynch. Add to that a deceleration lane northbound approaching Lynch Rd. on 101. Put in a series of caution warning and/or lights both ways. Add a stop light at end of deceleration lane before Lynch Road coming south to let Lynch Rd. traffic through safely.

<u>Traffic Light</u>

18. The traffic light is still a viable option in conjunction with acceleration and deceleration lanes. Consider the traffic signal in Belfair and Sequim. They both seem to work.

Slowing traffic flow also is very doable and is easily accomplished. More State Patrol presence. Even an unoccupied patrol vehicle in different locations does slow traffic flow. As far as a local or available patrol officers at a given time and covering the county – who watches these areas when the airplane is ticketing northbound traffic?

Mid-point Crossing

19. A comment on the mid-point crossing: another alternative to an expensive crossing would be to connect the Fredson Road side to the north to Golden Pheasant Road; connect Ryan Road north to the Cole Road intersection (it could be connected from the northern terminus of Ryan Road or somewhere along that road). This could be a good short-term solution for the Ryan – Fredson intersection problem.

20. Mid-point crossing will encourage too much growth – should be postponed as long as possible. The cheapest and fastest solution needs implementation.

21. Suggestion for mid-point crossing: Form a local Public Utility District covering all property within benefiting area of intersection with bond sales. Mason County (Mary Jo Cady) has promised helping funds. Tim Sheldon, State Rep., has stated that the State Transportation committee is more favorable to multiple funding projects. (partnership) This raises the 3 way funding which may be the only way to get it done in the near future. First thing is to get a petition committee organized.

Frontage Roads

22. Utilize the frontage roads on both sides of 101 from Kamilche and Cole Road interchanges. A lot of old highway still exists they would not have to be super highways to handle the local traffic and it would relieve the death trap intersection at the lynch Road crossing. It would improve the ability for the fire district to better serve the area from both sides of Highway 101. Please consider this alternative.

Miscellaneous

23. DOT reps speaking from the rear of the room in an inaudible tone! Can't you at least address the group from the front of the group? Do 100 property owners have to turn and crane their necks to see and try to hear you?

APPENDIX C

Traffic Signal Decision Letter C – 1

Washington State Department of Transportation
Sid Morrison
Secretary of Transportation

Olympic Region Headquarters
5720 Capitol Boulevard, Tumwater
P.O. Box 47440
Olympia, WA 98504-7440

(360) 357-2600
Fax (360) 357-2601

January 25, 2001

The Honorable Mary Jo Cady
Mason County Board of Commissioners
411 N. Fifth Street
Shelton, WA 98584

Dear Commissioner Cady:

As you know, WSDOT has recently been working with the County, a group of representative "stakeholders," and community members at large, all of whom share our interest in improving safety conditions at the Lynch Road and US 101 Intersection. Over the past few months these groups have identified safety issues and explored ways to solve those issues. Throughout the study process, the stakeholders have worked with diligence and concern to identify the best possible solution for the community. Safety has always been the driving factor in their search for solutions.

Through a cooperative process the stakeholders had narrowed a multitude of possible solutions down to three:

1. A logging road alternative, connecting Lynch Road to Highway 8 via Simmons Road,
2. A mid-point crossing of US 101 between Lynch and Fredson-Ryan Roads, and
3. Installation of a traffic signal at the Lynch Road Intersection.

The third possible solution; that of a traffic signal on US 101, had been raised. Although the traffic signal option did not place well upon a vote of the committee, it was agreed by the members to carry the signal forward as an alternative pending a technical review. The signal has subsequently been eliminated for technical and operating (safety) flaws associated with placing a stop light on a high speed, rural, divided freeway.

Because safety is the primary reason for the effort we are all participating in, and because WSDOT firmly believes that a signal in this location has as great or greater a risk of serious accidents taking place, we cannot support a traffic signal as being a safety improvement. We believe that a "solution" that is not a solution, and in fact may well make the situation worse, must be eliminated even if it is a popular one. As you know, the stakeholders' committee accepted our concerns at their most recent meeting, leaving above possible solutions 1 and 2 on the list. By vote, the logging road alternative was chosen by the stakeholders committee as the preferred alternative for improving safety conditions at the Lynch Road Intersection.

We will continue to support the County, the stakeholders committee and the community at large in our joint effort to complete this study with a preferred alternative that appears to be both financially possible in the short run as well as clearly provide a safety benefit to the community. We believe the Stakeholders Committee has achieved that goal with the selection of the logging road alternative. Thank you for the County's leadership in partnering with us to address this important issue. If you have any questions or comments, please call me at your convenience.

Sincerely,

Gary F. Demich
Olympic Region Administrator

GFD:jaa
VC

cc: John Nisbet, WSDOT
Shuming Yan, WSDOT

APPENDIX D

Public Involvement

Press Releases & News Articles D – 1

Washington State
Department of Transportation

NEWS

WSDOT Olympic Region
PO Box 47440, Olympia, WA 98504-7440

November XX, 2000

SEARCH FOR SOLUTIONS AT LYNCH ROAD NARROWS

For more information contact:
Vicki Steigner, Project Manager
360.357.2722
Email: SteignV@wsdot.wa.gov

Community members concerned about safety at the Lynch Road / US 101 intersection have narrowed a list of possible solutions from 41 alternatives to five.

The Washington State Department of Transportation, working with Mason County, has brought together a stakeholder group, representing community interests, to work on a Lynch Road Safety Improvement Study. The stakeholders and interested community members met for the third time last Thursday (November 9) to review preliminary costs, proposed impacts and safety benefits related to 41 possible alternatives identified in previous meetings. Working through the options, the participants narrowed the range and selected the five alternatives they felt most promising for further study.

Alternatives proposed for further study include:

- Constructing a bridge over US 101 between Lynch Road and Fredson/Ryan Roads,
- Installing a traffic signal at the Lynch Road intersection,
- Connecting Lynch Road to SR 108 by providing a new one-way access via an existing logging road,
- Raising US 101 over Lynch Road or lowering US 101 to pass under Lynch Road, and
- Building acceleration and deceleration lanes for all directions on US 101 and Lynch Road.

Committee members will be presented with more detailed design information and cost estimates for each of the five proposed alternatives. The Lynch Road Safety Improvements Study stakeholders will meet again on Thursday, December 14, at 6:30 p.m. in the Shelton Civic center to select their preferred alternative.

# # #

Washington State
Department of Transportation

NEWS

WSDOT Olympic Region
Ann Briggs, Public Affairs Office 360.357.2789
PO Box 47440, Olympia, WA 98504-7440

January 23, 2001

Meeting for US 101 - Lynch Road Intersection to be held on Thursday

For more information contact:
Vicki Steigner, Project Manager, 360.357.2722

Proposed safety improvements for the US 101 intersection at Lynch Road will be the subject of a public meeting being held by the Washington State Department of Transportation (WSDOT) on Thursday, January 25. The meeting will be at the Shelton Civic Center, 525 West Cota, in Shelton from 6:30 p.m. to 8:30 p.m.

Sparked by concerns over a fatal accident at the Lynch Road Intersection, a safety-improvement study for US 101 was begun last August by Mason County and WSDOT. A stakeholder committee, made up of community, business, and local and tribal government interests, has participated in this effort to develop possible solutions to address safety at the intersection. The resulting preferred alternatives will be presented for public comment at Thursday's meeting.

The short-range plan includes connecting Lynch Road to State Route 108 at Simmons Road by developing an existing logging road. In the long-range plans, a bridge over US 101 at some point between Lynch Road and Fredson/Ryan Road would be added to the WSDOT's 20-year Highway Systems Plan to address future growth.

A question and answer period will follow the presentation of the alternatives, along with discussion of the next steps in the process.

The Journal
Shelton-Mason County

Thursday, May 4, 2000 | 114th Year - Number 18 | 4 Sections - 36 Pages | 50 Cents

Taylor Towne not state priority

By SEAN HANLON

A state highway official says there are no quick, easy or inexpensive solutions to traffic problems at the intersection of Lynch Road and Highway 101.

The intersection was the scene of a fatal accident last month and the subject of some discussion at Saturday's meeting of the Fawn Lake Community Club. Gary Demich, Olympic region administrator of the Washington State Department of Transportation, was invited to address the meeting of about 200 people who make regular use of the intersection.

Demich told the gathering that this intersection is pretty far down on the state's priority list because there are a number of other intersections in the Olympic region that are regarded as even more dangerous, like a stretch in Grays Harbor County where Highway 8 passes by McCleary.

IN MOST YEARS the four to six car crashes reported at the Lynch Road crossing put it "well below the statewide average," Demich said.

Even in its worst year the intersection was about average in terms of the dangers it posed to people in motor vehicles. The 12 accidents recorded in 1996 put it in the middle of the 24 intersections being tracked by the state DOT.

Demich said state officials would like to improve all of these intersections but their ability to do so has been greatly reduced by Initiative 695, a measure approved last year by voters that slashed the vehicle excise tax and put limits on the ability of local governments to raise taxes and fees.

"The only way we can truly make it safer, frankly, is to close it, or at least close the center crossing," Demich said.

HOWEVER, THE state can pitch in if Mason County proposes a local solution to problems at a state intersection. There has been some informal discussion of building a county road connecting Taylor Towne to the safer intersection at Kamilche, where Highway 101 crosses over State Route 108.

"The fastest way to build the connector road if environmental

(Please turn to page 3.)

Intersection not high on state's priority list

(Continued from page 1.)

laws allow would be for the county to take the lead. We can participate in an improvement off of the state system if it is fixing a problem on the state system," Demich said.

Bill Taylor said he and the other owners of Taylor Shellfish Company might be willing to provide a right-of-way through their property if the county wants to build its own road between Taylor Towne and Kamilche.

"It's just flat dangerous," Taylor said.

The local meeting followed passage by the Washington Legislature of the new state budget. Demich said the Olympic region was hit hard by cuts in road funding that followed last November's passage of Initiative 695. After a 15-minute presentation he took questions and comments from the audience.

JO COWLING of Mason County Fire District Four reported that between March 3 and April 4 there were three accidents at the intersection, including one fatality.

"It seems to me that the accidents are going up," Cowling said.

The most recent fatality at the intersection claimed the life of 57-year-old Phyllis Wulf on April 3. Troopers said she was turning south onto Highway 101 when her 1985 Toyota collided with a 1998 Kenworth dump truck driven by 49-year-old Paul D. Rolstad of Puyallup.

Two children in Wulf's car suffered only minor injuries. Another passenger, 36-year-old Shawna L. Boe of Shelton, was taken to Mason General Hospital with a head injury and three broken ribs. Sergeant Wes Stockwell of the Washington State Patrol said the cause of that crash is still under investigation.

LOWER SPEED limits, Demich told members of the Fawn Lake group, would actually make things more dangerous. If the limits are set too low, more serious crashes result because, according to the studies, more people break the speed limit and more accidents happen when people are driving at different speeds.

"People drive at what they believe is a safe, reasonable and prudent speed," Demich said. "If the speed is too low people coming to the crossroad will assume approaching cars are doing the speed limit when they are not."

Fawn Lake resident Jack Burnham said traffic problems will only get worse when summer weather brings more visitors to Mason County.

"That's our number one concern and we need to drive accordingly. If you're concerned about your family you need to talk about it because it's going to get worse," he said.

The Shelton-Mason County Journal

Thursday, August 10, 2000 | 114th Year - Number 32 | 4 Sections - 34 Pages | 50 Cents

Study of intersection at Taylor Towne set

Tuesday's meeting of the Mason County Commissioners marked the beginning of a local agency participating agreement between the Washington State Department of Transportation and the county.

The Washington Department of Transportation will study alternatives for improving safety at the intersection of Highway 101 and Lynch Road at Taylor Towne as part of the agreement.

The new study will cost an estimated $80,000 and the cost to the county will not exceed $40,000. The study is due to be completed by January in time to present what Rich Geiger, a maintenance engineering manager with the county's public works department, calls "acceptable alternatives" to the state legislature.

Bob Wolf of Fawn Lake, whose wife died in a collision at the intersection in April of this year, was at the commission meeting to voice his support for the new study.

"I'm really pleased with the response and support from everybody in the county," Wolf said, "I'd like to see this go forward and with God's help it will."

Fellow Fawn Lake resident Mel Williamson also testified before commissioners, saying that Wolf's death was a devastating blow to the community.

Commissioner Mary Jo Cady thanked both men and said the issue "wasn't even on the radar" until they put it there. "It's your effort in bulldogging it," she added, "that will get us there."

The Department of Transportation is asking the public to participate in the study through a series of meetings. The first meeting will be held at the Shelton Civic Center at 6:30 p.m. Monday, August 14. Project Manager Sandy Gleason will be on hand to discuss the conduct of the study.

"The study process," Geiger says, "will move very quickly, so everyone with concerns regarding changes at the State Route 101-Lynch Road intersection is urged to attend the first meeting at the Shelton Civic Center."

The Journal
Shelton-Mason County

Thursday, September 21, 2000 | 114th Year - Number 38 | 4 Sections - 36 Pages | 50 Cents

Another accident Monday:

Forum set on 101, Lynch intersection

By MARY DUNCAN

County and state transportation officials will hold a forum at 6:30 p.m. September 28 on potential cures for traffic ills at the intersection of Lynch Road and Highway 101 at Taylor Towne.

And none too soon. Yet another accident at the busy intersection sent two people to Mason General Hospital at 7:20 Tuesday morning, September 19.

According to the Washington State Patrol, Sarah D. Litteral, 18, of Shelton was attempting to cross the northbound lanes of 101 to make a left turn onto 101 southbound when her vehicle was hit by a northbound vehicle driven by Pamela L. Brown, 41, of Montesano.

THE STATE trooper investigating the crash said Brown suffered a neck injury and another Montesano resident, Jim W. Turner, 42, a passenger in Brown's vehicle, suffered a possible broken nose. Both were transported to Mason General Hospital by aid car, the trooper said, noting that Litteral suffered a minor hand abrasion.

Brown and Turner were treated and released, according to a hospital spokesperson.

All the individuals involved were wearing seatbelts, the state patrol's accident memo noted. Litteral's 1990 Honda and Brown's 1979 Honda were both listed as totaled.

Next Thursday at the open house hosted by the Washington Department of Transportation, community members will have the opportunity to offer their solutions for the troublesome intersection.

THE PURPOSE for the meeting at the Shelton Civic Center is to let the public generate ideas for the intersection, according to Vicki Steigner, system planning engineer with the WSDOT and project manager for the Lynch Road project. "What we really want is lines on paper," she said.

Those attending the meeting will break into small brainstorming groups led by WSDOT facilitators. In the groups, those attending will use maps, scale drawings, flip charts and sketches to record ideas, Steigner said.

Ideas generated in the small groups will be presented to all those who attend for comment and suggestions. "All ideas will be recorded and evaluated in the next step of the process," Steigner noted.

Since August a group of 16 stakeholders has been meeting with state transportation staff to consider possible solutions for the intersection. The goal for the group is to reach a preferred solution for presentation to the 2001 state legislature, Steigner noted.

THE STUDY IS being funded by WSDOT and Mason County, with each providing half of the $80,000 total. The project study area includes Highway 101 from its intersection with State Route 3 to its juncture with State Route 108 at Kamilche.

The next stakeholders' meeting will be November 9 at the civic center. The group will meet again December 14 to reach consensus on solutions from all the alternatives presented and to prepare a draft of the final report.

Members of the stakeholder committee are Mason County Commissioner Mary Jo Cady, Fire District 4 Chief Cliff Cowling, Austin Doctor from Taylor Shellfish Farms, school bus driver Sue Felton, Rich Geiger from the Mason County Public Works Department, Carolyn Holt and Mel Williamson representing the Fawn Lake Homeowners Association, Jay Hupp from the Mason County Economic Development Council, Washington State Patrol Trooper Doug Malmstrom, Gale McGrath representing Brewer Road residents, log truck driver Jim Pharris, State Senator Tim Sheldon, resident Glen Stepper, Gary Wilson who owns the Taylor Towne store, resident Bob Wulf whose wife, Betty, was killed at the intersection in an accident in April, and Barend Van Zanten from the Squaxin Island Tribe.

The Shelton-Mason County Journal

Thursday, September 28, 2000 114th Year - Number 39 5 Sections - 48 Pages 50 Cents

Lynch, 101 on agenda tonight

Local residents will have the opportunity to offer their own solutions to improve safety at the troublesome intersection of Lynch Road and Highway 101 at Taylor Towne during a public forum at 6:30 p.m. tonight in the Shelton Civic Center.

The purpose for the meeting, hosted by the Washington State Department of Transportation, is to let the public generate ideas for the intersection. Vicki Steigner, system planning engineer with WSDOT and project manager for the Lynch Road project, says, "What we really want is lines on paper."

Since August, a group of 16 stakeholders has been meeting with state transportation staff to consider possible solutions. Construction of a flyover bridge, additional lanes in the northbound and southbound directions, expansion of acceleration and deceleration lanes, reduction of through traffic to one lane in each direction and an underpass were among the ideas suggested during a September 14 stakeholders' meeting.

The goal for the group is to recommend a solution to the 2001 state legislature, Steigner noted.

Those attending tonight's meeting will break into small brainstorming groups led by WSDOT facilitators. In the groups, those attending will use maps, scale drawings, flip charts and sketches to record ideas, Steigner said. "All ideas will be recorded and evaluated in the next step of the process," she added.

The study is being funded by WSDOT and Mason County, with each providing half of the $80,000 total. The project study area includes Highway 101 from its intersection with State Route 3 to its juncture with State Route 108 at Kamilche.

The next stakeholders' meeting will be November 9 at the civic center. The group will meet again December 14 to reach consensus on solutions from all the alternatives presented and to prepare a draft of the final report.

Another open house is scheduled for January 23, 2001, when the public will have an opportunity to comment on the draft report and the preferred alternative before it is presented to the legislature.

Group brainstorms solutions for Lynch Road intersection

Members of the community concerned about the Highway 101-Lynch Road intersection gathered last Thursday evening to look at possible solutions to safety issues at the intersection where numerous accidents have galvanized residents to action.

While members of the various groups brainstorming possible solutions agreed that some kind of overpass was the ultimate answer for the increasingly busy junction, they also agreed that interim measures would be necessary to lower the accident rate.

Among those suggested at the meeting were a divider in the median to prevent access to Lynch Road from southbound lanes of 101, a traffic light to regulate traffic flow in all directions and a reduced speed limit from Kamilche to the State Route 3 intersection of 101.

THE SUGGESTIONS of meeting attenders, who divided into work groups of eight to 10 people each, and those of the 18 stakeholders appointed as part of the study, will go to Washington State Department of Transportation staff. There they'll be reviewed in light of criteria the stakeholders have already established for the study, WSDOT spokesperson Vicki Steiger told last week's crowd of some 40 interested parties at the Shelton Civic Center.

The Washington State Department of Transportation and Mason County have each contributed $40,000 to a study of the highway from the State Route 108 interchange at Kamilche to the intersection with State Route 3 south of Shelton.

Community members at last week's forum had a wide range of ideas about how to cope with traffic at the intersection, but they all agreed on one thing: something needs to be done.

Retired dentist Jim Penney, now an emergency medical technician for Fire District 4, spoke for the district's emergency personnel, observing, "When we come down that Lynch Road hill and see three cars lined up to turn left, we know we might as well turn our rig around and go home."

AND DISTANCE hauler Bill Sinclair commented, "You know how truckers feel about lights. But we'd rather have a stoplight there than go on as things are."

Variations on the overpass suggestion included a flyover that would allow for motor and foot traffic but which wouldn't be a full cloverleaf configuration. Southbound traffic from Lynch Road would use Kamilche Lane to reach the on-ramp to 101 at State Route 108 a mile away.

Several locations for an overpass were eyed, some involving extensions of existing frontage roads. Participants discussed the impact of a rural-activity-center designation for the Taylor Towne area as having potential impact on traffic and the design for any traffic revision in the area.

The stakeholders committee and several of the workgroups also suggested looking at an alternative route from Lynch Road along the railroad grade or an existing logging road to connect with Simmons Road in Kamilche.

THE EFFORT ON the part of county and state began this summer with a meeting called by the Fawn Lake community. Fawn Lake resident Phyllis Wulf died last April when her car was hit by a truck-trailer rig as she entered the 101 intersection at Lynch Road. Her daughter was severely injured.

Her husband, Bob Wulf, is a member of the stakeholder committee. Other stakeholders are Mason County Commissioner Mary Jo Cady, Fire District 4 Chief Cliff Cowling, Austin Doctor from Taylor Shellfish Farms, school bus driver Sue Felton, Rich Geiger from the Mason County Public Works Department, Carolyn Holt and Mel Williamson representing the Fawn Lake Homeowners Association.

Also appointed stakeholders are Jay Hupp from the Mason County Economic Development Council, Washington State Patrol Trooper Doug Malmstrom, Gale McGrath representing Brewer Road residents, log truck driver Jim Pharris, State Senator Tim Sheldon, resident Glen Stepper, Gary Wilson who owns the Taylor Towne store, and Barend Van Zanten from the Squaxin Island Tribe.

Members of the community are encouraged to be in touch with the stakeholders as the process continues, Steiger said at the end of the meeting. The stakeholders will meet at least twice between now and January 25, when data gathered in the process will be presented for the wider community's review.

The Shelton-Mason County Journal

Thursday, December 14, 2000 114th Year - Number 50 4 Sections - 38 Pages 50 Cents

Panel to meet tonight to choose remedy for Lynch-101 problems

A group of 16 stakeholders will meet at 6:30 tonight in the Shelton Civic Center to select a solution to improve safety at the troublesome intersection of Lynch Road and Highway 101 at Taylor Towne.

The purpose of the meeting, hosted by the Washington State Department of Transportation, is for the group to reach consensus on a solution from alternatives discussed within the group and at a September public open house. The group's goal is to prepare a report and recommendation for the 2001 state legislature.

Since August, the stakeholders have been meeting with state transportation staff to consider possible solutions. Construction of a flyover bridge, additional lanes in the northbound and southbound directions, expansion of acceleration and deceleration lanes, reduction of through traffic to one lane in each direction and an underpass were among the ideas suggested.

MASON COUNTY and the department of transportation are each providing half of the $80,000 study costs. The project study area includes Highway 101 from its intersection with State Route 3 to its junction with State Route 108 at Kamilche.

Another open house is scheduled for January 23, 2001, when the public will have an opportunity to comment on the stakeholders' recommendation before it is presented to the legislature.

Elected officials in the stakeholders group are Mason County Commissioner Mary Jo Cady and State Senator Tim Sheldon.

Other members include Fire District 4 Assistant Chief Cliff Cowling, Austin Doctor from Taylor Shellfish, Gary Wilson from the Taylor Towne Store, school bus driver Sue Felton and truck driver Jim Pharris.

ENGINEER RICH Geiger represents the Mason County Public Works Department, Barend Van Zantan is from the Squaxin Island Tribe and Jay Hupp is assistant director of the Mason County Economic Development Council.

Local residents on the study committee include Bob Wulf, Glen Stepper and Brewer Road resident Gale McGrath. Mel Williamson and Carolyn Holt represent the Fawn Lake Homeowners Association.

The Shelton-Mason County Journal

Thursday, January 18, 2001 | 115th Year - Number 3 | 4 Sections - 48 Pages | 50 Cents

Taylor Towne options offered

By MARY DUNCAN

Residents will have an opportunity at an open house next Thursday to comment on a recommendation to improve safety at the troublesome intersection of Lynch Road and Highway 101 at Taylor Towne.

The purpose for the meeting, to be hosted by the Washington State Department of Transportation from 6:30 to 8:30 p.m. at the Shelton Civic Center, is to receive public comment on the recommendation of a group of 16 stakeholders, who will meet at 6:30 tonight in the civic center to reach consensus on a solution.

Three alternatives were identified by the group at its December meeting as the most viable fixes. Although there was no clear consensus among the stakeholders in December, the process resulted in five votes for the logging-road alternative route from Kamilche at State Route 108, four votes for a traffic signal at the intersection and three votes for construction of a new mid-point crossing at a location between Lynch Road and Fredson Road. The crossing recommendation could involve an underpass or overpass, according to Vicki Steigner of the Washington Department of Transportation.

THE LOGGING-ROAD alternative would funnel traffic from the Kamilche exchange onto Simmons Road on the Squaxin Island Reservation and proceed through property owned by Taylor Shellfish Farms to Lynch Road approximately a half mile from the current intersection with Highway 101. It could be constructed in partnership with the county, state, tribe and Taylor Shellfish.

At the December meeting, Austin Doctor of Taylor Shellfish supported the logging-road alternative. Approximately 60 percent of the road crosses Taylor property, he said, and the company is willing to consider donation of the land to support this option.

Squaxin representative Barend VanZanten said the tribal council's objectives regarding Lynch Road are "first and foremost to stop the fatalities and, second, to examine the alternative with the least detrimental effect to businesses."

(Please turn to page 12.)

Meeting set on deadly intersection

(Continued from page 1.)

Although the logging-road alternative may change the flavor of the tribal community in the Simmons Road area, VanZanten said the tribe is interested in supporting it because of the high safety factor, adding that tribal fishers could use it to reach the boat launch at Arcadia and Lynch roads without using Highway 101.

VANZANTEN SAID the council is willing to donate tribal land for right-of-way. Staff from the Squaxin natural resources department have walked and driven the entire route and see no negative impacts to fish or water resources, he added.

State Senator Tim Sheldon said he originally wanted to see the signal as the preferred alternative but changed his mind. He said the logging-road alternative is safer, not much more expensive than signals and promotes a public-private-tribal partnership. Sheldon suggested this alternative would have "a high profile for funding because all the right elements are in place."

Washington State Trooper Douglas Malmstrom addressed the alternatives from a law-enforcement perspective. He supported the mid-point crossing or the logging-road alternative, noting the logging-road alternative would minimize existing problems.

Installation of a traffic signal would not necessarily reduce accidents but could result in a different type of accident, Malmstrom said. The WSP would like to see the collisions stopped and he said the signal will accomplish that.

STEVE BENNETT, WSDOT traffic engineer, expressed concern that the signal would actually increase accidents at the intersection due to an increased volume of traffic being stopped on a mainline highway. He pointed out that the mid-point crossing would eliminate two other crossings.

Gary Wilson, owner of the Taylor Town store, said he represented businesses in the area and the only viable alternative is a traffic signal. He said any other alternative would negatively impact business and would meet with strong resistance.

Fire District 4 Assistant Chief Cliff Cowling addressed the alternatives from an emergency-services standpoint. He said he opposes the signal due to its high cost without a secure safety benefit.

Several committee members favored installation of a signal as a short-term solution and the new mid-point crossing or logging-road alternative as a more long-term solution.

STEIGNER CAUTIONED committee members that putting in the signal would end the need for improvements from the transportation department's perspective and future improvements to the intersection wouldn't rate high enough on WSDOT's priority list for funding.

Since August the stakeholders have been meeting with state transportation staff to consider possible solutions. The goal for the group is to prepare a report for the 2001 state legislature.

The study is being funded by WSDOT and Mason County, with each providing half of the $80,000 total. The project study area includes Highway 101 from its intersection with State Route 3 to its juncture with State Route 108 at Kamilche.

The open house is scheduled from 6:30 to 8:30 p.m. January 25, and the public will have an opportunity to comment on stakeholders' recommendations.

poses the signal due to its high cost without a secure safety benefit.

from 6:30 to 8:30 p.m. January 25, and the public will have an opportunity to comment on stake-

Choices for 101-Lynch Road intersection will air tonight

Sparked by the death of Phillis Wulf in a traffic accident last April 3 at Lynch Road and Highway 101, her husband, Bob, and Fawn Lake resident Mel Williamson have brought together a group of 16 stakeholders to study ways to improve safety at the Taylor Towne intersection.

Having met since August of 2000, the committee will present its recommendations for public comment at an open house at 6:30 tonight in the Shelton Civic Center.

The open house will be hosted by the Washington State Department of Transportation, which provided half the $80,000 funding the safety improvement study and project team members to facilitate the committee meetings. Mason County is co-sponsor.

TRAFFIC BACKS UP bumper-to-bumper on Highway 101 in the wake of one of the many vehicle accidents at its intersection with Lynch Road. Local residents and interested persons have been working since early fall to solicit and evaluate possible solutions to the situation in time to send a recommendation to the state legislature. A public meeting tonight will air the favored alternatives.

FOLLOWING A meeting held January 18, the stakeholders decided to forward a short-term solution and a long-term solution for public comment:

• For the current planning process the committee is recommending a new county road be built to connect Lynch Road to State Route 108 at Simmons Road by developing access along an existing logging road.

The logging-road alternative would funnel traffic from the Kamilche exchange onto Simmons Road on the Squaxin Island Reservation and proceed through property owned by Taylor Shellfish Farms to Lynch Road approximately a half mile from the current intersection with Highway 101. It could be constructed in partnership with the county, state, tribe and Taylor Shellfish.

Mason County Project Engineer Rich Geiger discussed the costs of the logging-road alternative at the December committee meeting. Building about a mile of county road from the end of Simmons Road, using the existing logging road would cost about $528,000, he reported. The project would improve the logging road to two lanes with eight-foot shoulders at an eight- to ten-percent grade.

GEIGER SAID he was "pleasantly surprised" to learn environmental concerns from the Squaxin Island Tribe and Taylor Shellfish are low. About an acre of land would be needed for stormwater runoff, he added.

Any work on State Route 108 would be done by the state, Geiger said, estimating an additional million dollars would be needed from WSDOT should traffic counts warrant installation of traffic signals on the state highway.

Representatives from Taylor Shellfish and the Squaxin Island Tribe voiced support for this alternative at the December meeting, as did Mason County Commissioner Mary Jo Cady and State Senator Tim Sheldon.

• **FOR THE LONG-RANGE** planning process, the group is recommending construction of a new midpoint crossing at a location between Lynch Road and Fredson-Ryan roads be placed on the WSDOT 20-Year State Highway Systems Plan to address future growth.

The project study area includes Highway 101 from its intersection with State Route 3 to its juncture with State Route 108 at Kamilche.

The crossing recommendation could involve an underpass or overpass, according to Vicki Steigner from WSDOT.

The goal for the stakeholders committee is to prepare a report for the 2001 state legislature.

The Journal
Shelton-Mason County

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Two options favored for Lynch-101 safety

By MARY DUNCAN

Two alternatives to improve safety at the intersection of Lynch Road and Highway 101 will be forwarded to the state legislature in a report from a special study begun last summer.

Over 70 people filled the Shelton Civic Center January 25 to comment on a "stakeholder" committee's recommendations to build a new county road from the Kamilche exchange to Lynch Road within the next two years and to request funding for a new bridge at a location to be determined between the Lynch and Ryan-Fredson roads.

The proposals are the work of a 16-member group which has been studying the troublesome intersection since August 2000. The study was funded by Mason County and the Washington State Department of Transportation.

The committee is recommending two alternatives, Vicki Steigner, WSDOT project manager, told the crowd. As a short-term solution the committee is recommending that a new county road be built to connect Lynch Road to State Route 108 at Simmons Road by developing access along an existing logging road.

THE NEW-ROAD alternative would funnel traffic from the Kamilche exchange onto Simmons Road, which borders Squaxin Island Tribe property, and proceed through property owned by Taylor Shellfish Farms to Lynch Road approximately a half mile from its current intersection with Highway 101.

It could be constructed in partnership with the county, state, tribe and Taylor Shellfish, she said.

The proposal has at least four partners, Steigner said, noting the legislature looks favorably on funding such projects. It has a high safety-benefit rating, a high benefit-cost ratio and a relatively low cost estimate of $880,000, she added.

For the long-range planning process, the group is recommending construction of a new bridge at a location between Lynch Road and Fredson-Ryan roads be placed on the WSDOT 20-Year State Highway Systems Plan to address future growth, Steigner said.

The safety-benefit rating is higher than the logging-road alternative, but the benefit-cost ratio is lower and the estimated cost is $4 million, she reported.

ARCADIA SHORES resident Norm Eleveth asked Steigner what happened to a third alternative, placement of stoplights. "That proposal should still be here," he said. "I think we should have opportunity to comment on that. The stoplight disappeared."

"It went away because they wanted it to go away. Not everybody voted for this (new) road," committee member Gary Wilson, who owns the service station at Taylor Towne, responded.

"Trust me, I didn't agree with almost all of what took place," Wilson continued. As far as stopping traffic on the a major highway, Wilson noted, "There are people that say it can be done."

The new road would take a minimum of two years to construct, Wilson added, "if everything goes right. And if it doesn't we end up with nothing, and nothing has really changed."

BILL SINCLAIR, who lives on Highway 101, commented, "Either one of the projects is at least two years away. We could put in stoplights in six months. If we had a stoplight, we could have a safe intersection we could get through now. Then take out when the road is done in two or three years."

John Nesbitt, WSDOT traffic engineer for the Olympic region, said the committee "looked long and hard at a signal." Nesbitt said a stoplight on a freeway is "a very risky alternative," and with a potential increase in the number of accidents, is "not a safety improvement."

Committee member Mason County Commissioner Mary Jo Cady told the crowd that in the past two weeks she had two meetings with Gary Demich, WSDOT Olympic region manager. "He said he would oppose the light," Cady said. "That's why it was taken off the table. Mason County is interested in safety and development. The midpoint crossing is the ultimate long-term solution and Mason County has offered to pay half for a bridge."

Lynch Road resident Frank Bishop voiced his support for the bridge. "This is what should be done. Everyone will benefit," he said.

SEVERAL PERSONS living on Simmons Road expressed their concerns about building a new county road. Bob Wiles said, "My well is 200 feet from where they're going to put that road," noting several other families have wellheads in the area too.

Wiles also questioned the cost estimate. "I don't think that can be done for $880,000," he said.

(Please turn to page 2.)

New road, overpass suggested

(Continued from page 1.)
Right-of-way would have to be secured from Simpson Timber Company, he added, and because of the many springs in the area, it would be difficult to build a stable roadbed.

"I don't believe the cost estimate is realistic," agreed Craig Anderson, who owns property on Simmons Road. "There are so many negative things." Pointing out five families would be affected, he said a new road would "completely ruin our area."

Anderson said there is a salmon-bearing stream in the area and with new (Endangered Species Act) requirements the road could end up costing a million and a half for a temporary solution that would "screw up families and the habitat."

"IT'S A silly-ass idea," Anderson said. "You're putting a Band-Aid on a major problem."

"I don't think the (new) road will work," commented Garth Curtis, who said he moved to the Lynch Road area about six years ago. With the amount of traffic diverted to the new road, businesses will be impacted, he said. Favoring a bridge, he urged, "Spend the money on something that will really count."

Sharon Carter, owner of JR's restaurant, did not talk about the effect on her business but instead addressed safety concerns. "From what I understand there are some major environmental issues with Simmons Road. If a study is done and we find out the road cannot go in there, what then? Where are we? We're no place."

One of the goals of a study is to collect a lot of ideas, Steigner responded, noting the committee came up with a list of 46 alternatives to which criteria were applied throughout the process. "If we find out one is not viable, we have 45 other ideas. We have the five that made the first cut, and three that made the second cut. We've got to start somewhere to narrow things down."

Engineers are looking at more signing, more speed buttons on the road to slow traffic, repainting the lanes on the roadway and other more immediate ways to improve safety, she added.

The final report, incorporating comments from the meeting, should be completed by the end of February or the first part of March, Steigner said.