



## Shaw Road Improvements Open House Comments June 30, 2015

### **Mary Rose Sprague**

My preferred design is **option B** with separated multi-use trail. For construction options I favor complete closure of road during construction. I live on Brookmonte and am concerned with increased traffic through neighborhood during construction. It is already a problem!

*Response: See attached responses to FAQ/Comments regarding increased traffic on residential streets.*

### **Bill Ford**

**Option A** is best. Still concerned about capacity. Safety is improved with extra lane & lighting. It improves desirability with bike lane. I would like to see improvements to Shaw from the Valley to 23<sup>rd</sup>.

*Response: See attached responses to FAQ/Comments regarding Shaw Road capacity.*

### **Joe Sheehy**

**Option A** – 2 way left lane.

### **Robin Ordonoz**

**Option A.** Full road closure.

### **Tom Thorne**

**3025 23<sup>rd</sup> Ave Ct SE**

My preference would be **Option A** with left turn lanes. Full construction closure with a shorter time. I would also suggest paying close attention to the soil along my property as I noticed my fence pulling apart indicating movement.

*Response: A geotechnical investigation of the slope in question would be conducted prior to proposing cut within or at the toe of the slope.*

### **Carla Patterson**

**2903 32<sup>nd</sup> Ave Ct SE**

I like **choice A** with sidewalk. It will clean the look of Shaw road up, but the increase in traffic flow is negligible. It's very expensive. Please be frugal and responsible with the money.

*Response: See attached responses to FAQ/Comments regarding Shaw Road capacity.*

#### **Kim Wells**

I live in the Rodesco neighborhood and prefer **Option A** with the two way turn lane. I run all the time on Shaw road and believe that the option of a wider shared use path provides more safety for bicyclists on Shaw. I would like to see signal improvements made at the intersection of Shaw & 23<sup>rd</sup> Crystal Ridge be made permanent. We need left turn arrows from both directions turning onto Shaw. I would vote that Shaw road be closed completely during construction. The cost savings and the shortened time frame ultimately outweigh the inconvenience. Thank you for the opportunity to provide feedback. It's greatly appreciated.

*Response: Other than implementing flashing left turn arrows for left turns off of Shaw Road, improvements to the signal at 23<sup>rd</sup> Ave SE are currently not proposed as part of this phase of the Shaw Road Improvements project. However, the project team will be evaluating the lane configuration at this intersection to ensure that the current phase of Shaw Road accounts for future phases. At the conclusion of the intersection evaluation, signal modifications may be required.*

#### **Gloria Aaserud**

We like **Option A** with median. I think the option to close down Shaw and reroute traffic is the better option.

#### **Anonymous**

I like **Option A** with median. Also close down the whole road would be good.

#### **Mark Noll**

Prefer **Option A** because of combined walk/bike strip. Prefer closure instead of partial closure to save money.

#### **Stephen Biggerstaff**

**1609 Bookmonte Dr. SE**

**Option A** appeals to me as families can walk/run/bike away from cars, and appears to be less confusing. Of concern to me is total closure of Shaw during construction, which seems very obstructive for the entire area. I live on Bookmonte Dr. SE and am concerned about the speed &

volume of diverted traffic. Please consider temporary signage, additional speed controls in our neighborhood.

*Response: See attached responses to FAQ/Comments regarding increased traffic on residential streets.*

**Gary M Peterson (Nancee)**

**Option B** with no median. Full closure of Shaw Road.

**Earl & Rebecca Patterson**

**3112 26<sup>th</sup> Ave SE**

I prefer **Option B** with 2-way turn lane. No need for added landscaping. Also prefer that construction is done in phase so that entire sections are worked on vs. leaving one lane open and using flaggers. By closing only small sections at a time it will hopefully reduce impact to a shorter time. Also I'm glad you asked for our opinion.

*Response: See attached responses to FAQ/Comments regarding landscaping in center medians.*

**Anonymous**

Go with **Option B** for bikers and close the whole road to finish early!

**Anonymous**

Fire truck/Emergency access with medians.

**Brian Devereux Puyallup School Dist.**

The school district has bus stops along this section of Shaw Road, for Shaw Road Elementary students and Emerald Ridge Students. If access is restricted to school buses, an alternative plan will be need to be developed to allow students to access school bus transportation. Also, looking forward to the future project to improve Shaw Road from Shaw Road Elementary to 23<sup>rd</sup> Ave SE. Thanks for your work!

*Response: We will work closely with the school district during design to make sure that a busing plan is in place prior to construction. We will continue to coordinate with the school district during construction to ensure that the Contractor's activities do not impact the busing plan as proposed.*

**John Lee**

**Option A** no bike lane it is a waste of money and time. No expansion on Shaw Road hill by Shaw Road School, the hill is unstable.

**Mike & Michelle Gorenson**

We like **Option A** because of the buffer between the road and the multiuse path. It seems safer for our family as well as other families. We would recommend closing the road during construction to decrease costs and help the construction be completed sooner.

**Michael O. Reichman**

Prefer **Option A** with median as long as there are short turn lanes at each intersection like the idea of keeping bicycles off main roadway giving them a combined ROW with pedestrians.

**Kathy Reichman**

Prefer **Option A** with Median. Please keep Shaw as much a residential access as possible. Also like the pedestrian and bicyclist lanes combined for kids & parents to be used together. Having bicycle lane on pavement is too dangerous for kids. Thanks for your commitment to a great residential area!

**H. Keith Fabling**

We live in Manorwood and are on the Manorwood Owners Association Board. We like **Option A** the best and would vote for full closure of Shaw during construction. We would like to ensure that construction would not affect the two Manorwood entrance signs in their current location. Also would like to be involved with the Manorwood Drive median development to replace the entire (current) median curbs (to 90 feet west of Shaw Road). Would like to see new fencing North of Manorwood Dr along Shaw Rd for the nine Manorwood lots.

*Response: We will coordinate with the MOA during design and construction to minimize and mitigate (if necessary) impacts to private MOA improvements. Fencing adjacent to Shaw Road will be replaced if impacted by construction activities.*

**Mike MacDonald**

I am a regular bicycle commuter. I ride up and down Shaw Road several times a week. I definitely prefer **Plan B!** The shared bike pedestrian lane is a spacious idea. As a serious bicyclist I am going to ride in the traffic lane, especially northbound. I would rather be separated from pedestrians in the sidewalk as shown in Plan B. I use the interurban trail regularly, which is a shared pedestrian/bicycle trail & fortunately I have avoided collisions with pedestrians only by constant vigilance.

**Vance Butler**  
**1501 34<sup>th</sup> St SE**

(High maintenance watering etc..No planter strips) Two-way left turn full length implement **Option A** better safety for bicycle/ped keep bikes off roadway. Selecting either full or partial closure incentivize contract for early finish!! I'm concerned that local neighborhoods will become detour routes where we already have speed problems (Forest Green @ Cherokee Roundabout). Recommend contingency funding for increased traffic patrols. Also ensure adequate "local access only" signage to divert excess traffic away. Assume there will be high vis campaign to inform public.

*Response: See attached responses to FAQ/Comments regarding increased traffic on residential streets. We will examine potential incentive options for the contractor, however those would likely need to be funded by the City to be implemented.*

**Emily Steinke**  
**2406 33<sup>rd</sup> Ave SE**

Close Shaw Road. Bike lanes in both directions – No shared use path.

**Wayne Spencer**

Close Shaw Road – best way. **Option B** – Bike lanes good. Please get all the funding before starting.

*Response: Similar to the 39<sup>th</sup> Ave SW, 11<sup>th</sup> to 17<sup>th</sup> project, also a TIB funded project, we will need to bid the project to get a fixed figure on any project short falls. TIB may allow some additional funding once we have bids in hand. Any shortfalls still existing after receiving additional funding will need to be obtained/provided by the City.*

**Anonymous**

Thank you for the open house & all the folks being here to answer questions. 😊 **Option A** is definitely family friendly & seems as if it would be much safer. I like the protected sidewalks. I thought that I wanted Shaw Road kept open, but the traffic is still going to be awful & folks will still have to detour, so I now think just close it and save the 3 months & the money. 8 mill. Also I like the idea of it not running over fair time – traffic at fair time is such a mess, this would just make it worse. Just get it done as quickly as possible.

**Lloyd Tibeau**  
**1802 Brookmonte Dr.**

I am in favor of **Option A**. The concern is the increased traffic both current and future on 16<sup>th</sup> Ave and Brookmonte Dr. Traffic calming at these two streets needs to improve before this and future projects start.

*Response: See attached responses to FAQ/Comments regarding increased traffic on residential streets. Please note that permanent traffic calming improvements on streets adjacent to Shaw Road are not currently being planned.*

**Karrie Cheek**  
**2620 31<sup>st</sup> St SE**

While I understand the function of the plant islands, (to block motorists passing in the 2-way turn lane) I feel this is a HUGE waste of money & water. The maintenance to keep this up, and the blockage of visibility (as well as collisions when it snows) outweighs the reason for them. Puyallup Police could put an end to douchebag motorists. **Option B** – with the two-way turn lane – Full closure.

*Response: See attached responses to FAQ/Comments regarding construction of center medians.*

**Mike Cheek**  
**2620 31<sup>st</sup> St SE**

I would like Puyallup to NOT put in center medians. This is an extra waste of money and I would imagine additional time to build us just pavement. I prefer **Option B** with FULL closure. Also reference the medians with plants there will be unnecessary waste of water and money to maintain these medians that is a complete waste. Shaw Road has plenty of trees that shade the roadway.

*Response: See attached responses to FAQ/Comments regarding construction of center medians.*

**Anonymous**

“Close Completely” Close Shaw Road for shortest period of time. **Option A** with turn lane. Pervious surface. Please find a way to make breaks in the traffic flow on 23<sup>rd</sup> for folks needing to turn on to it – especially in AM & PM commute times. Flaggers to remain later in evening and start earlier in AM?

*Response: Construction of the center turn lane will provide a refuge for vehicles turning onto Shaw Road.*

## **Andrea Minneman**

### **10723 Rampart Dr E**

I commute both directions on Shaw Road on a daily basis. I am happy you are improving the road. I would prefer **Option A**. I believe it would be safer for children riding bikes with less chance of vehicles that are turning hitting them. I am very happy it will be concrete, not asphalt. After weighing the options I would prefer Shaw Road be closed completely for the duration.

## **Ebrahim Mirjalili**

It looks good on the paper. Will cost millions, except with no alternative to E Meridian which is too congested already, it will be a waste of resources because this project is not adding the needed traffic lanes to reduce its congestion. I see this road is blocked up from South of Military Road which is nearly a mile away on a daily basis in PM. I think it would be best to work with the county for where is incorporate, and consider five lane traffic, otherwise, before it is built, it may have to be redone considering the new developments that are coming up. I understand that it will cost more and right away is certainly an issue but you need to do that in near future anyway. One way would be to offer the land owners compensation in the form of giving them commercial permits among others offering/changing commercial permits can result in reduction of traffic & travel to E Meridian too. Please do what you may regret it later. You already have five lane bridge from Main Street to Pioneer Way with five lane extension into part of Shaw Road. Continue on with it before considering bike lanes; consider five lane traffic which you have to address it sooner or later.

*Response: See attached responses to FAQ/Comments regarding Shaw Road capacity.*

## **Jessica Sundahl**

Please do a full closure of Shaw Road – Just get it done!

I also vote for **Option A** (with median) – keep the bicycles off the road it is too dangerous when cars are turning all the time!

## **Bob Wright**

I prefer **Option A** – safer for cyclists. No median planter – if you must, shrubs not trees. Traffic flow for closure does not take into account neighborhood routes to the East of Shaw Road closure.

*Response: See attached responses to FAQ/Comments regarding landscaping in center medians. See also attached responses to FAQ/Comments regarding construction of center medians.*

### **Anonymous**

MOA (Manorwood Owners Assoc) we'd love to help! Help with a clean edge against Manorwood boundary gravel, utilities box & weeds are a bad corner. Right where HS kids wait for bus, a platform or neighborhood shelter (or at least a clean edge up to fence) would help make that happen. A new fence help would be nice but would rather help with pad for bus shelter. Current access to HS bus is very inhumane to HS kids. It would mean a lot to have some accommodation to improve bus loading for HS kids, they sit on utilities box now. Please **Option A** minimize widening of overall Shaw to keep traffic slow, but take care at 23<sup>rd</sup> intersection help make best bike route downhill. Be sure to actually plant.

*Response: We will coordinate with the MOA during design and construction to minimize and mitigate (if necessary) impacts to private MOA improvements. We will also be coordinating with the school district during construction to ensure the final design supports the current bus stops.*

### **Sue Casillas**

I prefer **Option B** with the 2 way turn lane. Have 2 bike lanes, one on either side of Shaw would keep from having to cross traffic to reach a single shared bike lane. Also it is sometimes hard to walk on a lane shared by bicyclists - especially when walking with kids or dogs. This improvement will be welcome although it doesn't address AT ALL the section downhill from 23<sup>rd</sup> - very dangerous to walk or ride a bike.

*Response: See attached responses to FAQ/Comments regarding improvements to Shaw Road between 23<sup>rd</sup> Ave SE to 12<sup>th</sup> Ave SE.*

### **Anonymous**

How will traffic noise be affected? If noisier what will be done about noise mitigation? Will street lighting comply with dark sky's initiative?

Pervious sidewalks are great but would like to see some stormwater innovation, Micro Hydro? Water reuse? Pervious is not a long term solution. Prefer dedicated bike lane **Option B**.

*Response: Traffic noise will not increase as a result of improvements to Shaw Road. In fact, the open structure of pervious concrete absorbs noise at the tire/pavement interface, thus theoretically reducing road noise. Street lighting will be shielded so that the light is directed to the pedestrian facilities and vehicle lanes, not skyward or into resident back yards. The LED illumination proposed on this project will be Dark Sky friendly. Permeable pavements for both sidewalks and vehicle lanes is an economical, proven Green Stormwater Infrastructure (GSI)*

*technique. Implementation of Microhydro Power generators is not being considered at this time as this would require increased capital and maintenance costs and would still require a redundant electrical service to power fixtures during the dry seasons. Rainwater harvesting and reuse also require increased capital and maintenance for construction, operation, and maintenance of collection systems, storage tanks, and treatment systems that would be necessary to implement a water reuse system.*

**Anonymous**

**Plan A** less landscape at 31<sup>st</sup> Ave 33<sup>rd</sup> Ave. Close Shaw Road to complete.

*Response: See attached responses to FAQ/Comments regarding landscaping in center medians. See also attached responses to FAQ/Comments regarding construction of center medians.*

**Anonymous**

Like plan with multi-use lane. Glad to see crosswalks – lots of kids crossing for schools and buses. Street lights will be good. **Plan A** looks best – concerned that turn lanes may cause solid lane traffic to be solid no breaks to actually turn or move out of turn lanes. Full road closure – get it over with.

*Response: See attached responses to FAQ/Comments regarding difficulty turning onto Shaw Road.*

**Rick & Pam Anderson**

No need for a median anyplace on Shaw Road. Need for right hand turn lane southbound on Shaw Road turning onto 23<sup>rd</sup>. We currently have a terrible time turning onto either direction on Shaw Road from 20<sup>th</sup> Ave Ct SE. Please consider painted markings on Shaw Road designating a “do not block this intersection” to allow us to safely exit our subdivision similar to what you find in front of fire stations. There is a greater need to address southbound traffic on Shaw Road from Pioneer to 23<sup>rd</sup>.

*Response: See attached responses to FAQ/Comments regarding construction of center medians. See also attached responses to FAQ/Comments regarding improvements to Shaw Road between 23<sup>rd</sup> Ave SE to 12<sup>th</sup> Ave SE. The design for Shaw Road improvements from 23<sup>rd</sup> Ave SE to 12<sup>th</sup> Ave SE will include a right turn lane (southbound) at the 23<sup>rd</sup> Ave SE intersection. Installation of “Do Not Block Intersection” channelization is typically reserved for instances in close proximity to signalized intersections. We will, however, look into the applicability of installing such channelization as per the Manual on Uniform Traffic Control Devices (MUTCD) as the design progresses.*

**Chris Swanson**

I would be most in favor of “**Option A**”. I would like to see a more clearly marked left turn lane going southbound on Shaw Rd, going left (east) onto 33<sup>rd</sup> Ave SE. I would like to see the same clearly marked turn lane going northbound on Shaw Rd, left (west) onto Forest Green Blvd. I would also like to see crosswalks have flashing yellow lights for people to activate when crossing (similar to what is at Bradley Lake Park on 7<sup>th</sup> St SE). I also support the closure option.

*Response: The two-way-left-turn lane south of Forest Green Blvd and north of 33<sup>rd</sup> Ave SE would be used exclusively to enable left turns from Shaw Road onto the subject streets. Pavement markings will be installed as per the Manual on Uniform Traffic Control Devices (MUTCD). See attached responses to FAQ/Comment regarding RRFB installation.*

**Anonymous**

**Option A.** No landscape middle

*Response: See attached responses to FAQ/Comments regarding landscaping in center medians. See also attached responses to FAQ/Comments regarding construction of center medians.*

**Pamela Olson**

**3002 30<sup>th</sup> Ave SE**

I prefer **Option A**. Also I think it would be better to close Shaw Rd and get the project done more quickly.

**Deanna Shafar**

**2731 34<sup>th</sup> St SE**

Prefer **Option A**. Prefer one lane partial closure.

**Tom Shafar**

**Option A.** Partial one lane closure. No trees in median strip.

*Response: See attached responses to FAQ/Comments regarding landscaping in center medians.*

**Jennifer Jensen**

**2206 33<sup>rd</sup> Ave SE**

I would prefer **Option “A”**. Shut down road entirely to do the work please.

**Chad Jensen**

**2206 33<sup>rd</sup> Ave SE**

Prefer **Option A**. Please close road to get project done quicker. Thank you.

**Mike Burchett**

Nice options. Prefer **Option B** with median (bike lanes). Close Shaw Rd (save money & time). Concerns; Traffic through neighborhoods with full closure, but I still prefer the full closure due to the dramatically shorter timeline and cost savings.

*Response: See attached responses to FAQ/Comments regarding increased traffic on residential streets.*

**Wayne Ridenour**

**2608 35<sup>th</sup> Ave SE**

For either “A” or “B” ensure significant left turn capability at all intersections. Sacrifice median plantings if required. **Option A** is preferable.

*Response: See attached responses to FAQ/Comments regarding landscaping in center medians.*

**Tim Vreugdenhil**

**1426 Amber Blvd**

Traffic at Shaw & Pioneer could use some help. Southbound Shaw could use a right turn only in the right lane at Pioneer intersection. Traffic study will show passing in right lane through intersection causes excessive backup at Shaw Road Elementary.

*Response: The Pioneer/Shaw intersection is outside of this project limits, but it is anticipated that operation of this signal will be evaluated during design of Shaw Road improvements between 23<sup>rd</sup> Ave SE and 12<sup>th</sup> Ave SE.*

**Anonymous**

Concerned about trees impeding line of sight. Shorten medians

*Response: See attached responses to FAQ/Comments regarding landscaping in center medians. See also attached responses to FAQ/Comments regarding construction of center medians.*

**Phillis Ciouo**

Please leave out the trees & grass on center turning lanes. Trees will block the views of cars coming out of side streets. Bicycle lanes – nice idea.

*Response: See attached responses to FAQ/Comments regarding landscaping in center medians.*

**John Miller**

I prefer **Option A** – safer for bikers and further away from traffic (often fast) and blends/connects to foothills and trail. Also better for cars not having to slow/swerve around bikes. Option A just seems safer for all – cars, bikes and pedestrians.

**Joyce Miller**

**1902 36<sup>th</sup> PL SE Manorwood**

I am in favor of the wide bike paths and sidewalk on opposite side as shown in **Option A** as this keeps bikes off the roadway and thus safer for them & less impediment of traffic. It also will connect with rails to trails eventually.

**Online Survey Comments**

**Michelle**

**1513 33RD AVENUE CT SW**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Just make sure there is a center turn lane! I work at Shaw Road and it's nice to have that right turn only lane out of the parking lot, so we can turn right, then right again to get out to Pioneer in heavy traffic. Please keep that! Or, put a light in at the school parking lot exit. Close it! (Shaw Road) But hopefully that won't impact bus routes during the school year.

*Response: A center turn lane will be constructed. We will work closely with the school district during design to make sure that a busing plan is in place prior to construction. We will continue to coordinate with the school district during construction to ensure that the Contractor's activities do not impact the busing plan as proposed.*

**Ebrahim Mirjalili**

**12814 1174t Street E**

Yes. I think this project as it stands now can not address the City of Puyallup traffic congestion issues. Fortunately, City of Puyallup has done well economically in the past decade or so except that its transportation is yet to keep up with the needs of its citizens. Sadly, this is only going to get worse considering that much of Puyallup is yet to be developed with new developments coming up almost every day. Having said that, If the expanding City of Puyallup wants to remain vibrant, economically viable and being well positioned to compete with other cities in the area,

then she has to address its worsening transportation issue which Shaw Rd is a major part of it. As you know, Shaw Rd is a complementary Rd to the badly congested East Meridian. You also know, it cost a whole lot more to expand the East Meridian than the Shaw Rd because properties neighboring Shaw Rd are not all developed yet nor are as densely built. Unfortunately, this project which is presented above will cost nearly twenty millions dollars for the city taxpayers by the time it is finished except that by then many more vehicles will be on this road meaning you will have to tear it apart to expand it except that at that time it is going to cost the city a lot more than would cost her now to do the same! I think a better plan would be to continue the five lanes road from Main street all the way to the 176th street while closely working with Pierce County to do its part as well. I realize that acquiring the right of way will cost the city a lot money but that the city and County can be creative to reduce their cost in that regard now and actually make money in a long term as is noted below. One option would be to allow commercial Zoning to pay in part for the right of way cost provided those property owners are receptive to the idea or those of whom are agreeable to it. The benefit of this option would be its low initial cost to the city since city would not have to pay as much money to acquire the right a way now. Moreover, since commercial properties are usually more expensive in their value than residential units, by changing the Zoning along the Shaw Road, the City can benefit from added property tax revenues and sales taxes for many years to come. There will be less traffic on East Meridian as a result of this while there will be more but flowing traffic on the Shaw Rd which is already congested. Business along the Shaw Rd also means more jobs will be created. And, what a city can offer its citizens better than jobs, education and a good transportation system? My reason to mention education here is due to Puyallup Community College being situated on 38th street and between the East Meridian and the Shaw Rd. As the college expands in the coming years, I have no doubt that one day its status too will change to a University. But such a change will necessitate a better road to go there too. Lastly, there is already a bike track next to the Pioneer way which extends tens of miles in each direction. While it would be great to have a bike lane if any way possible to go there. I am sure you do not want your bikers breathing the smug of the cars waiting on the congested Shaw Rd. I say this because if you just eliminate the two bike lanes and combine it to one car lane, you will only need one more Lane to make the Shaw Rd a five lanes road which would solve a lot of city's transportation issue including to set the stage ready to incorporate a public transportation on it if and when needed or financially possible. Thank you so much for your time. Please feel free to reach me as stated above should you have any question. Sincerely, Ebrahim Mirjalili

Maintain at least one lane of traffic on Shaw Road during construction at all times. Please see what I have noted above for question #3. My view is that this plan lacks the vision for future transportation needs of Puyallup businesses and its citizens nor solves its existing traffic congestion issues.

***Response: See attached responses to FAQ/Comments regarding Shaw Road capacity.***

**Michael James  
2704 32nd Ave SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. The travel lane is labeled 11', however it is adjacent to an additional 2' space next to the median. This essentially makes the perceived lane 13' (even if it is striped with a yellow line). This is a huge problem. The wider the drive lane the more drivers are encouraged to speed. Please remove this additional 2' space. I suggest narrowing the drive lanes to 10.5 feet. Add the additional 5' to the median. Please confirm via email that the sidewalks and shared use path is a concrete surface. I suggest adding a barrier wall or fence along the west side of Shaw Road. I would like to review the proposed landscape median. I recommend a full closure of Shaw for construction. Please close Shaw during construction, it will have minimal impacts to city residents. County residents will have to deal with it. We want shorter construction duration. Please send me an email answering the questions, I have posed. Thanks for the opportunity to provide input. - Michael James AICP

***Response: The minimum lane wide for an arterial is specified as 11 feet in the City of Puyallup Design Standards, so it will not be possible to decrease the width without receiving a design variance. The intent of the center medians are twofold: (1) To enable the project to include additional landscaping, thus providing a contrast from the hard, paved surfaces and providing aesthetic value and (2) acting as traffic calming elements. Although the median width is 8 feet, the presence of the median 2 feet off the edge of the travel lane will actual make drivers feel more constricted than if they were driving along an empty two-way-left-turn lane. The feeling of being restricted will actually cause drivers to slow down as they approach and drive along the median areas. The actual width of the medians will be evaluated as we continue design. The sidewalks and driving lanes will be pervious concrete, and the Shared Use Path (if implemented) will be porous asphalt. Design details such as walls/fences have been discussed briefly, but will not be implemented into the design until the preferred section alternative is chosen and the design progresses beyond the conceptual level. Landscape plans have not been developed, but it is anticipated that any landscaping will be comprised of native, drought-resistant plants which will require minimal irrigation and maintenance once established.***

**Loeryn Roberts  
2813 32nd at PL SE**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. No median!! City of Puyallup doesn't maintain islands or parkways well. We don't

want volunteers doing it either. Medians are beautiful when well- cared for but we know Puyallup won't do it. These are Paltry solutions at best. That bridge should've never been open before proper accommodations were made for traffic. Two lanes in each direction should be what is done!! Not another bandaid, especially with all the new tracks of homes and apartments that are coming! Due to poor Puyallup city planning the only option should be exercising eminent domain and fixing Shaw road right! Maintain at least one lane of traffic on Shaw Road during construction at all times. We don't want another construction project that that went on forever like 94th! If 8 mos. is the time frame with a closure, we can conservatively bet it will take double that.

*Response: See attached responses to FAQ/Comments regarding construction of center medians. See also attached responses to FAQ/Comments regarding Shaw Road capacity.*

**Amanda Punsalan**  
**2816 31st Street PI SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Is increased noise from free-flowing traffic being considered? What about speed reduction? When traffic is free-flowing, Shaw Road sounds like a highway, and people speed quite often. Maintain at least one lane of traffic on Shaw Road during construction at all times. As a home owner on the east side of shaw road who travels north to pioneer, the only detour would be a major inconvenience.

*Response: Traffic noise will not increase as a result of improvements to Shaw Road. In fact, the open structure of pervious concrete absorbs noise at the tire/pavement interface, thus theoretically reducing road noise. A reduction in speed (currently 35 MPH) is not being considered at this time. One of the intents of the center medians is to provide traffic calming. When passing by these medians drivers will feel more restricted than when driving along an empty center turn lane, and therefore are more likely to slow down.*

**John Warren**  
**2908 Briarwood Ct S**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. No median, two lanes south, one lane north. Allow Shaw Road to be closed during construction.

*Response: See attached responses to FAQ/Comments regarding construction of center medians.*

**Phyllis Cavender**

**3128 29th Ave SE**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. I strongly support Option B WITH TURN LANES ONLY AND NO MEDIAN. PLEASE get this project started and finished soon and quickly. Shaw Rd was NOT built for the tens of thousands of cars it is now handling. We Shaw Road neighbors are suffering terribly because of it. Allow Shaw Rd to be closed but do it in the summer when there is less traffic and no school buses. Please start and finish this project in the time frame you have given. DO NOT DELAY!!!

*Response: See attached responses to FAQ/Comments regarding construction of center medians.*

**Scot Johnson**

**1842 31st Ave SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. There should be a continuous center turn lane instead of medians. Shaw Road is a major evacuation route in the case of a lahar. A continuous center lane would allow Shaw Road to accommodate more traffic if needed in an emergency. Also it would be beneficial for police and fire as traffic often backs up on Shaw. Maintain at least one lane of traffic on Shaw Road during construction at all times. Traffic issues in the surrounding neighborhoods need to be dealt with before construction begins. On Wildwood drive traffic backs up on to the road from Ferrucci Jr High as students are dropped in the morning and picked up in the afternoon. The detoured traffic from Shaw will make this backup significantly worse. Also there is a significant problem currently with speeding and commuting traffic cutting through The Mannerwood 3 and surrounding neighborhoods, particularly on Wildwood, 18th St SE, and 31st Ave SE/ Larkspur Dr/ 20th St SE as non-resident traffic uses these routes to travel between 39th and 23rd Avenues. Without appropriate traffic control measures there will be a large increase in traffic and speeding in these residential areas, all of which are 25 mph zones. And there is already an excessive problem with speeding and traffic in these residential areas.

*Response: See attached responses to FAQ/Comments regarding construction of center medians. See also attached responses to FAQ/Comments regarding increased traffic on residential streets. Please note that permanent traffic calming improvements on streets adjacent to Shaw Road are not currently being planned as part of this project, but the Neighborhood Traffic Calming program is a route to installation of permanent traffic calming.*

**James McBride**  
**2811 41st St SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required.

**Thomas R Shriver Sr.**  
**2101 Manorwood Dr.SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. A two way turn lane is a must no median with trees roots will destroy the road NO bike lanes there is too much commercial truck traffic on Shaw Rd. Allow Shaw Road to be closed during construction. Quit giving bicycles a free ride on motorist dime it is time they pay for some of the improvements most of them don't obey the laws of the road.

*Response: See attached responses to FAQ/Comments regarding landscaping in center medians. Multi-modal transportation elements, such as bike lanes, sidewalks and/or share use path are requirements of the funding from TIB and support the Puget Sound Regional Council Transportation 2040 plan.*

**Georgia Shriver**  
**2101 Manorwood Dr.S.E.**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. Allow Shaw Road to be closed during construction. I would like a 2 way left turn lane for any of the plans. The plans shown for this questionnaire DID NOT allow for a LH turn lane, which I believe is critical for this project. We don't need more trees in the middle of the road or grass on either side which no one would take care of. I would also like to see a WEIGHT RESTRICTIONS put on Shaw Road. Too many semi-trucks use it in order to avoid using Meridian to get to businesses located further out on Meridian.

*Response: A two-way-left-turn lane will be constructed as part of this project, regardless of which option is selected. See attached responses to FAQ/Comments regarding landscaping in center medians. See also attached responses to FAQ/Comments regarding construction of center medians. Shaw Road is identified as a Truck Freight Economic Corridor, and therefore should be used as a haul route.*

**Emily Bennis**

**2105 36th Ave SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Allow Shaw Road to be closed during construction. Please do not detour traffic through manorwood. Use 23rd and 39th.

*Response: See attached responses to FAQ/Comments regarding increased traffic on residential streets.*

**Anne Dody**

**3502 21st St SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Do you really need the planted median? Seems it would be more appropriate on 39th. No detour traffic through manorwood. Allow Shaw Road to be closed during construction. When will the improvements be complete between 23rd and pioneer?

*Response: See attached responses to FAQ/Comments regarding increased traffic on residential streets. See also attached responses to FAQ/Comments regarding landscaping in center medians, regarding construction of center medians, and regarding improvements to Shaw Road between 23<sup>rd</sup> Ave SE to 12<sup>th</sup> Ave SE.*

**Forrest**

**4502 24TH St. SE**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. Allow Shaw Road to be closed during construction.

**Anita Yamada**

**2306 34th Ave SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Not a big fan of the trees in the median. We need to be able to use the median to get in and out of our neighborhoods. It's almost impossible to get out of Manorwood on to Shaw at times. We do not need trees etc., in the way when we need to dart across to the median to get across traffic. Please also do not make the medians like the ones on 176th--those are terrible. If you have to put the trees etc., in please up keep them and keep them weed free. If that is not in the budget keep the medians empty. Maintain at least one lane of traffic on Shaw Road during construction at all times.

*Response: See attached responses to FAQ/Comments regarding landscaping in center medians. See also attached responses to FAQ/Comments regarding construction of center medians.*

**Jeremy Trenhaile**

**2909 40th St SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Due to congestion and higher rate of speeds that people travel on Shaw, I believe that the multi use path separated by the barrier would provide better comfort and use for bike riders. Allow Shaw Road to be closed during construction.

**Tina**

**2902 36th St SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. I would prefer a design with more travel lanes. The roadway from 39th Ave to Manorwood Drive accommodates 2 lanes of traffic in both directions. I would like to see those two lanes continue to 23rd Ave. More traffic must move through this corridor. A two way left turn lane would be slightly helpful in merging into the stream of traffic, but it will not alleviate moving the high volume of traffic that runs through this stretch of roadway. On either plan, A or B, the sidewalk or shared use path size could be scaled back to allow for more lanes of traffic. FYI - The amount of traffic on this roadway has severely increased over the last several months. It used to be the commuter traffic that was so difficult. Now the weekends are worse than the commuter traffic. The impact of the new Shaw Road/Pioneer/Main bridge has completely changed the traffic patterns on Shaw Road. I appreciate your attention to this matter. Thank you! Allow Shaw Road to be closed during construction. Yes, I listened to the City Council meeting discussing the Shaw Road options. I ask the council to reconsider underground utilities along the Shaw Road corridor. It is a big investment; however the investment is a good one. Why would you go to all the efforts to add a center median and all the beautification elements and leave the utilities above ground. I would prefer less beautification, installed underground utilities, and increase the traffic lanes to accommodate the high levels of traffic along this Shaw Road stretch. Thank you!

*Response: See attached responses to FAQ/Comments regarding Shaw Road capacity. City Council considered undergrounding of utilities at their November 4, 2014 meeting and decided costs were too high to absorb for the benefit. Council could reconsider this option at this time as rigorous design has not yet begun, however the project is already projected to have a budget shortfall without undergrounding utilities. The granting agency does not pay for utility*

*undergrounding, therefore the entire \$750,000 estimated cost would be the City's responsibility.*

**Micheal Kravitz**

**2407 35th Ave SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. I like the way the shared use path has a median. It seems safer. I'm wondering which design fits into future improvements for Shaw Road (23rd to Pioneer) better. I would like to see a design that can be repeated (eventually) the full length of Shaw Road. Allow Shaw Road to be closed during construction.

*Response: See attached responses to FAQ/Comments regarding improvements to Shaw Road between 23<sup>rd</sup> Ave SE to 12<sup>th</sup> Ave SE.*

**Jennifer Turner**

**2038 20th St SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. I like the way the shared use path has a median. It seems safer. I'm wondering which design fits into future improvements for Shaw Road (23rd to Pioneer) better. I would like to see a design that can be repeated (eventually) the full length of Shaw Road. Allow Shaw Road to be closed during construction.

**Leon Matz**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. Maintain at least one lane of traffic on Shaw Road during construction at all times. Please keep two bike lanes and look at extending the widening down the hill especially from Shaw road school to Deer creek entrance. That is a dangerous spot for cyclists!

*Response: See attached responses to FAQ/Comments regarding improvements to Shaw Road between 23<sup>rd</sup> Ave SE to 12<sup>th</sup> Ave SE.*

**Lance Shotwell**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Nice presentation at the Open House. The long printed plan views were superb. Option A, w/ the wide sidewalk (on the east side) is best due to South emergency traffic from the firehouse, and ambulances from the Emerald HS area going to the hospital using Shaw

Road. (1) Put the base of the east street lights up against the east fence so cars pulling off the road for emergency vehicles are not impeded by the light poles, and fire trucks having to use the sidewalk will not crash into them. Cantilever the light fixture out to the west for the east-moved poles to properly light the road. (2) Move the north end of the center island, near left exiting traffic coming out of 31st Ave (Bellwood), further south to give more room for this traffic to use the center lane waiting to merge into the south traffic. (3) Unless the City of Puyallup is funded to mow and edge the 4.5' planter frequently, replace grass w/ cobble stone pavers. I have this kind of area in front of my house, and have to edge it every 2 weeks and cut the grass every week during the spring/summer months. (4) Equip any crosswalks with LED lights similar the the one at the entry into Bradly Park. Thank you for allowing me to be able to comment on this much needed improvement. Form a sloping curb along the east side to safely allow vehicles to pull onto 4.5' landscaped surface to give way to emergency vehicles. Use the concrete blocks constructed to allow grass to grow up thru voids that allow for the weight of fire trucks on their surface. This area is going to be wet and mushy during the rainy months, and will require constant leveling and replanting due to ruts caused by tires.

***Response: The lighting design and fixture type will ultimately determine the location of the luminaire poles on both sides of the road. The lengths/locations of the center medians will be such that sufficient queue length is provided for vehicles both turning onto and off of Shaw Rd. Good comment on the planter strip materials. The final determination of what materials will be used will be a result of discussions internally within the City, including Public Works, Parks, and Maintenance staff. The three proposed, marked crossings of Shaw Road will be equipped with RRFBs, which have been adopted as the standard instead of the style used at Bradley Park.***

**Hopkins**

**2411 37th Ave SE**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. Please do not use Manorwood Drive as an alternate route during construction as there are many children that play in the neighborhood. Thank you. Maintain at least one lane of traffic on Shaw Road during construction at all times.

***Response: See attached responses to FAQ/Comments regarding increased traffic on residential streets.***

**Robert Kaelin**

**3224 31st STR PL SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. The side street stop lines are too far back to see on coming traffic - particularly at 33rd Street. This will cause vehicles to move into cross walks and in Option B, bike lanes. Also - there is limited to no bike traffic on road to require bike lanes on each side. Allow Shaw Road to be closed during construction.

*Response: Sight distance will be evaluated at all of the cross streets as design progresses.*

**Jami Overby**

**3203 28th St SE**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. Maintain at least one lane of traffic on Shaw Road during construction at all times. I don't want to see manorwood drive used as an alternate route during construction. This is a residential neighborhood with a lot of children walking throughout. Elementary and junior high students walk to and from school because there is no school bus service in the neighborhood.

*Response: See attached responses to FAQ/Comments regarding increased traffic on residential streets. We will work closely with the school district during design to make sure that a busing plan is in place prior to construction. We will continue to coordinate with the school district during construction to ensure that the Contractor's activities do not impact the busing plan as proposed.*

**Kim Wells**

**3901 25th Ave Ct SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. I attended the open house last night and provided comments there but wanted to amend those comments - I would prefer Option A but with both a two-way left turn lane and a median. Where there isn't a turn lane needed, the median should be there. If a turn lane is needed, have that in place of the median. Allow Shaw Road to be closed during construction.

**David Stensgaard**

**2902 31st Street Place S.E**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. Use low maint. plants in medians and no trees where roots might lift the road surface or break curbing. Allow Shaw Road to be closed during construction.

*Response: See attached responses to FAQ/Comments regarding landscaping in center medians.*

**Ryan Simpson**

**13807 108th St Ct E**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. Allow Shaw Road to be closed during construction.

**Eric Nix**

**2406 37th Ave SW**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. Maintain at least one lane of traffic on Shaw Road during construction at all times.

**Beth Simpson**

**13897 108 St Ct E**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Allow Shaw Road to be closed during construction.

**Anonymous**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Maintain at least one lane of traffic on Shaw Road during construction at all times.

**Karin Mcnett**

**2203 35th Ave SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Love a safer option for bike commuters and kids cycling and the median with trees. Can we avoid using manorwood drive as a detour option during construction?

Allow Shaw Road to be closed during construction. What a savings...worth the trouble of detours to save so much- good thinking!

*Response: See attached responses to FAQ/Comments regarding increased traffic on residential streets.*

**Heather Byrd**

**2704 Forest Rim Ct N**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. I like having a turn lane rather than a median. Why is that not presented in these options? Allow Shaw Road to be closed during construction. I would like to see a turn lane rather than median to accommodate current traffic and future growth.

*Response: a two-way-left-turn lane (TWLTL) will be constructed along the full length of the project. A center median will be constructed in place of the TWLTL when the center lane is not needed.*

**Jason**

**615 E Pioneer, Suite 111**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. If there are non signaled crosswalks put in flashing led crossing indicators. Allow Shaw Road to be closed during construction.

*Response: See attached response to FAQ/Comments regarding pedestrian crossings of Shaw Road.*

**Kathy Afflerbaugh**

**2508 41st St SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Maintain at least one lane of traffic on Shaw Road during construction at all times. Who decided only to do this little stretch of Shaw Rd? Seems like a bigger bottleneck than without it.

*Response: Improvements to Shaw Road are being programmed as the money becomes available. City staff is currently working on acquiring grant funding to design and construct improvements to Shaw Road between Manorwood and 39<sup>th</sup> Ave SE, and between 23<sup>rd</sup> Ave SE and 12<sup>th</sup> Ave SE.*

**Laura Romero**

**3404 27th Place SE**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. I have heard that traffic may be routed through on manorwood dr. As a homeowner with children, the extra traffic through the neighborhood is very concerning. Just a month or so ago, when there was an accident on shaw, cars were cutting through, and not giving ANY care for their speed. Please find another way! My children's ability to safely play is not an

acceptable oversight! Maintain at least one lane of traffic on Shaw Road during construction at all times. Again, please ensure that traffic will not be routed through on Manorwood Dr.

*Response: See attached responses to FAQ/Comments regarding increased traffic on residential streets.*

**Kristi Hovde**

**12708 115th St Ct E**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Why put in a bike lane? Riding a bike north or south of the proposed area on Shaw road is a death sentence. Allow Shaw Road to be closed during construction.

**Jason Richards**

**2504 33rd Ave SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Maintain at least one lane of traffic on Shaw Road during construction at all times. They should continue this all the way to pioneer and up to 39th it would be like Lakeland hill people would use the route specifically for a work out run/walk. Turning the project from a necessity to an asset.

*Response: Improvements to Shaw Road are being programmed as the money becomes available. City staff is currently working on acquiring grant funding to design and construct improvements to Shaw Road between Manorwood and 39<sup>th</sup> Ave SE, and between 23<sup>rd</sup> Ave SE and 12<sup>th</sup> Ave SE.*

**Heidi Sanders**

**2625 Mt. McKinley Ct.**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Allow Shaw Road to be closed during construction. Thank You for listening and keeping us all updated on the plans :)

**Chris Bennis**

**2105 30th Ave SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Native plants and trees. Allow Shaw Road to be closed during construction. No traffic through manorwood. Kid playing at park, lots of walkers crossing manorwood dr.

*Response: See attached responses to FAQ/Comments regarding landscaping in center medians. See also attached responses to FAQ/Comments regarding increased traffic on residential streets.*

**Shawn Manley**

**708 14th Avenue Court SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. I am strongly in favor of more bike paths. Wider, designated paths are very important. Allow Shaw Road to be closed during construction. More bike paths! Thank you :)

**Michelle LaRue**

**1921 40th St SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Allow Shaw Road to be closed during construction.

**Jim Rubert**

**1732 34th Street SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Allow Shaw Road to be closed during construction. Shut down the road.

**Brian Woodburn**

**1856 Brookmonte Dr SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Allow Shaw Road to be closed during construction.

**Jeannie traback**

**2300 37th Ave SE**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. Maintain at least one lane of traffic on Shaw Road during construction at all times. Any other routes than through manorwood?

*Response: See attached responses to FAQ/Comments regarding increased traffic on residential streets.*

**Tom & Meredith Swanson**

**3029 29th Ave SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. How do the tie in with the lower half (23rd to Shaw Rd. Elem. Portion)? Allow Shaw Road to be closed during construction. TEST, TEST, TEST... This is a test by Councilmember Tom Swanson to see how our feedback system to constituents using this SurveyMonkey.com option works. Please email me a tswanson@ci.puyallup.wa.us when you read this.

*Response: See attached responses to FAQ/Comments regarding improvements to Shaw Road between 23<sup>rd</sup> Ave SE to 12<sup>th</sup> Ave SE.*

**Bob Rooney**  
**2409 37th Ave**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Is bike and pedestrian traffic on the mixed side separated by lines or symbols? Allow Shaw Road to be closed during construction. I prefer closing the road, but don't want the Manorwood Drive as the main detour. If the plan is to allow a large increase of traffic through Manorwood, I would then Choose keeping Shaw open during construction.

*Response: Bicycle and pedestrian traffic on the Shared Use path would not be separated. See attached responses to FAQ/Comments regarding increased traffic on residential streets.*

**Erin Rooney**  
**2409 37th Ave SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Allow Shaw Road to be closed during construction. If Shaw Road is closed, I would not support Manorwood Drive to be the main alt route. We are one of many families with young children who use the park on this road. It is a neighborhood street and it would be a problem to have it used as a main arterial.

*Response: See attached responses to FAQ/Comments regarding increased traffic on residential streets.*

**Chris McNutt**  
**3606 27th St SE**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. Either option would be a shameful waste of money and my entry is not to be taken as an endorsement either. Discontinue this project. It's difficult to believe this was the best you could come up with. It does nothing to even slow the problems on Shaw Road. At best the increasing traffic problems will be slightly nicer to look at. I realize this all sounds insulting but you should feel bad about this plan and wasting the money. Also, your survey is structured in a

way to prevent honest feedback around the core options. You're going to boil it all down and say 60% of the people prefer plan A as though you gave any possibility of decent. Shame on you.

*Response: See attached responses to FAQ/Comments regarding Shaw Road capacity.*

**Snow**

**12917 115th St E**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. Maintain at least one lane of traffic on Shaw Road during construction at all times.

**Anonymous**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required.

**Shelley Krashowetz**

**1121 W Stewart #8**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Allow Shaw Road to be closed during construction.

**MaryJo Young**

**10710 134th Ave E**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. I don't think that putting in a median at ANY point is smart or necessary. Bike lanes on both sides and a continuous TWLTL would provide passage for emergency vehicles at commute times when the travel lanes are jammed and bike lanes on both sides would allow somewhere for stalled vehicles, flat tires, etc to pull out of the travel lane. Having a TWLTL would be great as would the paved sidewalks but I don't see that ANY of this would address the bumper-to-bumper commuter time jams (northbound in am, southbound in pm). I live just east of Shaw Rd and it is impossible to get out into traffic flow onto Shaw during commute hours unless a courteous driver makes a place for you. Allow Shaw Road to be closed during construction.

*Response: See attached responses to FAQ/Comments regarding construction of center medians. See also attached responses to FAQ/Comments regarding Shaw Road capacity.*

**Ed Burgi**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Deoesn't specify what time of day construction would occur..if its during peak hrs say 6-83 0am or 330-6pm then one lane should be open during that time ..non peak hrs --

closing it would be ok .... Seems like from a danger standpoint (traffic accidents) more occur on Shaw Road from Skookum Archers 112th ST E up the Hill to the Jackpot gas station 122nd ST E -- why isn't this portion of Shaw Road being addressed?? What are the statistics regarding traffic accidents in this stretch of road vs the project .....I have never seen an accident in the stretch of road the project is being proposed vs the top part of Shaw Road--see at least 3 a year --some very serious.....we should be addressing the entire stretch of Shaw Road--not just the selected area!!

*Response: Depending on whether the Contractor is allowed to close Shaw Road to all traffic during construction, working hours will be between 7:00AM and 6:00PM, with restrictions during peak hours and special events (i.e., the Puyallup Fair). Shaw Road south of 39<sup>th</sup> Ave SW and 122<sup>nd</sup> St E is actually located within unincorporated Pierce County, and therefore any improvements to that stretch of Shaw Road will be designed and constructed as a County project. Improvements to Shaw Road within incorporated Puyallup limits are being programmed as the money becomes available. City staff is currently working on acquiring grant funding to design and construct improvements to Shaw Road between Manorwood and 39<sup>th</sup> Ave SE, and between 23<sup>rd</sup> Ave SE and 12<sup>th</sup> Ave SE.*

**Dawn Foster**

**1825 25th Ave SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Allow Shaw Road to be closed during construction.

**Jaclyn Ramsey**

**11305 129th St. E**

Design Option B-sidewalks both sides, bike lanes both sides, median where two way left turn lane is not required. I really think that more lanes to relieve congestion is most important. If there is a way to do 2 lanes even in one direction that would be better than trees up the median. Shaw had enough trees. Open to those who live off Shaw only.

*Response: See attached responses to FAQ/Comments regarding Shaw Road capacity. See also attached responses to FAQ/Comments regarding construction of center medians.*

**Jaimie Houser**

**2617 20th st SE**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. no median - we need turn left lane more. Allow Shaw Road to be closed during construction.

*Response: See attached responses to FAQ/Comments regarding construction of center medians.*

**Mae Wisor  
PO Box 106  
Graham, 98338**

Design Option A-sidewalk west side, shared use path east side, median where two way left turn lane not required. Maintain at least one lane of traffic on Shaw Road during construction at all times. Construction hours should be limited to 8:30 am to 3:00 pm. I travel to work from Graham and drive Shaw from Military all the way to the bottom of the hill just past Shaw Road Elementary. The burden on my daily commute not to mention the thousand other drivers that drive this road is enormous. By starting after the morning commute and ending before the evening will assist to elevate the burden of all those drivers. What will be done for all the school buses that have to travel along Shaw to get to schools? What about local drivers that are stuck? What is the cost to have the work Saturday through Wednesday? Two days without the normal work traffic would help commuters also.

*Response: Depending on whether the Contractor is allowed to close portions of Shaw Road to all vehicular traffic, construction hours will be between 7:00AM and 6:00PM with restrictions during peak hours and special events. Restricting construction to within non-peak hours will greatly increase the time duration and cost of this project, likely resulting in a multiyear project and increased impacts to residents and the traveling public. Traffic congestion will greatly increase during construction regardless of whether the Contractor is allowed to close Shaw Road or if they are required to keep one lane open to vehicle traffic. We will work closely with the school district during design to make sure that a busing plan is in place prior to construction. We will continue to coordinate with the school district during construction to ensure that the Contractor's activities do not impact the busing plan as proposed. Local drivers will utilize internal, neighborhood streets to a point where they can access Shaw Road. Construction working hours and days and construction phasing will be important discussions moving forward with design and during the preconstruction meeting once the construction project is awarded.*