

FOR IMMEDIATE RELEASE

March 16, 2018

FOR FURTHER INFORMATION:

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Belfair Park and Ride

Mason Transit Authority (MTA) is planning to construct a new park and ride to the southeast of the existing intersection of Log Yard Road and SR-3. This new park and ride will consolidate existing temporary park and ride lots at the Assembly of God church and behind the Safeway on Roy Boad Road. [Click here](#) for more information about the need for the new park and ride lot and the process used to select the Log Yard Road site.

The new park and ride will create a fourth leg at the intersection of Log Yard Road and SR-3. The buses and park and ride users will be turning left onto SR-3 during commute hours, which has raised concerns about the ability to turn left from a stop sign into heavy traffic. SCJ Alliance, an engineering and planning consulting firm, is working with MTA to evaluate the need for intersection control (i.e., traffic signal or roundabout) at this intersection. SCJ Alliance is completing a WSDOT required Intersection Control Analysis to evaluate potential intersection control solutions that address safety and traffic concerns.

We (SCJ and MTA) are evaluating four possible options at the intersection:

1. Leave the existing lanes on Highway 3 (stop signs on Log Yard Road).
2. Use stop signs on Log Yard Road but add a southbound acceleration lane and a southbound left turn lane for users turning left to the new park and ride lot.
3. Build a traffic signal at the intersection. Convert the northbound acceleration lane to a southbound left turn lane for users turning left to the new park and ride lot.
4. Build a single-lane roundabout at the intersection.

Community engagement is an important part of conducting the Intersection Control Analysis. MTA and SCJ held a public meeting on March 7, 2018 to share the options under consideration. The purpose of meeting was to hear and understand community concerns so that those concerns are addressed during the Intersection Control Analysis work. The concerns shared at the meeting and comments received via email are summarized below:

The corridor is congested.

- ♦ SR-3 is badly congested.
- ♦ Any intersection control will contribute to backups.
- ♦ Traffic in the summer increases and should be taken into consideration.
- ♦ Can Log Yard Road be connected to Belfair Valley Road/Old Belfair Highway to increase mobility and eliminate congestion?

The corridor is dangerous.

- ♦ SR3 is a dangerous highway with accidents up and down the corridor.
- ♦ Safety should be the most important consideration at the intersection.
- ♦ Traffic travels the corridor at high speeds.

The project is costly.

- ♦ How would these improvements fit into the Belfair Bypass/Freight Mobility Corridor?
- ♦ Would these improvements be “throw away” and a waste of money?

There are many trucks traveling the corridor and using Log Yard Road.

- ♦ How would a new intersection handle the heavy truck/freight traffic?
- ♦ Is there a possibility for a right off for trucks prior the intersection of Log Yard Road?

Why now?

- ♦ Should this project be delayed until the Bypass is constructed?
- ♦ Can other County and/or WSDOT projects be prioritized in front of this one?

Why isn't WSDOT at the meeting?

- ♦ What does WSDOT think?
- ♦ Will WSDOT be available in the future?

Are you getting input from adjacent business/property owners?

- ♦ Are businesses concerned about truck movements?
- ♦ Have you considered stormwater for the improvements given existing drainage challenges?

Has the decision already been made?

- ♦ Keep the process transparent.

MTA, SCJ, WSDOT and Mason County will be working cooperatively during preparation of the Intersection Control Analysis to address each of these concerns during selection of a preferred intersection control method. After preparation of the draft Intersection Control Analysis, MTA, SCJ, WSDOT, and Mason County will hold another public meeting in late April to share how each of the concerns played a role in the recommendation of a preferred option.

The next steps are listed below:

1. Consider concerns during analysis of optional intersection control methods. (~3 weeks)
2. Finalize the draft Intersection Control Analysis. (~2 weeks)
3. Present the draft Intersection Control Analysis at a public meeting in late April.
4. Incorporate input from the late April public meeting and finalize the Intersection Control Analysis for submittal to WSDOT. (~1 week)
5. WSDOT review of the Intersection Control Analysis. (3 weeks)
6. Address WSDOT comments and resubmit the Intersection Control Analysis for WSDOT approval. (~1-2 weeks)

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MTA Park and Ride Development

