Next Steps in West Olympia Access Study:
- Complete current technical analysis of scenario concepts
- Present findings to community – anticipated for late May / early June
- Refine scenario concepts to arrive at a preferred scenario

West Olympia Access Study
Aerial Photos flown August, 2005

Four 2030 conceptual scenarios are currently undergoing technical evaluation:
- "No Build" concept (required) – no changes to system except for what is currently funded but still unbuilt
- "Local Only" concept – local street widenings, connections, intersection projects but no change to state system
- "Yauger Way Extension" concept – modify Black Lake interchange to allow new exit to/access from Yauger Way, with relevant local projects
- "Evergreen Parkway / Kaiser Road" concept – modify Evergreen Parkway interchange to allow new exit to/access from Kaiser Road, with relevant local projects

Prepared for
BPAC Briefing – 4.23.08
West Olympia Access Study
Bicycle Pedestrian Advisory Committee – 23 April 2008 Briefing

Olympia and WSDOT are partnering on a study to evaluate future mobility needs for Olympia’s west side.
- Growing traffic congestion on local and state facilities raise concerns about how to best accommodate future growth while maintaining safe and acceptable mobility
- Study will evaluate both local and state systems to determine future access and circulation needs
- There is no predetermined outcome that this study is trying to support
- Study will result in package of strategies and corresponding responsibilities to meet future mobility needs on Olympia’s west side

Olympia’s west side is a regionally significant commercial and medical hub, and home to a growing population base.
- Currently home to 24,000 people and 17,000 jobs
- Projected to increase to 36,000 people and 25,000 jobs by 2030
- West Olympia accounts for 49% of Olympia’s retail sales tax
- Medical and retail businesses serve residents throughout Olympia and Thurston County, as well as residents from Mason, Grays Harbor, and Lewis Counties
- Transportation and land use must work together to maintain appropriate levels of mobility and safety for all modes of transport, including cars and trucks, transit, bikes, and pedestrians.

The current transportation system cannot meet current and future mobility needs of Olympia’s west side.
- The state and local transportation networks are two parts of a single, integrated transportation system that must work together and balance mobility and access needs.
- Lack of transportation system connectivity impedes access and traffic circulation on the west side and overburdens existing facilities.
- Optimizing the performance of the existing transportation system and making it as efficient as possible is a local and state priority.

There are constraints on the study assumptions and outcomes.
- Land use is based on adopted land use plans. Alternative land use scenarios will not be considered.
- The study does not presume that modification of access to the state highway system is warranted.
- The study will adhere to design and spacing constraints that govern highway and interchange access.