Harrison Avenue
Corridor Study

FINAL REPORT
Accepted June 27, 2006

City of Olympia

Prepared By:
Thurston Regional Planning Council

With an Independent Technical Validation by:
Parametrix, Inc./Shea & Carr
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Cover: Harrison Avenue Corridor
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I. INTRODUCTION

In the mid-1990s, Olympia began work on the Harrison Avenue/Mud Bay Road Corridor to address mobility problems and improve the street to adopted urban standards. City staff met with business owners and residents to identify problems and solutions. Phase I included a predesign phase of the entire Corridor, from Cooper Point Road to Kaiser Road. Funding was also provided for construction of two vehicle lanes in each direction with a center turn lane between Cooper Point Road and Yauger Way. It was anticipated that funding would be sought at a later date to make improvements from Yauger Way to Kaiser Road to accommodate projected growth and maintain adopted vehicle level of service (LOS) standards. With the current lane configuration, vehicle LOS standards are expected to fail by approximately 2008-2009.

In July 2005, the Olympia City Council requested additional information before applying for grant funding for the Harrison Avenue/Mud Bay Road Phase II Road Widening Project.

While there was consensus among the City Council members that Harrison Avenue (Mud Bay Road) near Kaiser Road needs to be improved in terms of pedestrian and bicycle facilities and street lighting, there were questions about how many vehicle lanes are appropriate, the degree to which widening was needed, and the timeframe for implementation.

Intersection improvements at Kaiser Road and Harrison Avenue are a separate project, and are fully funded and scheduled for construction in 2008.

The City Council has requested a short study to:

- Re-examine the need for widening to 4 to 5 vehicle lanes
- Re-examine the timing for the project

An independent consultant was asked to validate the previous technical analysis with updated information on land use patterns and projected population and employment. In addition to any new information on growth trends and projected traffic volumes, the City Council asked to hear from the community about any issues, concerns, or possible solutions to increase transportation safety and mobility in this Corridor.
II. BACKGROUND

A. Study Limits

The Corridor study includes the slightly more than half mile section of Harrison Avenue (also known as Mud Bay Road) between Yauger Way and Kaiser Road (City limits), located on the west side of the City of Olympia.

West Olympia is currently home to 24,000 people and 17,000 jobs. It is an area that is growing rapidly, with approximately 325 homes recently approved or built in the last few years, and almost 1,500 residential single-family homes, town homes, apartments, or condominiums in various phases of the application process. Almost 850 additional residential units have been proposed through pre-submission conferences with City or County staff (Table 1; Figure 1).

Table 1: A summary of residential development activity in West Olympia, City and Urban Growth Area.

<table>
<thead>
<tr>
<th>Project</th>
<th>Residential Units</th>
<th>Status (June 2006)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bay Hill</td>
<td>185</td>
<td>Recently approved and being built</td>
</tr>
<tr>
<td>Cooper Crest</td>
<td>140</td>
<td>Recently approved and built</td>
</tr>
<tr>
<td><strong>Recently Approved Total</strong></td>
<td><strong>325</strong></td>
<td></td>
</tr>
<tr>
<td>Citi Life Condominiums</td>
<td>110</td>
<td>In the application stage</td>
</tr>
<tr>
<td>College Station</td>
<td>382</td>
<td>In the application stage</td>
</tr>
<tr>
<td>Deering Plat City</td>
<td>40</td>
<td>In the application stage</td>
</tr>
<tr>
<td>Devonshire</td>
<td>26</td>
<td>In the application stage</td>
</tr>
<tr>
<td>Evergreen Hills</td>
<td>150</td>
<td>In the application stage</td>
</tr>
<tr>
<td>Evergreen Vista II</td>
<td>120</td>
<td>In the application stage</td>
</tr>
<tr>
<td>Grass Lake Village East</td>
<td>55</td>
<td>In the application stage</td>
</tr>
<tr>
<td>Kaiser Road Plat</td>
<td>36</td>
<td>In the application stage</td>
</tr>
<tr>
<td>Kaiser South</td>
<td>52</td>
<td>In the application stage</td>
</tr>
<tr>
<td>Magnolia (Cyrene)</td>
<td>124</td>
<td>In the application stage</td>
</tr>
<tr>
<td>French Road</td>
<td>41</td>
<td>In the application stage</td>
</tr>
<tr>
<td>Sunberg</td>
<td>206</td>
<td>In the application stage</td>
</tr>
<tr>
<td>Walnut Court Townhomes</td>
<td>32</td>
<td>In the application stage</td>
</tr>
<tr>
<td>Wellington Heights</td>
<td>56</td>
<td>In the application stage</td>
</tr>
<tr>
<td>Wood Trail</td>
<td>43</td>
<td>In the application stage</td>
</tr>
<tr>
<td><strong>Application Phase Total</strong></td>
<td><strong>1,473</strong></td>
<td></td>
</tr>
<tr>
<td>20th Avenue and Cooper Point</td>
<td>26</td>
<td>Pre-submission conference only</td>
</tr>
<tr>
<td>28th Avenue Subdivision</td>
<td>26</td>
<td>Pre-submission conference only</td>
</tr>
<tr>
<td>Capezio Urban Village</td>
<td>144</td>
<td>Pre-submission conference only</td>
</tr>
<tr>
<td>Capital Heights Retirement</td>
<td>400</td>
<td>Pre-submission conference only</td>
</tr>
<tr>
<td>Capital Multifamily</td>
<td>130</td>
<td>Pre-submission conference only</td>
</tr>
<tr>
<td>Ken Lake Estates</td>
<td>83</td>
<td>Pre-submission conference only</td>
</tr>
<tr>
<td>Walnut Ridge</td>
<td>20</td>
<td>Pre-submission conference only</td>
</tr>
<tr>
<td>Woodard Lane co-housing</td>
<td>14</td>
<td>Pre-submission conference only</td>
</tr>
<tr>
<td><strong>Pre-submission Total</strong></td>
<td><strong>843</strong></td>
<td></td>
</tr>
</tbody>
</table>
II. BACKGROUND

Figure 1: Residential Development Activity in West Olympia as of June 2006.
The area around the Harrison Avenue Corridor is thriving with business activities including two major regional attractors, Westfield Capital Mall and cinema, which is currently undergoing an expansion, and Capital Medical Center, one of two regional hospitals.

Surrounding Capital Medical Center are two large medical services parks, home to doctors, dentists, and medical-related industries. Another large office park is planned to the east of the hospital.

In addition, there are numerous other businesses located directly along the Corridor, serving local and regional customers.

The west side of Olympia is also home to many large faith-based organizations, which serve a regional population and offer not only traditional faith-based services, but also school, child care, and social services.

There are also two large recreation facilities near the study Corridor. Yauger Park is a 39.7 acre community park located at 3100 Capitol Mall Drive. It features athletic fields, a skate court, basketball, picnic shelter, nature trails, a running track, a playground, horseshoes, and a restroom.

Grass Lake Refuge, a 164-acre undeveloped open space area at 814 Kaiser Road. NW, features minimally developed trails and wildlife viewing opportunities. Phase II development of Grass Lake Refuge is scheduled to be designed and constructed in 2006-2007. This will include paved nature trails, a small parking lot, wildlife viewing areas, and interpretive signage.

Future plans call for a trail connection between Grass Lake Refuge and Yauger Park (Figure 2).
**B. Harrison Avenue/Mud Bay Road Corridor - Phases**

The Corridor under study is Phase II of the Harrison Avenue/Mud Bay Road Corridor Project. Phase I extended from Cooper Point Road to Yauger Way, and included widening for a 4 to 5 vehicle lane cross-section, adding 5 foot bicycle lanes, planter strips with street trees and lighting, and 8-foot sidewalks. Modifications were made to the roadway cross-section, compared to adopted City street standards, by not including planter strips and the two-way center turn lane over the Grass Lake wetland system.

Two landscaped islands were included in the Phase I improvements, one island near Cooper Point includes a pedestrian crossing. Funding for Phase I also included predesign for Phase II. Predesign gives a general indication of a typical cross section, right-of-way needs, and existing features. The predesign for Phase II is shown in Figure 3. Modifications to frontage improvements around existing businesses are shown in the predesign. Specific locations of features such as pedestrian crossing islands may change in final implementation.

The remaining section of Mud Bay Road, from Kaiser Road to Overhulse Road, is currently outside of the Olympia City limits, and under the jurisdiction of Thurston County. The County has long held plans to improve this section of the roadway to urban standards, after Phase II funding is secured, providing a continuous section of improved roadway from Cooper Point Road to the Highway 101 Interchange.

It is also possible that the City of Olympia will annex this portion of the roadway in the short term (2006 or 2007); in order to annex the proposed College Station subdivision – urban village into the City Limits. At that time, the City would become responsible for maintaining and improving the remaining section of Mud Bay Road extending to the new City limits. Developer-funded frontage improvements will also be made (to a half-street 5 vehicle lane cross-section) as the proposed College Station subdivision is approved and developed.
Figure 3: Predesign for the study Corridor (City of Olympia, 1998). Note: Shading indicates widening.
II. BACKGROUND
C. Existing Street Standards

Harrison Avenue is an Arterial in the City’s street network.

An Arterial is designed to accommodate 85 percent (typically) non-neighborhood traffic. These types of streets typically support a daily traffic volume that ranges from 14,000 to 40,000 vehicles. Multi-modal transportation options (bicycle lanes, transit, and sidewalks) are all features of this type of street.

Sidewalks – Eight foot sidewalks on both sides of the street are required in the design standards for Arterials.

Bicycle Facilities – Five foot bicycle lanes on both sides of the street are required in the design standards for Arterials.

On Street Parking – On street parking is not included in the standard for Arterials.

Planting Strips – Ten foot planting strips are required in the design standards for Arterials. In this Corridor, modifications have been made to the width of the planter strips to take into account existing structures or environmental concerns. Street trees will be planted in the planter strips.

Design Speed – Speed limits are generally 30 to 40 miles per hour on Arterials. The speed limit on the portion of Harrison Avenue from Cooper Point Road west to the city limits is 35 miles per hour.

Transit

Intercity Transit:
Current Stop status:
Westbound - no stops.
Eastbound - Route 47 operates a one way in-bound "loop" along McPhee Road, Harrison Avenue, and Yauger Way, with no stops on Harrison Avenue.

Service: Route 47
Weekday service: 30 minute frequency (27 trips) between 6:30 a.m. - 7:30 p.m.
Weekend service: 60 minute frequency (12 trips) between 8:30 a.m. - 7:30 p.m.

Future Plans:
Service: A bi-directional service Corridor is possible within the next 3 to 5 years along Harrison Avenue/Mud Bay Road. This would be based on the completion and occupation of a large residential and commercial development that is being planned just east of the Evergreen Parkway (College Station).

Bus Stops: The current lack of an identifiable and Americans With Disabilities Act (ADA) accessible pedestrian pathway is a concern for either side of Harrison
II. BACKGROUND

Avenue and makes locating a bus stop that much more difficult. It should also be noted that a westbound only far-side Harrison Avenue/Yauger Way intersection does have a fully integrated bus pullout and sidewalk. A new residential development under construction on the north side of Harrison Avenue, near Kaiser Road, also has frontage improvements that incorporate a City sidewalk standard.

**Mason Transit and Grays Harbor Transit:**

Current Stop status:
Westbound - shared use of one stop before Kaiser Road; utilizes the driveway for the property at that location.
Eastbound - no "official" stops currently identified.

Service:
Mason Transit - Route 6:
Weekday service: 16 bi-directional trips (8 each direction) along Corridor, between 6:40 a.m. – 8:00 p.m. (approximately every 2 hrs).
Saturday service: 8 bi-directional trips (4 in each direction), between 8:10 a.m. – 6:00 p.m.

Grays Harbor Transit - Route 40
Weekday service: 12 bi-directional trips (6 each direction) along Corridor, between 7:15 a.m. - 7:15 p.m.
Weekend service: 8 bi-directional trips (4 in each direction), between 9:30 a.m. – 7:00 p.m.

Future service: not identified

**School Buses**

The Olympia School District has 10 routes that use this Corridor, serving Capital High School, Marshall Middle School, and McLane, Hansen, and L.P. Brown Elementary Schools, with several special needs buses serving other schools. The only school bus stop along the Corridor is at the intersection of Harrison Avenue and Yauger Way. The school bus uses the Intercity Transit bus pullout at this location.

**Options for Traffic Calming**

Arterials may have traffic calming devices and medians if they are needed. On Harrison Avenue, staff recommends the use of pedestrian islands, medians, and street trees. Devices such as angle points and speed tables/cushions or circles are more appropriate for lower volume residential streets.
III.  TRANSPORTATION PLANNING CONSIDERATIONS

A. Planning for Growth

The Growth Management Act (GMA) was passed in 1990, and included 13 goals to guide the development and adoption of comprehensive plans and development regulations.

“The goals discourage sprawling development, encourage development in urban areas with adequate public facilities, encourage economic development throughout the state consistent with comprehensive plans, encourage efficient multimodal transportation systems, provide for the protection of property rights, and require that adequate public facilities and services necessary to support development be available when new development is ready for occupancy. Many of these planning goals directly relate to specific planning requirements in the act. In 1995, a 14th goal on shoreline management was added to the GMA.

The goals are not ranked in any order with one goal having more importance over others. When local governments develop their plans and regulations, they determine how the goals will be carried out.”

Source: Community Trade and Economic Development (CTED) Web Site.

The GMA requires that counties plan for growth consistent with 20-year population projections provided by the State Office of Financial Management (OFM). In Thurston County, county-wide planning policies adopted by the cities, towns, and Thurston County require that growth planning is consistent with population projections provided by the Thurston Regional Planning Council (TRPC). These projections, which project growth down to smaller geographic areas for planning purposes, are within the high and low range of OFM’s projections. TRPC also provides projections of employment for planning purposes.

B. Transportation Planning

The GMA links transportation and land use planning by calling on local communities to rethink the traditional approach to transportation planning, and make transportation plans consistent with their community’s comprehensive plan vision and goals. Communities must also work together to develop a regional transportation vision. In Thurston County, the Regional Transportation Plan is an overview of broad facility needs and priorities. All local comprehensive plans in Thurston County and the cities and towns must be consistent with the Regional Transportation Plan. The regional transportation model supports this planning effort by evaluating potential changes in traffic volumes and informs decisions on facility needs.
III. TRANSPORTATION PLANNING CONSIDERATIONS

C. Level of Service and Concurrency

Both the local comprehensive plans and the Regional Transportation Plan have determined level of service standards (LOS) for motor vehicles, and in some cases other forms of transport. This is a requirement of the GMA.

“LOS standards for traffic congestion are often expressed through a letter system from “A” (the best) for the least amount of congestion to “F” (the worst) for the most amount of congestion. When a community identifies the LOS it expects, it determines how to meet this standard based on assumptions contained in the land use chapter of the comprehensive plan. Communities face tough decisions on how to fund increasing shortfalls for streets, roads, and other transportation needs. New housing and commercial and industrial projects need to be developed in a manner that ensures that the roads and other infrastructure supporting the project are in place or scheduled for completion when the project is complete. This is called concurrency.”

Source: Community Trade and Economic Development (CTED) Fact Sheet.

In Olympia’s Comprehensive Plan, the section of Harrison Avenue from the City limits at Cooper Point Road is defined as an Arterial, and assigned a motor vehicle LOS of D. In general, the maximum road width for City streets, including Arterials, is two through vehicles lanes in each direction, with turn lanes as appropriate. Bicycle lanes, planter strips, and sidewalks are all features of Arterials.

Road Width and Community Scale: Generally, a road should not be widened beyond two through lanes in each direction with auxiliary turn lanes as appropriate. Roads with more than five lanes are perceived by the public as beyond the scale that is appropriate for this community. (Resolution #11866, 12/21/98)

Source: Olympia Comprehensive Plan (Transportation chapter pages 13 and 14)

D. Concurrency and Impact Fees

Planning for growth, level of service, concurrency, and impact fees are all linked through the GMA.

“Concurrency refers to the timely provision of public facilities and services relative to the demand of them. To maintain concurrency means that adequate public facilities are in place to serve new development as it occurs. The GMA gives special attention to concurrency for transportation.

The GMA requires that transportation improvements or strategies to accommodate development impacts be made concurrently with land development. “Concurrency” is defined by the GMA to mean that any needed improvements or strategies are in place at the time of development or that a financial commitment exists to complete the improvements or strategies within six years. Local governments have many choices about how to apply concurrency within their plans, regulations, and permit systems.
III. TRANSPORTATION PLANNING CONSIDERATIONS

When a community establishes the level of service (LOS) it intends to provide, it also determines how the transportation network within its boundaries will be managed or expanded to maintain adopted LOS.

If concurrency cannot be demonstrated, then local jurisdictions are required to enforce adopted ordinances, which prohibit development approval unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.”

Source: Community Trade and Economic Development (CTED) Fact Sheet.

Under Olympia’s concurrency ordinance, the City has chosen to charge impact fees on new developments to ensure funding is available to achieve transportation concurrency. A combination of impact fees and grants are used to fund projects necessary to achieve transportation concurrency.

E. Modeling Tools to Support Transportation Planning

Land use and transportation models provide an objective way to evaluate the impact of projected growth on all of the major components of the transportation network.

TRPC’s land use models allocate projected countywide growth to the planning area and traffic analysis zone level by looking at past trends (through building permit activity), projects in the pipeline, and the available land supply. In the first years of the population forecast, growth is allocated based on recent patterns and trends. As planning areas begin to “build out” growth is shifted to similar planning areas, and then eventually to other regions of the County where there is sufficient land supply. The employment forecast is currently allocated in a separate model based on knowledge of local planners, existing employment patterns, available land supply, and projected population growth.

Land use patterns and projected growth are inputs into the Regional Transportation Model. Estimates of people and job sites, travel patterns, choices in how to travel, and other travel behavior characteristics are used to estimate the number of vehicles on the street network, now and in the future. The current year estimates are calibrated to traffic count data to ensure that travel assignments are operating correctly. After this, the forecast year is input into the model.

The Regional Transportation Model is updated annually with new growth (based on permit activity) to assist the City of Olympia in monitoring concurrency. The City uses projections of future traffic volumes from the Regional Model as input into an intersection analysis model to determine motor vehicle LOS and concurrency. Detailed analysis indicates the need for capacity improvements within a 6-year period.
III. TRANSPORTATION PLANNING CONSIDERATIONS

“Motor Vehicle LOS is based on the average vehicle traffic volume that occurs during the highest consecutive two-hour period. All intersection and road segment analysis will use the two-hour LOS as a screening tool to determine capacity deficiencies. Other factors such as road spacing and hierarchy, road connections and access, environmental, social and physical constraints will be considered in determining the need and feasibility for capacity improvements.”

Source: Olympia Comprehensive Plan (Transportation chapter page 12).
IV. VALIDATION OF TRAFFIC ANALYSIS

A. Study

An independent validation of previous traffic analysis of this Corridor was conducted by Parametrix Inc./Shea & Carr, on contract to the Thurston Regional Planning Council. Full results of this technical validation can be found in this chapter of the report, pages 17 through page 41.

B. Conclusions

Parametrix, Inc./Shea & Carr concluded that based on existing traffic volumes and projected traffic demand, a 4 to 5 vehicle lane cross-section is needed between Kaiser Road and Yauger Way. Further, the consultant recommended that the construction should occur soon after or concurrent with the construction of the signal and left turn channelization at Kaiser Road and Harrison Avenue. Without such improvements, a number of adverse impacts would likely occur, including increases in vehicle accidents and emergency response time, poor access to businesses and services, spillover into adjacent streets, and long vehicle delays resulting in increased emission levels and poorer air quality.
IV. VALIDATION OF TRAFFIC ANALYSIS
MEMORANDUM

Date: June 14, 2006

To: Thurston Regional Planning Council (TRPC)

From: Perry Shea

Subject: Summary of Evaluation and Results

Project Number: Shea & Carr 805-01 / Parametrix 244-2171-002

Project Name: Harrison Avenue Corridor Evaluation

This memorandum describes our analysis and assumptions in providing an independent assessment of the future travel demand needs of the Harrison Avenue Corridor, west of Yauger Way. The City of Olympia has recognized the need to identify potential solutions to accommodate the projected traffic demand for this corridor.

Project Scope and Study Area

Harrison Avenue is a major east-west arterial roadway that extends from downtown Olympia to the west Olympia corporate limits. The roadway continues as Mud Bay Road west to SR 101. The roadway currently provides two travel lanes in each direction between West Bay Drive and Yauger Way. The subject roadway for this evaluation includes a half-mile stretch of Harrison Avenue W from Kaiser Road to Yauger Way SW. The larger study area includes the Evergreen Parkway/SR-101 interchange and Evergreen Parkway/Mud Bay Road interchange to the west; as well as Capitol Mall Drive SW and Cooper Point Road SW to the south and east.

Base Year Data Collection

Thurston Regional Planning Council (TRPC) and the City of Olympia provided Shea & Carr with many analysis materials, including previous traffic model volumes, surveys, roadway concepts, traffic reports, and studies recently conducted in the study area. The number of lanes, posted speed limits, completed developments, and general layout of the roadway network were observed and noted. The existing network characteristics were compared to the 2004 existing traffic model settings contained in the 2004 travel demand model (Emme/2) developed by TRPC.

Existing traffic volumes were also gathered from recent traffic impact analyses conducted by various transportation consultants. The City of Olympia also provided roadway link volume data collected in 2005 and 2006. The existing peak hour link volumes were adjusted to the two-hour average volume to be consistent with regional policy. These existing traffic volumes were compared to the 2004 Emme/2 model volumes for both AM and PM peak hours and are shown in Figure 1.

Traffic Demand and Scenario Modeling

Traffic demand volumes and model parameters from the current TRPC Emme/2 model databanks (2004ver2 and 2025ver2) were provided by TRPC for evaluation. The traffic
model roadway network and volume outputs were compared to field observations and existing volumes on the current roadway network. Based on this comparison minor refinements were made to the current and future models.

**Interchange Alternatives**

The City of Olympia plans to modify the Black Lake Boulevard/SR 101 interchange to provide access from SR 101 directly to Capitol Mall Drive via an extension of Yauger Way. The new flyover ramp system would only provide entry to/from SR 101 from the east. This improvement is currently included in TRPC’s ‘preferred’ model network for the 2025 scenario.

It was requested that an alternate SR 101 access also be evaluated. We evaluated scenarios including a half-diamond interchange at Kaiser Road that would serve travel to/from the east on SR 101. Under these scenarios, the Yauger Way Extension/Interchange would not be constructed.

With the base network adjustments completed, six network scenarios were created to generate traffic demand in the study area. These six scenarios are summarized in the following table.

<table>
<thead>
<tr>
<th>Interchange Scenario</th>
<th>Yauger Way Extension</th>
<th>Kaiser Road Half-Diamond</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harrison Avenue Scenario (between Yauger Way and Kaiser Road)</td>
<td>One lane each direction</td>
<td>One lane each direction</td>
</tr>
<tr>
<td></td>
<td>Two lanes each direction</td>
<td>Two lanes each direction</td>
</tr>
<tr>
<td></td>
<td>One lane eastbound/ two lanes westbound</td>
<td>One lane eastbound/ two lanes westbound</td>
</tr>
</tbody>
</table>

Each scenario was modeled in the morning (AM) and evening (PM) two-hour average peak periods. In reviewing the model scenario demand volumes, it was found that two lanes in each direction gave a true picture of traffic demand on the corridor for each interchange scenario. This is reasonable because the roadway system with greater capacity is more likely to indicate a motorist’s preferred route. The model outputs are included in Appendix A.

**Post-Processing And Future Traffic Assignments**

In order to generate future traffic assignments, a ‘model growth increment’ was calculated from the difference between the 2004 and 2025 model volumes for each interchange scenario with two lanes in each direction. Although the existing model volumes do not perfectly match current ground counts, the growth between the 2004 and 2025 models accurately estimates the growth in traffic demand in the study area over the next 20 years.
The ‘model growth increment’ was added to existing ground counts to generate year 2025 projections for the two-hour average volumes during the AM and PM peak hours. Year 2025 two-hour average traffic volume maps were created to evaluate roadway capacity in the study area. Figure 2 and Figure 3 show the AM and PM peak period projections (respectively) for the Yauger Way interchange scenario. Figure 4 and Figure 5 show the AM and PM peak period projections for the Kaiser Road interchange scenario. Detailed spreadsheets that outline the traffic volume calculations, including the model growth increment, are included in Appendix B.

Roadway Capacity Evaluation
In order to evaluate roadway capacity, standards for arterial level-of-service (LOS) from the Florida Department of Transportation (FDOT) 2002 Quality/Level of Service Handbook were used. The FDOT standards are based on directional link volumes in an arterial corridor and are adjusted for the anticipated median types and left-turn lanes. They are commonly used for planning and preliminary engineering purposes. Level of service ranges from ‘A’ indicating free-flow operations with little delay to ‘F’ which corresponds with an over capacity facility experiencing heavy congestion and long delays. For this evaluation, the volume thresholds for State Two-Way Arterials were used to determine the operational level of Harrison Avenue. The City of Olympia has also established LOS thresholds for median separated corridors with roundabouts. The City of Olympia standards and Table 4-7 from the FDOT Handbook are included in Appendix C.

The projected volumes in the study corridor were found to exceed the capacity of a single lane signalized corridor in the peak direction during the AM and PM peak hours for all scenarios. The two-hour average AM and PM peak hour directional traffic demand volumes are similar in magnitude, but opposite in direction. The AM peak hour has a high demand in the eastbound direction while the PM peak hour has a high demand westbound. The scenario with two lanes westbound and one lane eastbound would provide sufficient capacity for the PM peak hour, but not for the AM peak hour. A median separated corridor with roundabouts was also evaluated for the future scenarios. A single-lane corridor with roundabouts would not provide the capacity needed in 2025 under any scenario. A roadway with two-lanes in each direction would be required to provide capacity for the projected traffic demand under both interchange scenarios for either a signalized or roundabout corridor. Figure 6 summarizes the projected volumes on the corridor and draws comparisons with the corridor scenarios and operation levels.

Summary
As mentioned before, a strong peak directional flow is present with morning (eastbound) and evening (westbound) peak flows nearly equal. Current traffic volumes on the corridor are at or near the link capacity westbound during the PM peak hour. As traffic demand increases over time, additional capacity will be needed in the network, especially as development along the corridor continues.

Additional signal control is programmed for the future of this corridor. To reflect this, signalized corridor capacity was used as the benchmark for evaluating the traffic demand on the corridor. It was found that the future peak hour directional traffic demand volumes will exceed the capacity of a single lane on a signalized corridor. Figure 6 illustrates the existing and projected traffic demand volumes compared to link operational thresholds.
The corridor demand was also analyzed under a scenario with continuous median and roundabout treatments. The anticipated directional traffic demand will also exceed the capacity of single lane in each direction on this type of corridor.

**Conclusions**

The projected two-hour peak period directional traffic demand volume for each scenario can be accommodated by two lanes. Based on existing traffic volumes and projected traffic demand on the corridor, it is recommended that a 4 to 5-lane roadway section be constructed for Harrison Avenue between Kaiser Road and Yauger Way. The construction should occur soon after or concurrent with the construction of a traffic signal at the intersection of Kaiser Road and Harrison Avenue.
Morning Peak Hour 2-Hour Average (7:00 AM - 9:00 AM)

Afternoon Peak Hour 2-Hour Average (4:00 PM - 6:00 PM)

LEGEND

XX → 2-HOUR AVERAGE PEAK HOUR TRAFFIC VOLUME

Figure 1
2006 Existing Traffic Volumes - AM & PM Peak Hours
Harrison Avenue Corridor - Thurston Regional Planning Council
Figure 2

Projected 2025 AM Peak Hour With Yaugher Way Interchange
Harrison Avenue Corridor
Thurston Regional Planning Council
Figure 3
Projected 2025 PM Peak Hour With Yauger Way Interchange
Harrison Avenue Corridor
Thurston Regional Planning Council
Figure 4
Projected 2025 AM Peak Hour With Kaiser Rd Interchange
Harrison Avenue Corridor
Thurston Regional Planning Council
Figure 5
Projected 2025 PM Peak Hour With Kaiser Rd Interchange
Harrison Avenue Corridor
Thurston Regional Planning Council
Harrison Avenue (Kaiser Road to Yaeger Way)
Two-Hour Average Volume and Capacity Comparison
Signalized Corridor Capacity and LOS Given Except Where Noted

1 Lane per Direction Divided Corridor with Roundabouts (Capacity)

1 Lane per Direction (Capacity)^

2 Lanes per Direction (Capacity)

Existing 2006

2025 w/Yaeger Way Interchange

2025 w/Kaiser Rd Interchange

1. Capacity reflects future traffic signal at Kaiser Road/Harrison Avenue.

Figure 6
Existing and Projected Harrison Avenue Volume and Level-of-Service Comparison
Harrison Avenue Corridor
Thurston Regional Planning Council
APPENDIX A

Emme/2 Model Outputs
APPENDIX B

Link Traffic Volume Calculations
## Harrison Avenue Volume Projections

### With Yauger Interchange

<table>
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<tr>
<th>Link #</th>
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<th>AM Link Volumes</th>
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### With Kaiser Interchange

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## Kaiser Road Volume Projections

### With Yauger Interchange

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### With Kaiser Interchange

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# Yauger Way Volume Projections

## With Yauger Interchange

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## With Kaiser Interchange

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# Capitol Mall Drive Volume Projections

## With Yauger Interchange

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<td>2006 2025</td>
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<td>151 466</td>
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<td></td>
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<td>73 347</td>
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<tr>
<td>2</td>
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<td>Yauger</td>
<td>EB</td>
<td>79 353</td>
<td>161 612</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>WB</td>
<td>74 352</td>
<td>73 680</td>
</tr>
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<td>East</td>
<td>EB</td>
<td>166 208</td>
<td>370 400</td>
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<td></td>
<td></td>
<td></td>
<td>WB</td>
<td>249 199</td>
<td>222 517</td>
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## With Kaiser Interchange

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<th>AM Link Volumes</th>
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<td>2006 2025</td>
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<td>EB</td>
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<td>370 340</td>
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<td></td>
<td></td>
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<td>WB</td>
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### AM Peak Hour
With *Yauger Interchange*

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<td>5</td>
<td>470</td>
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<tr>
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<td>1,365</td>
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With *Kaiser Interchange*

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<th></th>
<th>Yauger</th>
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<td>425</td>
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### PM Peak Hour
With *Yauger Interchange*

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<td>405</td>
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With *Kaiser Interchange*

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**2-Hr Avg Volume Calcs**
EMP 6/16/2006
APPENDIX C

City of Olympia and Florida Department of Transportation (FDOT) Level of Service (LOS) Standards
### Link LOS Indicators - Directional Volume

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<th>LOS E</th>
<th>LOS D</th>
<th>LOS C</th>
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<tr>
<td>1 + Left Lane</td>
<td>1055</td>
<td>955</td>
<td>750</td>
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<tr>
<td>2 + Median</td>
<td>1810</td>
<td>1710</td>
<td>1210</td>
</tr>
<tr>
<td>Total</td>
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<tr>
<td>1290</td>
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<td>850</td>
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### Link LOS Indicators - Total Volume

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<th>LOS D</th>
<th>LOS C</th>
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<td>2 + Left Lane</td>
<td>1700</td>
<td>1630</td>
<td>1150</td>
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<tr>
<td>4 + Median</td>
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<td>2020</td>
<td>1500</td>
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<td>Total</td>
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<td>3250</td>
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### Assumption Factors for 2-3 Lane Sections

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<td>Signal Type</td>
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Assumption factors for 4-5 lane section are based on the 1997 Highway Capacity Manual and Florida traffic data.
# TABLE 4 - 7

**GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA’S URBANIZED AREAS**

## UNINTERRUPTED FLOW HIGHWAYS

<table>
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<th>Lanes Divided</th>
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<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Undivided</td>
<td>100</td>
<td>340</td>
<td>670</td>
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<td>1,300</td>
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<td>2 Divided</td>
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<td>1,720</td>
<td>2,500</td>
<td>3,220</td>
<td>3,670</td>
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<td>3 Divided</td>
<td>1,600</td>
<td>2,590</td>
<td>3,740</td>
<td>4,840</td>
<td>5,500</td>
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### STATE TWO-WAY ARTERIALS

Class I (0.85 to 1.99 signalized intersections per mile) Level of Service

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<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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<tr>
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<td>**</td>
<td>**</td>
<td>220</td>
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<td>860</td>
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<td>2 Divided</td>
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<td>1,530</td>
<td>1,810</td>
<td>1,860</td>
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<td>2,720</td>
<td>2,790</td>
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<td>3,030</td>
<td>3,460</td>
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Class II (2.00 to 4.50 signalized intersections per mile) Level of Service

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<th>D</th>
<th>E</th>
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<td>590</td>
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<td>1,710</td>
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<td>3 Divided</td>
<td>**</td>
<td>**</td>
<td>340</td>
<td>2,110</td>
<td>2,570</td>
</tr>
<tr>
<td>4 Divided</td>
<td>**</td>
<td>**</td>
<td>440</td>
<td>2,950</td>
<td>3,330</td>
</tr>
</tbody>
</table>

Class III (more than 4.5 signalized intersections per mile and not within primary city central business district of an urbanized area over 750,000) Level of Service

<table>
<thead>
<tr>
<th>Lanes Divided</th>
<th>A</th>
<th>B</th>
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</tr>
</thead>
<tbody>
<tr>
<td>1 Undivided</td>
<td>**</td>
<td>**</td>
<td>280</td>
<td>660</td>
<td>810</td>
</tr>
<tr>
<td>2 Divided</td>
<td>**</td>
<td>**</td>
<td>650</td>
<td>1,510</td>
<td>1,720</td>
</tr>
<tr>
<td>3 Divided</td>
<td>**</td>
<td>**</td>
<td>1,020</td>
<td>2,330</td>
<td>2,580</td>
</tr>
<tr>
<td>4 Divided</td>
<td>**</td>
<td>**</td>
<td>1,350</td>
<td>3,100</td>
<td>3,330</td>
</tr>
</tbody>
</table>

Class IV (more than 4.5 signalized intersections per mile and within primary city central business district of an urbanized area over 750,000) Level of Service

<table>
<thead>
<tr>
<th>Lanes Divided</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Undivided</td>
<td>**</td>
<td>**</td>
<td>270</td>
<td>720</td>
<td>780</td>
</tr>
<tr>
<td>2 Divided</td>
<td>**</td>
<td>**</td>
<td>650</td>
<td>1,580</td>
<td>1,660</td>
</tr>
<tr>
<td>3 Divided</td>
<td>**</td>
<td>**</td>
<td>1,000</td>
<td>2,290</td>
<td>2,490</td>
</tr>
<tr>
<td>4 Divided</td>
<td>**</td>
<td>**</td>
<td>1,350</td>
<td>3,130</td>
<td>3,250</td>
</tr>
</tbody>
</table>

## FREeways

### Interchange spacing ≥ 2 mi. apart

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<thead>
<tr>
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<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>1,270</td>
<td>2,110</td>
<td>2,940</td>
<td>3,580</td>
<td>3,980</td>
</tr>
<tr>
<td>3</td>
<td>1,970</td>
<td>3,260</td>
<td>4,530</td>
<td>5,530</td>
<td>6,150</td>
</tr>
<tr>
<td>4</td>
<td>2,600</td>
<td>4,410</td>
<td>6,150</td>
<td>7,480</td>
<td>8,320</td>
</tr>
<tr>
<td>5</td>
<td>3,250</td>
<td>5,560</td>
<td>7,760</td>
<td>9,440</td>
<td>10,480</td>
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<tr>
<td>6</td>
<td>4,050</td>
<td>6,710</td>
<td>9,360</td>
<td>11,390</td>
<td>12,650</td>
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</table>

### Interchange spacing < 2 mi. apart

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<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>1,130</td>
<td>1,840</td>
<td>2,660</td>
<td>3,440</td>
<td>3,910</td>
</tr>
<tr>
<td>3</td>
<td>1,780</td>
<td>2,890</td>
<td>4,180</td>
<td>5,410</td>
<td>6,150</td>
</tr>
<tr>
<td>4</td>
<td>2,340</td>
<td>3,940</td>
<td>5,700</td>
<td>7,380</td>
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</tr>
<tr>
<td>5</td>
<td>3,080</td>
<td>4,990</td>
<td>7,220</td>
<td>9,340</td>
<td>10,620</td>
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<tr>
<td>6</td>
<td>3,720</td>
<td>6,040</td>
<td>8,740</td>
<td>11,310</td>
<td>12,850</td>
</tr>
</tbody>
</table>

## BIcycle MODE

(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Paved Shoulder/Bicycle Lane Coverage</th>
<th>Level of Service</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-49%</td>
<td>**</td>
<td>**</td>
<td>170</td>
<td>720</td>
<td>**</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>50-84%</td>
<td>**</td>
<td>**</td>
<td>130</td>
<td>210</td>
<td>**</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>85-100%</td>
<td>**</td>
<td>**</td>
<td>160</td>
<td>380</td>
<td>&gt;380</td>
<td>**</td>
<td>**</td>
</tr>
</tbody>
</table>

## PEDESTRIAN MODE

(Note: Level of service for the pedestrian mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not the number of pedestrians using the facility.) Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Sidewalk Coverage</th>
<th>Level of Service</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-49%</td>
<td>**</td>
<td>**</td>
<td>330</td>
<td>810</td>
<td>**</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>50-84%</td>
<td>**</td>
<td>**</td>
<td>520</td>
<td>990</td>
<td>**</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>85-100%</td>
<td>**</td>
<td>**</td>
<td>120</td>
<td>590</td>
<td>&gt;590</td>
<td>**</td>
<td>**</td>
</tr>
</tbody>
</table>

## BUS MODE (Scheduled Fixed Route)

(Bases per hour) Level of Service

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Sidewalk Coverage</th>
<th>Level of Service</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-84%</td>
<td>**</td>
<td>**</td>
<td>&gt;5</td>
<td>&gt;2</td>
<td>&gt;2</td>
<td>&gt;2</td>
<td>&gt;2</td>
</tr>
<tr>
<td>85-100%</td>
<td>&gt;6</td>
<td>&gt;4</td>
<td>&gt;3</td>
<td>&gt;2</td>
<td>&gt;2</td>
<td>&gt;2</td>
<td>&gt;2</td>
</tr>
</tbody>
</table>

## NON-STATE ROADWAYS

Major City/County Roadways Level of Service

<table>
<thead>
<tr>
<th>Lanes Divided</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Undivided</td>
<td>**</td>
<td>**</td>
<td>480</td>
<td>760</td>
<td>810</td>
</tr>
<tr>
<td>2 Divided</td>
<td>**</td>
<td>**</td>
<td>1,120</td>
<td>1,620</td>
<td>1,720</td>
</tr>
<tr>
<td>3 Divided</td>
<td>**</td>
<td>**</td>
<td>1,740</td>
<td>2,450</td>
<td>2,580</td>
</tr>
</tbody>
</table>

### Other Signalized Roadways (signalization intersection analysis)

<table>
<thead>
<tr>
<th>Lanes Divided</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Undivided</td>
<td>**</td>
<td>**</td>
<td>250</td>
<td>530</td>
<td>660</td>
</tr>
<tr>
<td>2 Divided</td>
<td>**</td>
<td>**</td>
<td>580</td>
<td>1,140</td>
<td>1,320</td>
</tr>
</tbody>
</table>

Source: Florida Department of Transportation 02/22/02
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450
http://www1.myflorida.com/planning/systems/sm/lo/default.htm

*This table does not constitute a standard and should only be used for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are hourly directional volumes for levels of service and are for the automobile/truck mode unless specifically stated. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross-modal comparisons should be made with caution. Furthermore, combining levels of service from different modes into one overall roadway level of service is not recommended. To convert in annual average daily traffic volumes, those Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrians and bus modes.

**Cannot be achieved using table input value default.**

Note: Not applicable for the level of service letter grade. For the automobile/truck mode, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value default.

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IV. VALIDATION OF TRAFFIC ANALYSIS

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V. REVIEW OF COMMUNITY ISSUES AND CONCERNS

A. Overview

Part of the scope of this study was to review community issues and concerns regarding the Harrison Avenue Corridor between Yauger Way and Kaiser Road. Community and stakeholder input was sought through a series of interviews, a public open house, and a survey that was distributed to over 1,000 people.

B. Interviews and Outreach

Interviews and/or outreach were conducted with the following groups or sectors:

- Business Owners and Tenants along the Corridor
- West Olympia Business Association
- Medical Service Providers
- Emergency Service Providers
- Neighboring Jurisdictions
- Olympia Planning Commission
- Bicycle & Pedestrian Advisory Committee
- Olympia Master Builders
- Olympia Safe Streets
- Capitol Bicycling Club
- Washington State Department of Transportation
- Olympia School District
- Intercity Transit
- Olympia Neighborhood Associations
- Churches

In addition:

- Approximately 600 open house invitations and surveys were mailed to residents and businesses around the Corridor by postal route (every mailbox)
- Approximately 400 open house invitations and surveys were hand delivered to businesses along the Corridor for their customers
- Meeting notice in The Olympian and follow up article after the workshop, and coverage of City Council presentations
- TRPC website with link from the Olympia website
- Coverage by local media

Full public comment can be found in Appendix A.
Residents sound off on plans for avenue
Many support widening Harrison to help traffic flow

BY KATHERINE TAM
THE OLYMPIAN

OLYMPIA — Widen the road.
That’s what most people at Wednesday’s workshop said
was the solution to congestion
on Harrison Avenue, a major
west-side artery.

“It’s way past due,” said Bob
Kramer, who owns property
on the corridor. “With the
addition of Bay Hill and College
Street Station (subdivisions), I
can’t imagine the traffic. Heavy
is not the word for it; it’s non-
stop.”

The feedback comes three
weeks before the City Council
is scheduled to decide whether
to add two more traffic lanes
to Harrison Avenue between
Yaeger Way and Kaiser Road
and seek state grants to finance
the $4.2 million project.

With nearly 1,500 homes un-
der construction or planned for
the area, city traffic engineers
and an outside consultant said
congestion on the corridor will
increase. Roundabouts, traffic
signals or a possible U.S. High-
way 101 interchange at Yaeger
Way or Kaiser Road won’t solve
the problem. They recommend
widening the road.

Most of the two-dozen
people at Wednesday’s public
workshop concurred. Turning
left onto the road is a challenge
already and they fear it will
get worse with more residents
moving in.

Carolyn Kelly, who lives off
Kaiser Road, said she and oth-
ers cut through the neighboring
subdivision to reach the closest
traffic signal at Harrison and
Yaeger, so they can get onto
the corridor faster and more
safely. “When that new devel-
opment is done, they’re not
going to be able to turn left or
turn right” onto Harrison Avenue,
she said. “It’s going to be a huge
frustration.”

Still, some worried that add-
ing more lanes will be an invita-
tion for more traffic.

HARRISON
Continued from Page One

“I see the traffic increasing,
and I don’t like it,” said Mike
Leigh, who lives off Kaiser Road.
“It’s one of the reasons I hired
myself a job. I’m not in favor of widening any
road, really. I don’t know. Five
lanes seems to be a lot.”

“Is it going to be a build-out-and-the-roads-will-come?”
asked Dan Grover, who owns
property west to Mud Bay Ap-
pliances.

“I don’t think widening one
road is going to solve the west-
side traffic problems,” she
added. “If we provide alterna-
tives, I think that ultimately would end
up with a better solution.”

One alternative could be en-
couraging use of Capital Mall
Drive, west of Cooper Point Road,
she said. It’s already five lanes.
Harrison Avenue is a major
road in west Olympia, where
24,000 people live and 2,000
jobs are generated. The corri-
dor leads to homes, businesses,
Westfield Capital Mall, Capital
Medical Center, doctors offices
and schools.

The widening proposal, also
known as the Mud Bay Road
project from the days before
that section of the street was
annexed into the city, has been
in the capital budget for nine
years. Bicycle lanes, sidewalks,
street lights and trees are included
in the proposal.

Last summer, the City Council
decided not to seek a state grant
to finance the project for that
year’s funding cycle. The area
has grown more slowly than ex-
pected, some council members
said, and widening would be “too
much pavement too soon.”

In November, council mem-
bers agreed to pay for a $68,000
study that would review traffic
counts and growth projections.

A traffic signal will be installed
in 2007 at the Kaiser Road inter-
section, where car accidents are
on the rise.

The signal will make it safer to
turn onto the road, but it’s also
expected to cause traffic to back
up and increase congestion, city
traffic planners and an outside
consultant said.

Katherine Tam covers the city
of Olympia for The Olympian. She
can be reached at 360-704-6869
or ktam@theolympian.com.
V. REVIEW OF COMMUNITY ISSUES AND CONCERNS

HARRISON

Continued from Page One

The widening proposal has been in the capital budget since 1997. But merchants and some residents were frustrated last summer when the council voted 5-2 to hold off on applying for a state grant to finance the work. Mayor Mark Foucht and Councilman Doug Mah, who cast the dissenting votes, said the project could not wait. The council majority said other road projects took precedence or argued the widening was premature. In November, the council agreed to spend $68,000 to hire an independent consultant to look at traffic counts and growth.

Tuesday's action affirms the plan to widen the road. The council will decide July 11 whether to seek a state grant to supply half the funding and move the project forward.

The council's members have changed since the last time the project came up. Councilman Matthew Green and Curt Pavols, who had questioned whether the project was too much too soon, are no longer on the council.

The rest of the funding would come from city coffers or other local sources. Merchants on the west side have promised to put up some of the money, which has not been done before in Olympia's history of roadwork. Jim Morris, president of the West Olympia Business Association and owner of MPH Holdings, which owns property along the corridor, offered to put up $20,000 for the road design, and members have agreed to pledge $35,000. Robin Redius, owner of The Bark and Garden Center, offered $5,000.

Both said they would donate land they own along the corridor that's needed to widen the road, which would save the city time negotiating and money to buy it.

The men joined a number of other people at the council meeting who urged officials to widen Harrison Avenue. Corine Tobeck, executive director of WOBA, said her brother, Tim, died when he collided with a pickup as he tried to turn onto the road. And Dennis Mahar, head of the Agency for Aging with offices on Harrison Avenue, said, "We've got to have a solution to this problem. Our folks are jumping out of this to get onto those lanes. It's dangerous."

A traffic light will be installed in 2007 at the Kaiser Road intersection, where accidents have increased. But the addition will back up traffic on the corridor, said Perry Shea, the independent consultant hired by the city. Adding roundabouts or traffic lights won't solve the problem; widening the road would improve the traffic flow, he said.
3 Ways to Get Involved:

1. Attend the Open House
   Wednesday, May 31, 2006
   440 Yaeger Way SW (TCTV office)
   7:00 – 9:00 p.m.

2. Return the Enclosed Survey by Friday, June 2, 2006 to:
   Thurston Regional Planning Council
   2424 Heritage Court SW #A
   Olympia, WA  98502-4031

3. Send Comments to:
   Veena Tabbutt
   Thurston Regional Planning Council
   info@trpc.org  360.956.7575
   or visit www.trpc.org

If you live, travel, work, or own property on or near Harrison Avenue between Yaeger Way and Kaiser Road, the City of Olympia is seeking your input.

The Olympia City Council has requested a study to re-evaluate the need to widen this corridor to 4-5 vehicle lanes, plus bicycle lanes, planter strips, and sidewalks, and to re-examine the timing for street improvements.

We would like to hear from the community about any issues, or concerns for increased transportation safety and mobility in this corridor.

For additional information contact:
Veena Tabbutt, Thurston Regional Planning Council
360.956.7575  info@trpc.org
or visit www.trpc.org

If you need special accommodations to participate in this meeting, please call us at (360) 956-7575 by 10:00 a.m. three days prior to the meeting. Ask for the ADA Coordinator. For TDD users, please use the State’s TDD-free relay service, (800) 333-4636 and ask the operator to dial (360) 956-7575.
Transportation Safety and Mobility Issues
Harrison Avenue/Mud Bay Road – Between Kaiser Road and Yauger Way

Please answer as an individual, but feel free to comment on needs of the broader community as you answer the questions.

Name ____________________________ Email ____________________________

Address __________________________ Zip Code ____________________________

How do you use the corridor (such as commuting to work or school, errands, shopping, medical services)? ____________________________

Please describe any safety or mobility issues or concerns you have regarding this corridor:

- For Pedestrians: ____________________________
- For Bicyclists: ____________________________
- For Transit Users: ____________________________
- For Private Automobiles: ____________________________
- For Commercial Vehicles: ____________________________

Are there any particular issues or concerns you would like to raise for:

- Business Access: ____________________________
- People with disabilities: ____________________________
- Senior population: ____________________________
- Others: ____________________________

Anything else you would like the City Council to know about this area: ____________________________
C. General Safety and Mobility Concerns

1. Uses of the Corridor

This Corridor is used for a variety of purposes, including access to:

- Shopping and errands
- Medical services
- Church
- School
- Downtown Olympia
- The Evergreen State College
- Visiting friends and family

In addition to the above, residents who live on or near the Corridor use it to:

- Commute to work
- Access U.S. Highway 101
- Access to Mason County and Grays Harbor County
- Major Transit route for Thurston, Mason and Grays Harbor Counties
- For recreation

The Corridor is used for trips made by motor vehicles, walking, biking and the bus.

2. Issues for Pedestrians

- Lack of sidewalks and a place to walk safely. There are no sidewalks between Yauger Way to the edge of the urban growth area at the Evergreen Parkway
- There are no enhanced pedestrian crossing opportunities along the same stretch of the road
- There are no street lights along many sections of the road
- Speeding along the Corridor decreases safety for pedestrians
- The shoulder is dangerous for pedestrians if vehicles use the shoulders to pass vehicles waiting to turn left
- As it is currently the Corridor is not inviting to pedestrians

3. Issues for Bicyclists

- There is an unimproved shoulder (six to seven foot wide) currently used by bicyclists, and while this provides more space than a bicycle lane would (five foot), it is in need of repair
- This Corridor is an important connection between The Evergreen State College bicycle path and west Olympia
- If well maintained, on-street bicycle lanes were provided, people felt they would be well used with the amount of bicyclists traveling to The Evergreen State College from west Olympia
- Vehicles use the shoulder to pass
- Lighting (lack of) is also an issue for bicyclists.
4. Issues for Transit Users

- Bus pullouts would be helpful to keep traffic flowing, although with two vehicle lanes (in each direction) they would not be necessary.
- There are serious delay issues along this Corridor, and bus level of service should be analyzed.
- This Corridor could serve as a model for multi-modal transportation, and serious consideration should be given to light rail in addition to traditional transit options.
- A park and ride could reduce vehicle traffic along the Corridor.
- Bus service should be expanded in this area.
- Shelters are necessary because of the rain.

5. Issues for Private Automobiles

Almost all users cite a need for a signalized intersection at Kaiser Road.

Turning from side streets, businesses and non-signalized cross streets

- Concerns over left turns (other than at the Yauger Way intersection which is signalized) were a major concern of Corridor users.
- Delays of up to 15 minutes were reported by some users during peak periods, which promotes users to take risks to get into the traffic stream.
- A two way center turn lane, and signalized intersections to promote gapping, were offered as possible solutions.
- There were concerns that backups behind intersections would make it harder to turn onto the roadway.
- Users are traveling through the side streets (and using an indirect route) to avoid making left turns onto Harrison Avenue.

Turning from Harrison Avenue and Mud Bay Road

- Users expressed that they are often ‘caught’ in traffic waiting for left turn opportunities, which encourages vehicles to ‘cut around’ waiting cars, passing on the shoulder that is used by cyclists and pedestrians.
- The turn lane at Kaiser Road has made a vast improvement for cyclist safety.
- Seniors turning left into the McLane Fire Station for blood pressure checks are often ‘caught’ in this situation.
V. REVIEW OF COMMUNITY ISSUES AND CONCERNS

Through traffic

- Users generally feel that the through traffic flows well but there are issues during:
  - peak hours
  - at Yauger Way where the lanes hourglass from two vehicle lanes to one vehicle lane, and during
  - construction
- There is a concern that adding an addition signal at Kaiser Road will cause backups, although most users agree that adding control to that intersection (a signal or roundabout) would be a necessary improvement

6. Issues for Commercial Vehicles

The issues for commercial vehicles were felt to be similar to those for private automobiles. In addition, it was noted that congestion will affect delivery time, and that problems with congestion are magnified when many large vehicles share the roadway.

7. Issues or concerns for Business Access

- Turning into and out of businesses is very difficult – especially left-hand turns, but right-hand turns are getting increasingly difficult
- Street edge is not well defined, and this creates a problem at driveway entrances
- Businesses are not easily accessible by pedestrians (due to lack of sidewalks)
- Frontage improvements and widening may mean some existing businesses will be lost

8. Issues or concerns for People with Disabilities

- There are currently no accommodations along the roadway for people with disabilities
- Access to Capital Medical Center is difficult due to increased congestion
- No sidewalks and poor lighting
- Few opportunities to cross the roadway
- Roadway has a rough surface

9. Issues and concerns for the Senior Population

- Seniors use this Corridor quite frequently to access health care, insurance agents, and the McLane Fire Station for blood pressure checkups
- If visibility and reaction time are decreased, the probability of accidents will increase
- All safety issues are magnified with a vulnerable population – lack of sidewalks, risky conditions, air quality issues (with congestion) are all factors that should be taken into account.
10. Other Issues and Concerns

- Some people expressed the opinion that the area should have remained rural and that growth should have been and should be limited
- The general observation was that growth has occurred and will continue to occur along the Corridor, and road improvements are long overdue, especially in light of the residential growth that is expected in the short term (Bay Hill and College Station subdivisions)
- The need for multimodal improvements, with consideration given to environmental constraints, is recognized

D. Specific Comments and Concerns from Key Stakeholders

1. School Bus Issues

- The Olympia School District cites concerns over difficulties in turning left at the Kaiser Road intersection
- The school bus uses the bus pullout at Yauger Way for a bus stop. Children do not cross Harrison Avenue at the school bus stop.

2. High School Student Issues

Comments from Principal Teri Poff, Capital High School

“We do have many inexperienced high school drivers that drive along Harrison. I know that the busy street takes an experienced driver's diligent attention, so I worry about the safety of our students. What I find particularly difficult for young drivers is the fact that cars stop to take a left turn and traffic behind quickly pull out of the left lane and into the right to avoid the delay. When they do that quickly, it surprises the oncoming car in the right lane and is an accident waiting to happen. Young drivers are particularly vulnerable to this situation due to their inexperience.”

3. Capital Medical Center

Capital Medical Center is one of two regional hospitals in Thurston County, and is designated to receive Emergency Medical Service (EMS) patients from Medic One. The hospital serves a broad area, including:

- Grays Harbor County
- Lewis County
- Mason County
- Pacific County
- Thurston County
- Pierce County (certain areas)

Capital Medical Center is located between Yauger Way and McPhee Road, just south of the Harrison Avenue Corridor. Harrison Avenue is the major route to the hospital.
V. REVIEW OF COMMUNITY ISSUES AND CONCERNS

A letter from Capital Medical Center is attached.

4. Other Medical Offices

Many other medical service offices are located in the vicinity of the Hospital. A letter from Heritage Family Medicine is attached.
V. REVIEW OF COMMUNITY ISSUES AND CONCERNS

31 May 2006

Thurston Regional Planning Council – sent as e-mail attachment

Re: Harrison Ave/Mud Bay Rd – to widen

Dear People:

Yes, Yes, Yes widen the road and provide a turning access off of Harrison/Mud Bay onto McPhee. Having just built my new Family Practice Office on that corner, I can watch, daily the traffic congestion and accidents waiting-to-happen that center on that stretch of road. With the new housing development across the street and another in the plans for down Mud Bay a ways, this will only get worse.

Specifically, McPhee now has TWO medical offices on it and as Capital Medical Center holds title to several more lots down that street, it can be anticipated that more medical offices will follow.

I expect to grow my own business to accomodate three practitioners.

All medical offices tend to attract the elderly, the infirm, the impaired or the anxious and distracted (think mother and her sick child). Anticipatory management of safety and mobility would demand that the traffic control and flow options provided to such persons be made as EASY and safe as possible.

To me that means a left turning lane off of Harrison/MudBay road at the corner of McPhee and widening of this corridor all the way to the freeway. It is obvious that traffic load will be increasing.

Sincerely,

Richard Faiola, MD

PS: My land has already been taken from me in anticipation of such a widening. The promised sidewalk to be installed co-incident with my own building was NOT provided – leaving me with a large expanse of vacant land in front of my building. To avoid a weed patch (with sign: “City of Olympia Owns these Weeds”) we have sodded and personally maintain this land. I am quite anxious to have you rip up the sod, add your asphalt, help traffic and my patients, and relieve me of mowing that lawn!!
Dear Olympia City Council,

This letter is to strongly urge you to move forward with road improvements on Harrison Avenue. The evident growth spurt that is to continue well into the future should make it obvious that postponing will only lead to serious access problems for all emergency related services and other problems as well.

You have a responsibility to every individual who lives and/or works on Olympia’s west side to ensure police, medics, and firefighters reach residences and businesses safely and in time. Other emergent needs such as a woman in labor require timely access to hospital emergency services. Many need to get to the hospital for other hospital services or to their scheduled doctor’s appointments.

Unmanaged traffic that continues to increase and bog down activity on the west side has a serious negative ripple effect on our entire community. Reducing connectivity to west Olympia also erodes quality of life by adding unnecessary hours of travel time.

Sincerely,

Joseph Sharp, 
Chief Executive Officer

Kevin Ekar, 
Chairman of the Board

Robert Hipp, M.D. 
Chief of Staff
5. **West Woods Retirement Center**

Following are notes from a discussion with Ms. Williams, Residence Director at West Woods since December 2005.

Current conditions are difficult and dangerous. Traffic volumes and steady flow makes left turns extremely difficult and encourage risky driving behavior to take advantage of any gaps. Signal at Yauger has done little to create breaks in the traffic flow because of the number of vehicles coming out of the medical complex at that light. Any gaps are brief.

The Corridor is particularly dangerous for cyclists and pedestrians – she sees both using Harrison Avenue / Mud Bay Road and is aware of several employees at West Woods who commute by bike.

Present situation suggests a lack of foresight. The City has had plans in place for a number of years to grow residential and regional commercial / medical development along this Corridor. Development is occurring as planned. Infrastructure should be in place to support that development when it goes in. The City's reputation as a good place to do business and to live could be negatively impacted if it encourages development but doesn't provide the necessary infrastructure to serve that development.

As a citizen and business manager, she said she is counting on the City Council to make good decisions and not be in denial about Westside growth. The City is planning for growth so it needs to plan for how that growth will be accommodated. Demand for infrastructure will not go away by simply ignoring it. It will still be needed but it will be more expensive and more difficult to accomplish than it is now, more people would have been impacted by the congestion and safety issues, and when it finally happens it will inconvenience a larger number of people during construction. Lack of planning and coordinated growth strategies will negatively impact those who are already living here as well as those the City is trying to attract to this Corridor.

Harrison Avenue needs to be widened to five lanes, and it is a high priority now.

She noted that West Woods is a regional facility serving clients from Grays Harbor, Mason, and Lewis County as well as all of Thurston County. Harrison Avenue is one of two access routes people have when coming to visit family members staying at West Woods, and when coming to work. Congestion at the Black Lake Boulevard/ Cooper Point Road intersection increases the importance of Harrison Avenue for access to this part of the Corridor.
6. Faith Based Organizations

There are a number of faith-based organizations in the area of the Harrison Avenue Corridor, including the Church of Jesus of Latter Day Saints, Cornerstone Presbyterian Church, Ko-Ln-An Zen Dojo and Westwood Baptist Church. The Church of the Living Water will be moving into the vicinity in the near future. Many of these organizations provide services that extend beyond the traditional Sunday services, with school, day care and other services throughout the week.

Lynn Bartz, Church Administrator for Westwood Baptist Church indicated:

- Strong support for a 4 to 5 vehicle lane cross-section
- A center turn lane is needed immediately to increase safety for all users
- Business owners and residents on the corridor need to be consulted – not just notified – as projects are implemented.

7. Development and Business Community

Bark and Garden Center

The Bark and Garden Center is located on the Harrison Avenue Corridor between Yauger Way and Kaiser Road. The following is an email letter received from the owners of the Bark and Garden Center:

Dear Mayor and City Council Members,

As property as well as business owners on Mud Bay Road, we strongly urge you to proceed forward with the widening project. Our business, Bark and Garden Center, has been situated on Mud Bay road for 26 years and the complexion of this area has changed drastically from a rural arterial to a main artery of the city and especially the Westside.

If a person wants to enter or leave the Westside by vehicle you have two basic choices . . . Black Lake interchange or Mud Bay Road. The Black Lake interchange is already failing and I like many others choose to exit the Westside by Mud Bay Road even though my direction home is then east on 101. The Westside has grown tremendously since the original Mud Bay widening project was proposed. Apparently at that time it was already felt there was a need to accommodate the growth of the area. Since then, additional housing developments proposed and completed as well the general growth of the city, county and surrounding counties have punctuated the need to do something about Mud Bay Road now, rather than later.

Even if you decide to go ahead with the Harrison/Mud Bay road widening it will be several years before the project can be completed and by that time the need will be urgent. Mud Bay road especially between Yauger Way and the Evergreen Parkway is already an extreme safety hazard. It is almost impossible to exit onto Mud Bay from our business during commute hours, especially since Mud Bay reduces from 5 lanes to 2 lanes immediately east of the entrance to our store.
We have experienced and our employees and customers have experienced many tight knuckle moments when trying to get out to Mud Bay. You combine all that with a fair number of bikers and pedestrians and you have the potential for some serious accidents.

The bottom line is that the infrastructure of the transportation routes on the Westside is lagging far behind the approved developments and growth of the area. The widening project needs to be done and as quickly as possible.

Robin Rexius  
Sidney Clausen

Bark and Garden Center, Inc.

Olympia Master Builders Association

The Olympia Master Builders Association was contacted several times for comment. No comment has been received at this time.

J.A. Morris Company

A letter from the J.A. Morris Company is attached.
Olympia City Council Members,

This correspondence is in support of the Harrison Avenue Project. As a property owner along Harrison Ave/Mud Bay Road, our company is directly connected with the efficiency and quality of this roadway and, as you know, its current level of service is failing and is only expected to get worse. We believe the time for action is now.

There are many reasons that improving this roadway should be of the utmost importance to the City, such as pollution, safety, and increasing costs. Cars sitting on the roadway instead of getting to their destination in a timely manner creates an immense amount of unnecessary pollution. Safety concerns, such as cars speeding through neighborhoods and developments in hopes of avoiding delays caused by a neglected Harrison Avenue, are also being ignored by allowing this roadway to continue to fail. Upgrading this roadway will also promote bicycle and pedestrian traffic with well lit sidewalks and dedicated bike lanes, instead of the current emergency lane used by pedestrians, bicyclists, and passing cars.

Finally, costs of this project are only rising. As previously mentioned, the time for action is now. The project has all the support necessary, with people in the community willing to help finance portions of the project out of pocket. We urge you to see this project as we do, as the vital link that it is for people that work and live in and around Olympia.

Sincerely,
Jim Morris
President, MPH Holding LLC
Lewis-Mason-Thurston Area Agency on Aging

A letter follows from the Lewis-Mason-Thurston Area Agency on Aging:
June 23, 2006

Karen Parkhurst
Thurston Regional Planning Council
2424 Heritage Ct. SW, Suite A
Olympia, WA 98502

Dear Karen,

Please accept our comments and include them with your report to the City of Olympia when communicating about the Mud Bay/Harrison Street road situation.

We are very concerned with the significant lack of coordination between the traffic realities and the development on and near this roadway. It is clear that the City has allowed, encouraged and approved substantial development in this area without adequate infrastructure to handle the changes that are currently underway. This lack of coordination and logical planning has made the roadway unsafe, and it is getting worse. A new traffic light at Kaiser Road, next year, may help those entering Mud Bay from this street, but it will only further clog Mud Bay Road.

We have been at this location for almost 6 years. We employ some 35 people at our Mud Bay location and have many visitors to our building. We are a social service agency and our employees must drive to work as they are required to make home visits throughout the county to frail older people and younger disabled individuals. The traffic into our building is obvious, our large parking lot is generally filled with cars Monday through Friday, and yet we attracted no attention from the city or the developers. We have been left uninformed about the changes we are forced to live with. What else have planners missed in developing this area?

Almost every day we see near collisions outside our building and have had staff rear-ended making left hand turns into the parking lot. Each day we fear for the safety of our visitors and employees. Many of our visitors are senior citizens with slower responses. Vehicles trying to turn left into and out of our parking lot, and others on this road, have to wait for extended periods of time due to the high traffic volume. At certain times of the day, there is no way to do this other than to “step on it” and wedge yourself into a gap in traffic much smaller than you feel comfortable with. The traffic volume and the danger
have increased substantially in the six years we have been in this location, and it will get worse with the completion of Bay Hill across the street from our office and the new development going in by the fire station, as well as all the adjacent development going on the Westside of Olympia. In addition, this is a main thoroughfare to and from Highway 101, leading to and from I-5, Grays Harbor and Mason Counties. Additionally, we are concerned about the impact on emergency vehicles going to Capitol Medical and the fire equipment access along this important corridor. We also cannot ignore the road’s significance in a disaster such as the earthquake we experienced just a few years ago. Yet, the lack of forethought has compromised safety, access and response time. Mud Bay is a critical road for the entire community. It is crucial for the road to be widened as soon as possible with a middle lane for left turns.

The City appears less interested in current residents and businesses on and near Mud Bay Road than future users, although their needs, safety and access will also be adversely impacted by the lack of planning. The data demonstrates the need to improve this critical corridor, so why does the City refuse to address the safety of our public roads here on the Westside?

Please take action NOW to match proper safety and access with your approved development plans. Saving lives, supporting businesses and smart planning must be top priorities in the development of the Mud Bay area. Please approve moving forward and seeking grant funding now for this critical project. Thank you.

Sincerely,

Dennis Mahar

Dennis Mahar
8. Cooper Point Neighborhood Association

Comment from the Cooper Point Neighborhood Association:

To: Veena Tabbutt  
Thurston Regional Planning Council

From: Cooper Point Association

Sub: Harrison Avenue extension

Date: June 14, 2006

Dear Veena Tabbutt

The Cooper Point Association is alarmed at the rapid residential development in and around the Harrison Avenue.

Development approved around Harrison Avenue includes Cooper Crest, Evergreenhills.com, Bay Hill, and College Station. In addition to over a thousand new homes there is increased commercial development between Black Lake Boulevard and Cooper Point Road and recent past developments such as Ashlynn Estates, Cedrona, and Madera. All of these developments and the west side of Thurston County employ Harrison Avenue as the major east/west Arterial to downtown.

It is the Cooper Point Association’s opinion that the City of Olympia should improve Harrison Avenue Arterial to five lanes with bike lanes and medians between Yauger Way and Kaiser Road. We further recommend that a traffic signal be installed at Kaiser Road/Harrison Avenue intersection.

Sincerely
Cooper Point Association

9. Thurston County

Thurston County shares a border with the City of Olympia at the Kaiser Road/ Harrison Avenue (Mud Bay Road) intersection. County improvement plans for the section of Mud Bay Road between Kaiser Road and Overhulse Road have been developed in coordination with the City of Olympia.

A letter of support for the Harrison Avenue /Mud Bay Road project from the Board of County Commissioners is attached.
May 24, 2006

Olympia City Council
P.O. Box 1967
Olympia, WA 98504-7440

Subject: Mud Bay Road/Harrison Avenue

Dear Councilmembers:

The Board of County Commissioners commends the City of Olympia for taking a proactive approach to decreasing traffic congestion by commissioning a study of the issue regarding Mud Bay Road (Harrison Avenue) from the Urban Growth Area Boundary to Yauger Way. The Board concurs with the findings of the study and encourages the Olympia City Council to seek funding for:

1. An additional vehicle travel lane in each direction,
2. Street trees and planter strips between curbs and sidewalks, and
3. Bike, pedestrian and transit facilities.

Our support of these features is based on discussions our staff has had with City of Olympia staff, McLane Fire District and Thurston Regional Planning. We share your concern for congestion and safety on this vital rural-urban link. The road is already at capacity threshold. Even with modifications to SR101 interchanges and/or alternatives such as roundabouts, future traffic generated by at least a half dozen subdivision projects and expansion of the Westfield Capital Mall will increase daily traffic well beyond the existing road’s capacity.

The Board believes that increasing vehicle capacity with an additional travel lane will accomplish the following:

1. Reduce emission pollution,
2. Lower accident rates (particularly rear-enders),
3. Ensure capacity for emergency vehicles to travel quickly and effectively on this critical corridor between the McLane Fire District and the hospital, and
4. Decrease “shortcutting” detours through residential streets by frustrated drivers.
We are confident that the City of Olympia can increase the capacity of the Mud Bay/Harrison route while maintaining the quality of life for area neighborhoods and their residents. As always, please do not hesitate to call on us or our staff if we can be of any service to you in this matter.

Sincerely,

[Signature]
Robert N. Macleod, Chairman

[Signature]
Cathy Wolfe, Vice-Chair

[Signature]
Diane Oberquell, Commissioner

Cc: Steve Hall, City Manager
Interviews with County staff resulted in five major points for the Council to consider:

First, a 4 to 5 vehicle lane configuration has been inherent in the County's land use and transportation elements of its Comprehensive Plan since it was adopted. The land use plans assumed uses and densities consistent with the capacity such a cross-section would provide. A reduction in the number of lanes intended to handle this planned growth that is consistent with all adopted land use plans could create a concurrency problem for the County much sooner than would otherwise have happened. If anything, the City and county should work together to ensure the Corridor design provides for a 4 to 5 vehicle lane cross section all the way to Evergreen Parkway since it provides a logical connection.

Second, this is an important Corridor that not only moves the residents to and from their neighborhoods, but also provides key access to commercial and medical facilities located adjacent to this Corridor. While development pressures were fairly low in the 1990s, within the last couple of years they have grown quite strong. At the same time there are very few spatial constraints on this Corridor. Not acquiring the land and building out the cross section at this time will postpone the need to a later date when it will be much more expensive and perhaps impossibly constrained by development to achieve the desired street standards.

Third, Thurston County (and presumably, Olympia) has been requiring developer-funded frontage improvements that are predicated on an eventual 4 to 5 vehicle lane cross section. College Station is an example of a lengthy frontage improvement funded by the developer and that is based on an eventual 4 to 5 vehicle lane standard. Changing the standard at this point will unfairly impact those developers who had to unnecessarily forfeit the use of some of their land. In addition, it will be very difficult to tie a new 3 vehicle lane standard into the various frontage improvements that have been built or are ready to be built and create a unified Corridor feel when pre-existing frontage improvements based on 4 to 5 vehicle lanes are interspersed along a 3 vehicle lane stretch.

Fourth, Thurston County partnered with Olympia on the state grant process that resulted in funding for the Kaiser Road signal project. That application was based on this intersection being part of an ultimate 4 to 5 vehicle lane cross section. If the City were to change the standard for Harrison east of this intersection it would, at the very least, require some additional analysis and design work to ensure sufficient storage for the redistributed traffic. It could possibly also raise questions about the continued validity of the grant award since some of the underlying factors would be changed after the grant was awarded. Thurston County entered into the partnership with Olympia with the understanding that this was part of the larger 4 to 5 vehicle lane strategy for Harrison Avenue / Mud Bay Road.

Finally, the City needs to consider fully the mid-block impacts of changing the cross-section of Harrison Avenue from 4 to 5 vehicle lanes to 3 vehicle lanes. In between intersections there are still residents who need to get into and out of their driveways, neighborhoods that need access to the main Arterial, and
V. REVIEW OF COMMUNITY ISSUES AND CONCERNS

businesses that need safe access for their customers and patients. There is plenty of space in this Corridor to accommodate bicyclists and pedestrians as well as motorists. There is little apparent reason for not continuing with the plans that have been in the works since the mid-1990s. A change of direction at this time is inconsistent with adopted Comprehensive Plans, the Regional Transportation Plan, and developer-funded improvements that the County and Olympia are obtaining.

10. Washington State Department of Transportation

The Washington State Department of Transportation (WSDOT) is responsible for maintenance and improvements along the state highway system, including Highway 101 (SR 101).

In addition, the Washington State Department of Transportation is planning to enter into a partnership with the City of Olympia for a West Olympia Access Study, to look at issues of access and circulation in the West Olympia area.

Staff at the Washington State Department of Transportation has raised several points that they wish the Olympia City Council to consider:

City plans to encourage more growth on Olympia's Westside need to include transportation facilities to accommodate that growth. Local growth and the traffic it generates should be accommodated as much as possible on local streets. The state's highway system cannot be a substitute for good local transportation facilities. It is already nearing capacity at key interchanges and was never intended to serve a local access function.

If technical evaluation determines that Harrison Avenue Phase 2 is needed to accommodate City growth, WSDOT encourages the City to follow through with this project. A decision to reduce the scope of the Phase 2 project or to delay it may impact the scope and outcome of the West Olympia Access and Circulation Study. A decision to reduce or delay Phase 2 could easily trigger additional analyses requirements from FHWA (Federal Highway Administration) that would negatively impact both the City and WSDOT, and may require substantially more money to complete.

Regardless of the interest in new highway access to Olympia's Westside, WSDOT Headquarters and FHWA look unfavorably on local actions that push travel demands for future, locally-planned growth onto the state system. Where will traffic go when the local system fails? If analysis demonstrates that the only impact is undesired congestion on local streets then that is acceptable to state and federal agencies. However, if analysis indicates that more traffic is pushed out onto the state highway system by such an action that won't be acceptable. Considering the proximity of the state system to this local facility and the lack of good local alternatives, the latter is highly likely. Such diversion of local traffic will negatively impact key state interchanges for which WSDOT is responsible, including US 101 at SR 8, and I-5 at US 101.
The City of Olympia has an opportunity to weigh its choices about regionally-significant Corridors at the Transportation Policy Board (TPB) meetings. A primary reason why WSDOT and all the jurisdictions participate on the TPB is to ensure a coordinated and consistent approach to meeting the region’s transportation needs. Olympia can and should bring this issue to the TPB for evaluation if it is seriously considering a capacity reduction of the Phase 2 project. Harrison Avenue is a regionally-significant Corridor and any decision on Phase 2 will impact not just the City but other agencies as well. Impacts on Intercity Transit should be evaluated carefully since the Regional Transportation Plan assumes an increasingly strong role for transit in the future.

Before making any decision on scaling back the capacity needed for Harrison Avenue Phase 2, WSDOT advises that state legislators should be consulted. Legislators are the ones who would be expected to introduce a new state highway project into the transportation budget to mitigate local overflow onto the state system. They should be consulted to gage their willingness to support such a project, and to hear any concerns they may have about this expectation. It may be more difficult than expected to get funding support for a project of this nature.

11. Olympia Planning Commission

The Olympia Planning Commission supports the Council’s decision to re-validate the traffic analysis and undertake this study. The Planning Commission was briefed prior to the traffic analysis portion of the study being complete.

- Planning Commission members felt strongly that safe pedestrian crossing opportunities should be incorporated into any future design of the Corridor.
- They also believed strongly that other opportunities for pedestrian and bicycle connections and pathways should be identified, especially those linking the residential neighborhoods and parks. It was noted that the new subdivisions will likely have many children, so safe alternatives are essential.
- There was some debate/discussion over the use of pedestrian activated traffic signals to facilitate safe pedestrian crossings.
- There was a long discussion on the need for speed reduction features to be built into the road design if it was widened to 4 to 5 vehicle lanes. Reflectors, street trees, narrow lane widths were all mentioned.
- There was a debate over a preference for a signal or roundabout at Kaiser Road (prior to any recommendation by the Consultant).

Observations

- The existing 10 foot shoulders functioned well for bicycle facilities, however, the existing bicycle shoulders are often used as turning lanes.
- There are no sidewalks in this section of the Corridor but there will be many more residents using this Corridor as the subdivisions that have been recently approved or are in the development pipeline begin to build out.
• The merge of two vehicle lanes to one in each direction (at Yauger Way) creates a situation where motorists try to pass each other in order not to be stuck behind a long queue of cars.

Process

• Several planning commission members expressed interest in receiving direction from the Council on their role in these Corridor studies, and whether or not formal comment or recommendations were expected.
• Most planning commission members felt that the time was well spent being briefed on these projects (even if a formal recommendation was not requested by Council) as they are related to other projects and issues that come through the Commission for comment.

12. Bicycle and Pedestrian Advisory Committee

The Bicycle and Pedestrian Advisory Committee (BPAC) was briefed on this project. They requested that TRPC staff recap the discussion, and will submit comments directly to the Olympia City Council.

Communication from Christopher Jennings, Chair of BPAC

“We will submit our letter to the Council directly, apart from the report. For your report, I suggest that you simply report on your interaction with BPAC, from your perspective. Thanks again.”

Staff Recap:

The BPAC felt that the scope of the study was not broad enough, and should have included identifying alternatives such as new street connections, in addition to the ones included in the modeling effort, such as a new link to US Highway 101. While there was not Committee agreement, potential ideas for links that were identified by some Committee members include:

• Continuing Capital Mall Boulevard (7th Avenue) through the proposed College Station subdivision to connect to Harrison Avenue/Mud Bay Road (as a major collector rather than a neighborhood connector).
• Widening Capital Mall Boulevard from McPhee Road to Kaiser Road (this was already assumed in the modeling).
• Constructing a new connection to the north of Harrison Avenue through the Grass Lake Refuge. (Members on BPAC were not in agreement regarding this potential connection.)
Traffic Analysis Issues

The BPAC had many questions regarding the independent validation of previous traffic analyses. These questions were submitted to the Independent Consultant. The Consultant was available to answer questions of the BPAC chair and some members of the Committee at the Open House and provided a written response, which is included as Appendix B of this report.

Bicycle and Pedestrian Issues:

- It was noted that there are currently bicycle shoulders along the entire Corridor

The Committee will have additional opportunities to comment on bicycle and pedestrian issues as the project moves forward. Comments from the BPAC are attached.
V. REVIEW OF COMMUNITY ISSUES AND CONCERNS

CITY OF OLYMPIA
Bicycle & Pedestrian Advisory Committee

MEMORANDUM

June 27, 2006

TO: Olympia City Council

FROM: Christopher Jennings, BPAC Chair

RE: Harrison Avenue Corridor Study Report

The Bicycle & Pedestrian Advisory Committee was briefed by TRPC staff at our May 24, 2006 committee meeting. The TRPC staff accurately summarize our discussion at pp. 45-46 of their report. At that meeting BPAC did not vote either in favor or in opposition to the proposal to widen this section of Harrison Avenue. BPAC already was on record in opposition to this widening of Harrison. Indeed, it consistently has been BPAC’s position that every available alternative should be explored before streets are expanded to the scale proposed for Harrison. The general view was that this has not been done in the course of this study. TRPC staff acknowledged as much.

Thus, TRPC staff are correct in recounting that “BPAC felt that the scope of the study was not broad enough and should have included identifying alternatives.” And as noted, BPAC specifically felt the development of cross connections that would draw traffic off of Harrison should be explored before the Council commits to expanding Harrison to a 4/5 lane cross-section. The TRPC report recounts some of those ideas that came off the tops of our heads that evening; certainly sophisticated planners could come up with others.

We were informed during our discussion that TRPC already has been engaged by the City to conduct a comprehensive Olympia westside transportation study. No matter what course of action the Council decides to follow this evening, TRPC should be directed to include the imagineering of transportation alternatives to the further expansion of the cross-section of the Harrison/Mud Bay Road corridor, specifically to include greater interconnectivity throughout Olympia’s westside. No matter how the Council chooses to resolve the Harrison Avenue issue, greater westside connectivity can only benefit motorists, cyclists and pedestrians alike. As implementation of any course of action the Council may adopt tonight likely still is many years off, the option of revisiting this decision based on the recommendations of the westside study should be left open.

Thanks for your consideration of BPAC’s views.
13. State Patrol

The State Patrol responds to incidents on the State Highway System, including the intersection at Highway 101 and the Evergreen Parkway. The State Patrol provides backup response to the Thurston County Sheriff’s office.

In terms of general issues, enforcement officers require ample space to pull traffic violators over without it posing a hazard to officers.

Officer experience along the Corridor are that there have been numerous accidents at Mud Bay Road and Evergreen Parkway, and at Mud Bay Road and Overhulse Road due to the lack of signals and number of people making left turns. Accidents also tend to occur when drivers try to pass in order to be first in line when the number of vehicle lanes reduces to one (in each direction) east of the Evergreen Parkway.

14. Thurston County Sheriff’s Department

The Thurston County Sheriff’s department responds to incidents along Mud Bay Road outside of the City limits (but within the urban growth area) and provides backup to the Olympia Police Department. Comments from the Thurston County Sheriff are attached.
May 15, 2006

Olympia City Council
PO Box 1967
Olympia, WA 98507-1967

Dear Council Members:

Re: Mud Bay Road / Harrison Avenue Widening Project

I have been advised of the upcoming decision which you are making in reference to the Mud Bay Road / Harrison Avenue widening project between Yauger Way and Kaiser Road. There are two proposals on the table. One is a three-lane project (one lane each direction, center turn lane / median, sidewalks, and a bicycle lane each direction). The second proposal is a five-lane project (two lanes each direction, center turn lane / median, sidewalks, and a bicycle lane each direction).

Based on the study that was conducted by Para-Metrics, I would like to give my support to the five-lane proposal. The traffic study that was conducted clearly demonstrates the need for the additional lanes of travel to handle the traffic needs now and in the future.

With the current traffic volumes that travel the Mud Bay Road / Harrison Avenue corridor, I believe that public safety is at risk if major changes to the roadway are not made. The problems that we face now are heavy traffic flow, aggressive drivers due to the congestion, vehicles traveling at speeds greater than the posted speed limit, and an increase in accidents due to driver impatience.

Currently when deputies respond to calls, they avoid the Mud Bay Road / Harrison Avenue corridor due to the congestion and lack of road space to move traffic off the roadway to yield to emergency vehicles. Problems also arise when working traffic enforcement on the roads. There is not enough shoulder or roadway to safely stop vehicles, investigate accidents, and make contacts.
The roadway is not designed for pedestrians or bicycles. The vehicle traffic ignores people walking and bicyclists. Often vehicles will pass on the shoulder to get around the long lines of traffic that backs up. This creates a tremendous public safety issue where a serious accident will and has occurred.

The above is the description of the roadway as it currently exists. Without significant changes to the current roadway, we will soon see the system fail.

The three-lane proposal that is on the table is only a modification to the roadway that we currently have that is close to failing. This three-lane model will not handle the traffic flow that currently exists and we will still see the long lines of traffic where motorists take chances to enter the flow of traffic. With a center turn lane and grass medians, this will further hamper emergency vehicles and slow responses. Yes, there will be a bicycle lane to move the traffic into if an emergency vehicle is trying to pass. However, this is not the safest option.

With five lanes we will see increased movement of traffic that will allow for the side streets to access the traffic flow without causing problems or taking extreme risks. The sidewalks will afford the pedestrians a safe corridor to walk. Olympia could use the flashing lights and crosswalks to allow safe crossing for pedestrians. This has been a proven safe mode to cross five-lane roadways. Further, the wider roads will allow the use of emergency vehicles to safely move traffic to the outside lane, bicycle lane, or shoulder without creating a hazard.

I am a firm believer in what is best for the community. This is why I am in support of the five-lane proposal and recommend you select this option. Five lanes will allow better control for traffic, safer pedestrian corridors, improved safety for bicyclist, and improve the close to failing roadway that now exists. The five-lane proposal will better prepare our community for the future.

Thank you for your consideration.

Sincerely,

Gary Edwards, Sheriff
15. Medic One and Olympia Fire Department

The Olympia Fire Department has three stations, Headquarters (downtown), Eastside, and Westside that service the City limits of Olympia. The Westside station is the first responder to the Harrison Avenue Corridor area. In addition to providing fire fighting services, through an intergovernmental agreement, the Olympia Fire Department employs paramedic firefighters for Medic One/ Emergency Medical Services Response.

“Thurston County's Medic One / Emergency Medical Services (EMS) System was established in 1974. It was the first public county-wide tiered response EMS system in the United States. The Medic One/EMS System provides a fire services based basic and advanced life support emergency medical and trauma care and transport to over 236,430 residents within the county's 758 square miles. The EMS System responded to over 20,860 EMS calls with paramedics responding to 9,566 calls and transporting over 5,095 life critical patients during 2004. The Medic One System’s paramedic units responded with a countywide average response time of 8.88 minutes, arriving within 10 minutes 72.2% of the time.”
(http://www.co.thurston.wa.us/medic1/M1_desc.htm)

Two hospitals are designated to receive EMS patients, Providence St. Peter Hospital and Capital Medical Center.

It is anticipated that emergency calls will increase in the area near and around Capital Medical Center as new assisted living and retirement homes are constructed.

Issues

The main transportation route to Capital Medical Center is the Harrison Avenue Corridor. The only major alternative route is Capital Mall Drive. Both routes are heavily used, especially during peak hours, and can be challenging for emergency vehicles to negotiate.

In general,

- There is a growing tendency for drivers of private vehicles to either ignore flashing emergency lights, or panic and freeze when they see emergency vehicles approaching. With one vehicle lane in each direction, access for emergency vehicles can be blocked in these situations.
- Emergency service providers prefer ample room to negotiate around stopped vehicles – either through a second vehicle access lane, a wide shoulder, or in a center turn lane that is not segmented by landscaped medians.
- As congestion increases along transportation Corridors, the result is delays for all vehicles including emergency vehicles.
V. REVIEW OF COMMUNITY ISSUES AND CONCERNS

Accidents present another issue in congested Corridors without ample room to negotiate. Emergency service vehicles are often blocked from responding to the accident, or from traveling through the Corridor to respond to other calls. There have been several accidents in the Corridor that have blocked access to the Capital Medical Center from this Corridor.

16. McLane Fire Department

The McLane Fire Department provides backup service to the Olympia Fire Department. The McLane Fire Department has a fire station located along Mud Bay Road just within the urban growth area boundary. It is anticipated that the fire station will be relocated to a property currently owned by Thurston County at the intersection of Delphi Road and Mud Bay Road in summer 2006. Signalization is planned for this intersection at the time of relocation of the fire station.

The McLane Fire Department utilizes the Harrison Avenue Corridor as a route to Cooper Point Road to respond to emergencies in the northern part of the County. The Fire Department also uses the route to provide backup to the Olympia Fire Department. Comments from the McLane Fire Chief are attached.
June 1, 2006

Veena Tabbutt – Senior Planner
Thurston Regional Planning Council
2424 Heritage Ct. S.W. Suite A
Olympia, WA 98502-6031

Dear Mrs. Tabbutt:

After a review of the proposed options in regards to the Harrison Avenue/Mud Bay Road study, Thurston County Fire District #9 supports widening this corridor to support 4-5 vehicle lanes, bicycle paths, planter strips and sidewalks. Because Harrison Avenue serves as a major response route for our apparatus, we are particularly concerned that the projected traffic congestion will negatively impact response times to the Cooper Point and Old Port areas of the District as well as automatic aid responses within the west side of Olympia. Furthermore, traffic congestion increases anticipated with the Kaiser Road light installation will create traffic backups that will necessitate emergency apparatus to use on-coming lanes to navigate through traffic – placing emergency personnel and the public at increased risk. In addition, two lanes of travel provide limited options for motorists to yield for approaching emergency vehicles and vehicle accidents will usually require the complete closure of the roadway to treat the injured and clear damaged vehicles.

As a daily user of this corridor, I am also very concerned about the safety and welfare of pedestrians and bicyclists that travel along the roadway. Frequently, motorists become impatient sitting behind vehicles attempting left hand turns from Harrison/Mud Bay Road and venture onto the shoulder to pass. Unless something is done to improve the roadway, it is only a matter of time before a vehicle venturing onto the side of the roadway injures a bicyclist or pedestrian.

Thank you for the opportunity to provide feedback on the Harrison Avenue/Mud Bay Corridor Study. If you would like any clarification regarding my comments, please feel free to contact me at (360) 866-1000.

Respectfully,

Steve North

"Dedicated to Service Excellence"
V. REVIEW OF COMMUNITY ISSUES AND CONCERNS

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VI. PROJECT SUMMARY

History
In the mid-1990s, the City of Olympia embarked on a study of the Harrison Avenue/Mud Bay Road Corridor to address mobility issues and improve the street to adopted street standards. This work included public outreach and technical analysis of current and projected future conditions. The study resulted in a phased approach to corridor improvements. Phase I contained a pre-design of the entire Corridor, from Cooper Point Road to Kaiser Road, with the 4 to 5 vehicle lane cross-section, bicycle and pedestrian facilities, including pedestrian islands. Phase I also provided funding for construction of two lanes in each direction with a center turn lane between Cooper Point Road and Yauger Way, bike lanes, sidewalks, street lighting, medians, and planter strips.

The planning assumed that funding would be sought at a later date to make the improvements from Yauger Way to Kaiser Road to accommodate projected growth, maintain adopted vehicle level of service (LOS) standards, and meet adopted street standards. Intersection signalization and left turn channelization improvements at Kaiser Road and Harrison Avenue were fully funded as a separate project and scheduled for construction in 2008.

Harrison Avenue Corridor Study 2006
In 2005, the Olympia City Council requested additional information before applying for grant funding for this project, citing concerns about the degree to which widening was needed and the timeframe for implementation.

The Council asked that:
- An independent technical analysis be conducted to validate the earlier findings and re-evaluate the need for capacity improvements.
- A limited public outreach be undertaken to review community issues and concerns about the Corridor function.

Technical Analysis
TRPC contracted with Parametrix, Inc./Shea & Carr to perform an independent validation of previous technical analysis, with updated information on land use patterns and projected population and employment.

Parametrix, Inc./Shea & Carr noted that:
- This corridor is a primary east-west commercial route to employment, recreational, and retail destinations.
- Over 95 percent of the traffic using Harrison Ave either originates or creates a trip destination within the City of Olympia.
- The current 2-hour peak traffic volumes are at or near vehicle roadway capacity.
- With signalization at Kaiser Road, 2-hour peak directional flows will exceed the capacity of a single vehicle lane.
Parametrix, Inc./Shea & Carr concluded that based on existing traffic volumes and projected traffic demand, a 4 to 5 vehicle lane cross-section is needed between Kaiser Road and Yauger Way. Further, the consultant recommended that the construction should occur soon after or concurrent with the construction of the signal and left turn channelization at Kaiser Road and Harrison Avenue. Without such improvements, a number of adverse impacts would likely occur, including increases in vehicle accidents and emergency response time, poor access to businesses and services, spillover into adjacent streets, and long vehicle delays resulting in increased emission levels and poorer air quality.

Chapter IV of this Report contains the full text of the independent analysis.

Public Outreach
The public outreach process focused on asking the community about any issues or concerns for transportation safety and mobility on this Corridor. This included stakeholder interviews, a community survey, and a public Open House. Briefings were also provided for the Olympia Planning Commission and Bicycle and Pedestrian Advisory Committee. The process was supported by local media coverage and ongoing updates to the TRPC website. Because many people who use this Corridor are clients of the various business and services, open house invitations and surveys were also hand delivered to businesses and services along the corridor.

Chapter V of this Report documents the details of the public process.

Some key findings:

Uses
Using a variety of modes, the public travels on this Corridor to access work, shopping, medical services, church, school, The Evergreen State College, downtown Olympia, U.S. Highway 101, Mason and Grays Harbor counties.

Land Use and Transportation Infrastructure
While some people wished that the area could have remained more rural, the general observation was that the City plan for growth along this Corridor is occurring and will continue to occur. Further, the public noted that multi-modal road improvements are long overdue and should be implemented, with appropriate property and environmental consideration.

Issues
The top concerns raised by the public and stakeholders were:
- Inability for vehicles to make left turns on and off the Corridor due to the heavy volume of traffic
- Lack of sidewalks
- Lack of street lighting
- Lack of physical space for emergencies and traffic/law enforcement
- Improvements to the street are needed immediately
**Conclusions**
The consultant, and a majority of the public, conveyed that a 4 to 5 vehicle lane cross-section with center turn lane is needed to accommodate current and future conditions. Street improvements should include bicycle and pedestrian facilities, street lighting, and planter strips – bringing the Corridor to adopted street standards. The study notes that improvements are needed soon for safety and mobility of all modes using this Corridor.

**Next Steps**
The Olympia City Council was briefed on the work of the consultant and the scope of the public outreach in May 2006. In June 2006, the City Council will deliberate on the results of the study and determine next steps.
(June 15) Hello All, I do not favor widening Mud Bay Road. More car lanes, more cars, more traffic: we need more planning, not more cars.

I work for Area Agency on Aging at 3603 Mud Bay Road. My coworkers and I have noticed a traffic problem that has worsened with each new housing addition that is built in this area.

It seems that we are on the brink of road failure. It is almost impossible to turn left out of our driveway in order to access the highway on ramp. With the addition of the traffic light on Kaiser, we all fear that it will become impossible to turn left and right as well.

It has always been a very scary experience to turn left into our driveway, but now that the street markings are there, it feels like we are breaking the law, or at least doing something incredibly dangerous. The cars swerve around us dangerously close and at a very fast speed.

I feel that it is imperative that we at least have a turn lane there. I know of one coworker who was rear ended while waiting to turn left into our driveway. The cars on Mud Bay Road, I am sure you know, travel at a much higher speed than 35 miles per hour.

We fear for our safety as the 100+ homes and the 300 more homes slated for the near future become occupied. Please remember the businesses on Mud Bay Road and think about the safety of the people who work on that road.

I was unable to attend the workshop on 5/31, but I would like to comment.

I think widening Mud Bay Rd is a top priority, and has been for years. My understanding was that it was going to be widened some time ago. It seems inappropriate that more study is needed before taking action. It is evident the road has constant, steady traffic, left hand turns are difficult at best, there is not even an adequate shoulder for pedestrians or bicyclists.

While I live on the east side of town, I am a general contractor with jobs throughout the county. I frequently travel Mud Bay Rd, and find it one of the most congested and frustrating stretches of road anywhere in the county.

Thank you for your time and attention. This upgraded section could become part of a larger Corridor stretching from downtown to at least Kaiser Road.
Hi - I am sorry I missed last night's open house. I share concerns expressed about more lanes being added and more traffic generated. What I am really wondering is this: After this part of Harrison gets widened, will there be pressure to widen Mud Bay all the way out to 101, i.e. across the end of Mud Bay itself? That would be an ecological disaster, in my opinion.

Hope that's been examined and the answer is no.

I can not attend your public meeting 5-31-06 regarding the above project. As a resident and business owner located on the West side of Olympia I feel this improvement project is critical. If corrective action is not taken immediately traffic congestion will stifle the economy of West Olympia. It is already having significant impact. Consumers will seek out alternatives such a Marvin Rd. to spend their money including sales tax dollars. Once a consumer does so, it is difficult to get them back. With the new residences coming to market the traffic is only going to get worse. Actually as a lay user of the roadway it is already failing.

Other road construction projects do not have the same impact upon the economy, public safety, and traffic as the Harrison Ave./Mud Bay Rd. project does.

I ask that you recommend that this project be funded immediately as a 5 lane Arterial.

I am not able to attend the hearing on Wednesday but have completed the attached survey. I am strongly in favor of five lanes, bike lanes and at least one sidewalk on this stretch of heavily traveled road.

The development of residential and commercial property on Olympia’s West Side seems to bring us all to the conclusion the Harrison/Mud Bay Road needs improvement. Traffic on that road is dangerously over crowded and drivers use that area to avoid the intersection of Cooper Point and Black Lake, as well. We, who live on the West side, believe it is obvious and proper to improve Harrison/Mud Bay and I am sure your Traffic Study and Transportation Analysis will reveal all the data you need to justify that fact. The fees collected on the West Side developments will help pay for it and the Business Taxes will help with any other required improvements, like roundabouts, traffic lights and others.

We need a light at Harrison/Mud Bay and Kaiser now…or a round-about.

We need to reduce the speed limit on Cooper Point Road to 35 MPH now or at least before I die! Thank you for considering our comments in writing…I will be out of town the week of the 27 June Public Meeting, but don’t forget to reduce that speed limit on Cooper Point Road to 35 MPH before someone does get killed again and before I die. Thanks.
Public Comment

I had a non injury (but totaled my car) accident at Kaiser Road some years ago. I live on the Delphi Road and travel the subject segment of Harrison frequently. Please get the project going. Maybe to save money go easy on dividers and landscaping. For sure at least 5 lanes. Most important a signal at Kaiser Road.

Also, I think planning should start on making the 5 lane connection to the US 101 interchange, including a signal at Evergreen Parkway. Olympia can only grow to the west. The other directions are limited by Lacey, Tumwater and the Sound. Growth is inevitable so get ready. Bond issues are the best way to finance Arterials, everybody uses them. I think if you sold bonds only to Thurston County residents that would keep the money home and not send the interest to out of state financial centers.

I attended the May 31 open house. I feel strongly that the 5 lane configuration for the Mud Bay extension to Kaiser Road is the most practical for meeting present and future traffic loads.

The Corridor is presently congested and unsafe for cars, pedestrians and cyclists. Developments under construction and increased traffic to and from Hwy 101 are already compounding that. Proposed future developments and annexations (as shown on TRPC graphics) will further impact the Corridor. An extension of the configuration existing between Cooper Point and Yauger seems logical and necessary as soon as possible.

I live 4/10 mile north of the Kaiser/Mud Bay intersection but, even with the recent improvements, still find it safer (and often faster!) to detour to Cooper Point via 14th or cut through the Grass Lake development to the Yauger light. The left turn lanes make it safer for cars waiting to turn, but since east/west traffic is now unimpeded, openings are less frequent.

The proposed light is long overdue.

This Corridor needs to be made safe, efficient and pleasant for the car, bicycle and pedestrian traffic, which will only increase, in the very foreseeable future.

June5
Hello City of Oly.,
I am against widening the road at Mud Bay. It will just be a freeway, more cars. We need planning for new houses, not new road widening. What happened with this issue? I own 3 houses in this West side area. Thanks!
Public Comment

Results from Surveys

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

Errands, shopping, and medical services. We live here and must use this Corridor to even get on Highway 101.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: No place to walk safely.

For Bicyclists: ---

For Transit Users: ---

For Private Automobiles: It is almost – no way to get on Mud Bay Road from Kaiser from 2:00 to 6:00 p.m.

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: To Bark and Garden is improperly marked on pavement. One takes their life in their hands getting out of there and into this business. Getting in and out of Phyl’s Furniture is also not easy, if one does it safely. Therefore Harrison Avenue/Mud Bay Road must be widened and improvements made all the way to the Fire Station, to the on-ramp of Highway 101.

People with disabilities: ---

Senior population: ---

Others: ---

Anything else you would like the City Council to know about this area: Don’t put off addressing the widening of Mud Bay Road from Kaiser Road west. Do it all from Yauger Way. Get the stop light in at Kaiser Road at the same time. Do it right for once and for all, all at the same time. This only makes sense, good sense. You don’t want the blood on your hands from the impending accidents.

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

Church

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: None – leave it as it is

For Bicyclists: None – leave it as it is
Public Comment

For Transit Users: None – leave it as it is

For Private Automobiles: None – leave it as it is

For Commercial Vehicles: None – leave it as it is

Are there any particular issues or concerns you would like to raise for:

Business Access: None – leave it alone.

People with disabilities: None – leave it alone.

Senior population: None – leave it alone.

Others: None – leave it alone.

Anything else you would like the City Council to know about this area: ---

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

Shopping, errands and the occasional trip to Mason County.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: I would not recommend a pedestrian-only traffic light. Drivers who are used to seeing a green light 99% of the time on Harrison, may miss the 1% it is red.

For Bicyclists: Ensure bike lane throughout.

For Transit Users: Pull-outs are nice, but there may not be enough room in all cases, having two travel lanes in each direction will be adequate.

For Private Automobiles: ---

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: Ensure u-turns are allowed and have room – (I am in favor of as much median as possible)

People with disabilities: ---

Senior population: ---

Others: ---

Anything else you would like the City Council to know about this area: Ensure same zoning regulations as with Martin Way HDC-4.
Public Comment

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

It is my primary way to work and shopping services.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: There should be sidewalks and crosswalks.

For Bicyclists: There should be a bike lane and it should be swept often – i.e., monthly.

For Transit Users: There should be turnouts to get stopped buses off the road.

For Private Automobiles: Speed limit 45.

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: ---

People with disabilities: ---

Senior population: ---

Others: ---

Anything else you would like the City Council to know about this area: We should not limit growth by limiting traffic access. I believe “feeder” lanes should be developed, as this allows local travel without affecting the “thru” traffic. I totally disagree with roundabouts. Effective traffic lights are far more efficient in heavy traffic environments and peak traffic situations that these intersections are prone to.

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)


Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: See below – Business access.

For Bicyclists: ---

For Transit Users: ---

For Private Automobiles: Harrison narrows from two lanes to one lane at the same place cars slow to enter Bark & Garden Nursery (retail).

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:
Business Access: There is no safe way for pedestrians to enter Bark and Garden retail nursery from any housing area. You can not safely cross Harrison and the sidewalk ends prior to the nursery if you cross at the light at Yauger.

People with disabilities: ---

Senior population: ---

Others: ---

Anything else you would like the City Council to know about this area: More street lighting along Mud Bay to 101 including the corner of Kaiser Road and Harrison to add safety during dark hours if winter rain – traffic in this area is nonstop during commercial and medical hours.

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

School, medical, shopping, driving.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: ---

For Bicyclists: ---

For Transit Users: ---

For Private Automobiles: Need safety light at Kaiser & Mud Bay.

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: ---

People with disabilities: ---

Senior population: ---

Others: ---

Anything else you would like the City Council to know about this area: There needs to be a stop light at Mud Bay and Kaiser, we have waited 20 minutes to turn from Kaiser onto Mud Bay because of afternoon traffic.

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

Shopping at Bark and Garden Center.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: Why would anyone be walking on the road?
**Public Comment**

**For Bicyclists:** Would not be safe.

**For Transit Users:** Why would anyone get off the bus there?

**For Private Automobiles:** I avoid that stretch of road whenever I can.

**For Commercial Vehicles:** I don’t know.

Are there any particular issues or concerns you would like to raise for:

**Business Access:** Pulling out of the Bark and Garden Center parking lot is very difficult. The signal at Yauger Way helps a little.

**People with disabilities:** Why would they be going to that area?

**Senior population:** Same as above.

**Others:** Why was a permit issued for a high density housing development on that stretch of road?

Anything else you would like the City Council to know about this area: The widening and paving at Kaiser and Mud Bay Road with the left turn slots has eased the traffic flow at that point for westbound and eastbound traffic.

---

**How do you use the Corridor?** *(i.e., commuting to work or school, errands, shopping, and medical services)*

Commuting to work – my office is on the Corridor.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

**For Pedestrians:** ---

**For Bicyclists:** ---

**For Transit Users:** ---

**For Private Automobiles:** ---

**For Commercial Vehicles:** ---

Are there any particular issues or concerns you would like to raise for:

**Business Access:** I run a large insurance agency and my clients need to have daily access to my office as well as my six employees.

**People with disabilities:** ---

**Senior population:** The bulk of my clientele are ages 50-90, so they need to be able to access my office without complications.

**Others:** ---
Public Comment

Anything else you would like the City Council to know about this area: ---

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

Shopping at both westside and westside of downtown, attending events at Viewpoint, Olympia Community Center, etc., medical services in Capital Mall Center area.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: No one walks on this Corridor.

For Bicyclists: Too narrow.

For Transit Users: No pull outs, too narrow.

For Private Automobiles: Rapidly becoming overcrowded – need four lanes through to at least the McLane fire station.

For Commercial Vehicles: Same as for private autos.

Are there any particular issues or concerns you would like to raise for:

Business Access: With the “Top Foods” intersection virtually at grid lock, Mud Bay/Harrison is the only access to both business locations as noted above.

People with disabilities: ---

Senior population: ---

Others: ---

Anything else you would like the City Council to know about this area: The Council has been going through a systematic program of limiting and restricting access to downtown. It is time to stop re-studying the issue and start taking action to “move dirt” (i.e., start construction).

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

Shopping and for frequent trips to Mason County.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: Not many at present but will increase in future – sidewalk on at least one side is needed.

For Bicyclists: Bike lanes needed.

For Transit Users: Pull outs for buses should be provided.

For Private Automobiles: Four lanes plus a left turn lane are definitely needed. This will link two multi-laned stretches of roadway. A traffic signal or a round-about is needed at Kaiser Road.
For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: Left turn lane is needed to have decent access to businesses.

People with disabilities: ---

Senior population: ---

Others: ---

Anything else you would like the City Council to know about this area: We've lived on the West Side for 20 years and the traffic on Harrison/Mud Bay has increased greatly and with more growth forecast for this area and for Mason County, expansion is sorely needed. This is the only East-West Arterial on the West Side.

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

To access businesses along w/Harrison-Mud Bay Road and reach Highway 101.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: Would be safer if road was widened.

For Bicyclists: Would be safer if road was widened.

For Transit Users: Serious mobility issues – if not already at concurrency “F” level, it soon will be.

For Private Automobiles: Serious mobility issues – if not already at concurrency “F” level, it soon will be.

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: Maintain or improve access to businesses along this Corridor.

People with disabilities: ---

Senior population: ---

Others: Those with respiratory problems – backed up traffic creates more air pollution; those needing emergency assistance from ambulance or fire department are jeopardized by backed up/impassible traffic.

Anything else you would like the City Council to know about this area: I was born in Olympia in 1956 and have lived in the area ever since. While I would have preferred that the area remain as it was back then, it hasn’t, and the reality is that we are in serious need of more traffic capacity on this Corridor. Thank you for the opportunity to comment…
Public Comment

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

Work, errands, shopping, medical services.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: ---

For Bicyclists: Good shoulder to encourage bike use.

For Transit Users: ---

For Private Automobiles: Extremely difficult to get out on Mud Bay from any side street or business.

For Commercial Vehicles: Not very safe.

Are there any particular issues or concerns you would like to raise for:

Business Access: ---

People with disabilities: ---

Senior population: My facility access for elderly is via Mud Bay. This is one option of two. Most elderly try to avoid Mud Bay due to safety concerns.

Others: ---

Anything else you would like the City Council to know about this area: I employ 100(+) employees and have numerous deliveries weekly. Widening Mud Bay Road would be an improvement. Please consider making this a priority.

_________________________________________________________________________________________

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

Commuting to work; shopping, access to medical; downtown.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: Very unsafe – if cars travel at a speed > 35 mph.

For Bicyclists: Very unsafe – bike lanes are too narrow (the most recent).

For Transit Users: Not accessible … long walk from multifamily housing.

For Private Automobiles: Intersection of Kaiser and Mud Bay is very unsafe – I often choose to travel to Highway 101 via Cooper Point or to Yauger so I can safely turn left.

For Commercial Vehicles: Issues with large trucks (i.e., Olympic Wholesale Lumber; delivery trucks and the regular use of trucks on Mud Bay.

Are there any particular issues or concerns you would like to raise for:

Business Access: Bark and Garden – right turn out is o.k., - left turn is risky.
**Public Comment**

**People with disabilities:** There are no ADA accommodations.

**Senior population:** If visibility and reaction time has diminished the probability of an accident increases.

**Others:** --

**Anything else you would like the City Council to know about this area:** With the impact of housing development in this area this must become a priority.

---

**How do you use the Corridor?** *(i.e., commuting to work or school, errands, shopping, and medical services)*

Shopping, errands, and medical services.

**Please describe any safety or mobility issues or concerns you have regarding this Corridor.**

**For Pedestrians:** ---

**For Bicyclists:** ---

**For Transit Users:** ---

**For Private Automobiles:** Increase or widen lanes traffic signals especially entrances/exits from all parking lots.

**For Commercial Vehicles:** ---

**Are there any particular issues or concerns you would like to raise for:**

**Business Access:** ---

**People with disabilities:** ---

**Senior population:** ---

**Others:** ---

**Anything else you would like the City Council to know about this area:** ---

---

**How do you use the Corridor?** *(i.e., commuting to work or school, errands, shopping, and medical services)*

Errands, shopping, medical services, work-related commuting.

**Please describe any safety or mobility issues or concerns you have regarding this Corridor.**

**For Pedestrians:** There are no sidewalks, so pedestrians have to (currently use) go in the emergency lane, which is shared by bicyclists, and occasionally cars, as well.

**For Bicyclists:** Shared use of emergency lanes as stated above.

**For Transit Users:** ---
For Private Automobiles: Bumpy road needs improvements. Also very busy at peak hours, and near impossible to cross traffic. Hazard lanes and turn lanes would be helpful.

For Commercial Vehicles: Road is narrow and crowded with normal vehicles, this problem gets magnified when commercial vehicles are also on the road.

Are there any particular issues or concerns you would like to raise for:

Business Access: Is currently limited at best, and would be greatly strengthened with significant improvements to this road. Another group using emergency lanes – cars exiting/entering businesses.

People with disabilities: Access to Capital Medical Center is greatly limited due to increasing volumes using this way as well as decreasing level of services this road is being accessed as.

Senior population: Same as “people with disabilities.”

Others: ---

Anything else you would like the City Council to know about this area: This road is quickly becoming a main Arterial for people who do business in Olympia’s west side. In addition, there are a number of housing developments that may have over 1,000 approved building sites to be completed in the near future. Neglecting this road will only amplify current safety issues for all types of commuters.

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

Commuting to work, errands, shopping and medical services.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: There is no sidewalk on the bulk of the road and no way for them to cross safely at intersections. Poor to no lighting.

For Bicyclists: Limited bike lanes and again crossing the road with the amount of traffic is risky. Again no to poor lighting.

For Transit Users: No pull over lanes for buses, which can be a safety issue and a traffic impedance issue.

For Private Automobiles: No lights to assist cross traffic, too easily bottlenecked if driver stops to turn, etc. There is a lot of traffic and trying to enter from a cross street means taking risks sometime to get onto the lane in less than 5-10 minutes.

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: It is difficult to enter and leave the businesses along that route, again traffic is so thick sometimes that it is a long wait to enter the traffic flow and drivers take risks out of frustration, I am sure. Traffic is easily bottlenecked.
Public Comment

People with disabilities: No sidewalks, no way to cross the street once you are past the nursery (Mud Bay), accessing transit is also problematic and dangerous for pedestrians or people with disability. Poor to no lighting along the route as well.

Senior population: The same issues as above.

Others: ---

Anything else you would like the City Council to know about this area: With the new development (which is too dense), the traffic flow will only increase and become more problematic. The only accommodation is that they put in a turn lane so the people trying to turn in now have a place to sit and wait. A traffic light at the corner by the church would break up the flow enough to accommodate cross traffic issues. I wouldn't like to see the area be developed too much more as the road was not intended for a major traffic route. Also the big trucks (semi's and especially logging trucks) should be routed another way for the same reasons and for safety concerns. The beauty of the City is being lost with all the new developments and the loss of all the trees. The developments are becoming eyesores and not assets to the community.

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

For commuting and business purposes.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: Pedestrian sidewalks must be on both sides of this Corridor, and safe crosswalks must be installed at each intersection, especially as more school children will be using this Corridor to and from school.

For Bicyclists: Safe bicycle commuting lanes, on both sides, with safe intersection access and egress should be considered in the long-term design of this project, especially as more new homes and residences, together with area commuters, will use this new and upgraded Corridor.

For Transit Users: This newly upgraded transportation Corridor should become a model of multi-modal utilization both for the short and long-term. This new upgraded Corridor should have future intentions and designs to support light-rail options, in addition to traditional transit options. As Harrision Avenue/Mudd Bay Road becomes an integral part of a high density Corridor extending from downtown through the Westside, foresight must be given to the viability of a light rail system.

For Private Automobiles: Realistic speed limits.

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: Should be supported and encouraged.

People with disabilities: People with disabilities might need strategically spaced kiosks for rest and potential shelter from the weather.
**Public Comment**

**Senior population:** Since seniors will be using this Corridor for exercise opportunities, recreational opportunities should be woven into the design.

**Others:** See comments below.

**Anything else you would like the City Council to know about this area:** This new upgraded Corridor should become a transportation model for the Sustainable Economy Chapter of the 2005 Comp Plan Amendments established by the City of Olympia. Major demonstrable elements to be designed and included should be: advanced planning for public safety and mobility, superior stormwater management, utilization of native plants within landscaped areas, installation of pervious surface systems and enhanced multi-modal support both for the immediate and future generations.

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**How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)**

Everyday to commute and patronize local businesses.

**Please describe any safety or mobility issues or concerns you have regarding this Corridor.**

**For Pedestrians:** Extremely dangerous.

**For Bicyclists:** Dangerous

**For Transit Users:** Probably o.k. because the buses are “bigger” than the cars.

**For Private Automobiles:** Impossible to exit businesses onto Mud Bay against traffic flow – have to turn with direction of traffic and try to turn around without getting killed or run into.

**For Commercial Vehicles:** ---

**Are there any particular issues or concerns you would like to raise for:**

**Business Access:** All we can do is stop patronizing and use easier traffic flow locations.

**People with disabilities:** ---

**Senior population:** Totally dangerous for senior citizens with slow reaction time.

**Others:** ---

**Anything else you would like the City Council to know about this area:** Fix the road. Add the lanes now not later. Also leave Capitol Way as is don't reduce lanes. This is a working city that needs smooth flowing surface streets.

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**How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)**

Property Owner and/or Westside Olympia Access.

**Please describe any safety or mobility issues or concerns you have regarding this Corridor.**

**For Pedestrians:** Sidewalks are needed to provide/encourage safe pedestrian travel. However, 10' width both sides seems excessive.
For Bicyclists: Bicycle lanes should be provided to encourage this mode of transportation.

For Transit Users: Several bus turnouts/stops should be provided at key concentrations of potential users. A Westside transit park and ride serviced by Intercity Transit @ Mud Bay and Hwy 101 could potentially reduce vehicular traffic along the Corridor and in an already crowded downtown.

For Private Automobiles: The Corridor does need left turn lanes and signals at key intersections. The traffic data collected by Parametrix demonstrates high use, especially by commuters, but I am not sure that the data supports the need for 5 lanes. Add'l data should be collected that would better stratify where vehicles are going and/or coming from. Highway 101, Mud Bay from Evergreen Parkway, Kaiser, Yauger Way, Cooper Point, Capital Mall, Downtown? Are vehicles accessing the medical center or Capital Mall, where a Kaiser Rd/Hwy101 interchange in conjunction with an extension of Capital Mall Drive would better serve these drivers and the high density housing proposed for that area in the future? This would provide a westside access alternative. Are drivers using this route because Black Lake/Cooper Point is a congested nightmare? Five lanes didn't solve the problem there.

Do planners see the proposed 5 lanes continuing out to Mud Bay/Hwy 101? If so, are archeological issues and habitat loss a concern? What mitigation measures would be taken to preserve this unique ecosystem?

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: This project, or the current intersection widening, will more than likely mean the end to the old store at Kellermans Korner.

People with disabilities: ---

Senior population: ---

Others: ---

Anything else you would like the City Council to know about this area: ---

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

Yes, access to freeway.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: Sidewalks.

For Bicyclists: ---

For Transit Users: I use the bus shelter at Harrison & Yauger.

For Private Automobiles: Difficulty

For Commercial Vehicles: Logging trucks are scary for those of us crossing Harrison.
Public Comment

Are there any particular issues or concerns you would like to raise for:

**Business Access:** ---

**People with disabilities:** Safe and long crossing signals.

**Senior population:** Safe crossing signals.

**Others:** Widen Mud Bay from Yauger to freeway.

**Anything else you would like the City Council to know about this area:** Keep this area free of homeless people spending the nights in the woods.

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**How do you use the Corridor?** *(i.e., commuting to work or school, errands, shopping, and medical services)*

Errands, to access I-5.

**Please describe any safety or mobility issues or concerns you have regarding this Corridor.**

**For Pedestrians:** Crosswalks.

**For Bicyclists:** ---

**For Transit Users:** I want a bus down Kaiser. It’s too far for me to walk.

**For Private Automobiles:** Traffic light at Mud Bay and Kaiser.

**For Commercial Vehicles:** ---

**Are there any particular issues or concerns you would like to raise for:**

**Business Access:** ---

**People with disabilities:** ---

**Senior population:** I’m very senior and need access to city bus.

**Others:** Developers and the traffic are destroying the area. The wild life has less and less area.

**Anything else you would like the City Council to know about this area:** I like the rural character which we are losing. We do not need anymore big box stores, or drug stores or banks. Leave the trees and wildflowers!

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**How do you use the Corridor?** *(i.e., commuting to work or school, errands, shopping, and medical services)*

Commuting by bike and car to work, errands, and shopping.

**Please describe any safety or mobility issues or concerns you have regarding this Corridor.**

**For Pedestrians:** See below.
For Bicyclists: My concern in widening the Corridor and putting in a light is that no improvements are planned for the additional traffic volume that will occur on Kaiser Road both north and south of Mud Bay Road. It is already a safety concern for bicyclists and pedestrians. We would like to see planning/funding for improvements on affected roadways/neighborhoods included in the Corridor widening project.

For Transit Users: ---

For Private Automobiles: ---

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: ---

People with disabilities: ---

Senior population: ---

Others: ---

Anything else you would like the City Council to know about this area: ---

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

Community, shopping and medical services.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: Crossing danger, especially at Kaiser and Mud Bay.

For Bicyclists: Same as above.

For Transit Users: ---

For Private Automobiles: Increased traffic on Mud Bay and no light at Kaiser to Mud Bay. Also new project just east of Kaiser will greatly increase traffic.

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: ---

People with disabilities: No sidewalks or lights to cross.

Senior population: No sidewalks.

Others: ---

Anything else you would like the City Council to know about this area: ---
Public Comment

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

School – to TESC.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: Those flashing walk lights the people can press are AWESOME.

For Bicyclists: I bike occasionally. The cars are safe.

For Transit Users: It rains ¾ of year… shelters near intersections and major stops are very good.

For Private Automobiles: Please keep it less than 40 mph. Hey, isn’t it time to post KM/PH?

Are there any particular issues or concerns you would like to raise for:

Business Access: Center lanes are useful.

People with disabilities: Crossing flashing lights that last at least 30 seconds.

Senior population: Same as above.

Others: Those ugly green/yellow signs work well.

Anything else you would like the City Council to know about this area: Don’t let them clear-cut so much, it’s not Brazil.

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

Medical services (trips to Capital Medical Center and Dr. offices), errands, traveling to parents/friends residences.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: There is no lighting and sidewalks.

For Bicyclists: There are no bike lanes and no lighting.

For Transit Users: No transit stops that are covered. Poor lighting creates unsafe environment.

For Private Automobiles: Poor access, poor travel time, congestion, poor safety @intersections.

For Commercial Vehicles: Congestion, affect upon delivery time.

Are there any particular issues or concerns you would like to raise for:

Business Access: Very poor access. I’ve had to wait up to 10 minutes to turn back onto Mud Bay Road from retail such as Bark and Garden.
Public Comment

People with disabilities: No sidewalks or crossing lights or street lights.

Senior population: Same as above.

Others: ---

Anything else you would like the City Council to know about this area: ---

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

Errands, social visits.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: ---

For Bicyclists: ---

For Transit Users: ---

For Private Automobiles: ---

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: ---

People with disabilities: ---

Senior population: ---

Others: ---

Anything else you would like the City Council to know about this area: The decision to expand Harrison/Mud Bay was made when the City decided to extend sewer services. The development that has since occurred requires the increased infrastructure. A larger debate regarding development standards in West Olympia is the more appropriate way to address concerns with growth that is occurring in the area. A failure to enhance transportation Corridor is partly the proverbial head in the sand (or Mud, as the case may be).

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

I live on Mud Bay and use the Corridor to get home, to go shopping, run errands, and often ride my bike to the college.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: Very unsafe by my home, no sidewalk, and drivers often drive 45 mph. Scary, especially at night.
**Public Comment**

**For Bicyclists:** The new bike lanes are pretty good, speeding drivers still make this Corridor a little scary.

**For Transit Users:** We could sure use a bus stop further up from Yauger Way. I could take the bus to work if this was done.

**For Private Automobiles:** Speeding laws need to be better enforced, we need a light at Mud Bay and Kaiser. If I am trying to get across Mud Bay from Kaiser Street at 5:00 p.m., forget it! However the queue will present massive mobility issues for myself and fellow renters.

**For Commercial Vehicles:** ---

**Are there any particular issues or concerns you would like to raise for:**

**Business Access:** ---

**People with disabilities:** ---

**Senior population:** ---

**Others:** I live on this Corridor and I feel I am getting squeezed out to accommodate the rich who can afford all these condos and townhouses being shoved down my throat.

**Anything else you would like the City Council to know about this area:** I don’t get to vote for the City Council; and they are the one deciding my fate. This is a gentrification without representation! Tale as old as time: screw the poor, and rake in the bucks from the yuppies and new medical center, why do I get the impression that someone’s palms have been greased with filthy lucre?`

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**How do you use the Corridor?** *(i.e., commuting to work or school, errands, shopping, and medical services)*

Commuting, shopping, etc.

**Please describe any safety or mobility issues or concerns you have regarding this Corridor.**

**For Pedestrians:** Very dangerous now.

**For Bicyclists:** Very dangerous now.

**For Transit Users:** o.k.

**For Private Automobiles:** Congested and snarled.

**For Commercial Vehicles:** Congested and snarled.

**Are there any particular issues or concerns you would like to raise for:**

**Business Access:** Update and improve the road per Perry Shea’s study. Include their accommodations, slow down all traffic and avoid congestion and snarling.

**People with disabilities:** ---

**Senior population:** ---
Public Comment

Others:  ---

Anything else you would like the City Council to know about this area: Implement Perry Shea’s recommendations.

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

I own property on Mud Bay Road and Overhulse Road.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: It is not possible to be a pedestrian on Mud Bay Road, there is not enough shoulder to be safe.

For Bicyclists: Same comment as for pedestrians.

For Transit Users: ---

For Private Automobiles: It is a hazard to make a left hand turn onto or off Mud Bay Road, plus time-consuming and frustrating.

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: Although my small parcel is zoned commercial, I am unable to develop it due to poor access. Businesses cannot invite clients if there is poor and hazardous access.

People with disabilities: ---

Senior population: ---

Others: ---

Anything else you would like the City Council to know about this area: I am at a loss to understand why the road widening/amenities has been delayed so long. It is long overdue. Traffic is constant and non-stop. I can not imagine how it can possibly accommodate Bay Hill and College Station in addition to its already congested state. I urge the Council to proceed post haste to widen this hazardous, important major Arterial. I drive all over the County, there is no more pressing traffic situation than Mud Bay Road.

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

Medical services, shopping, work.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: Bad lighting, no sidewalks.

For Bicyclists: No lighting, no markings of lanes.
Public Comment

For Transit Users: No good bus stops.

For Private Automobiles: Difficult access from side streets and businesses!

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: Hard to get out/in from businesses.

People with disabilities: Rough road no pedestrian facilities.

Senior population: Poor lighting, access.

Others: Bad entry Corridor into major commercial area and tax base/major way out of west side

Anything else you would like the City Council to know about this area: Rapidly growing area and locals must compete with regional traffic.

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

I walk to work on McPhee. Also bike. I do errands to Safeway.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: Sidewalks on Harrison and McPhee would be helpful.

For Bicyclists: Need bicycle lanes on Mud Bay Road.

For Transit Users: ---

For Private Automobiles: Need safe turns onto McPhee from westbound Harrision. Very difficult now (I always, block traffic behind me).

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: Lots of teachers leave ESD 113 going north on McPhee. They struggle to turn onto Harrison, especially a left turn. Need more lanes.

People with disabilities: ---

Senior population: ---

Others: ---

Anything else you would like the City Council to know about this area: Get a traffic light in at Kaiser as soon as possible. Currently cars cut through Grass Lake Village to avoid traffic on Harrison. They speed in residential area.
How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

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Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: ---
For Bicyclists: ---
For Transit Users: ---
For Private Automobiles: ---
For Commercial Vehicles: ---
Are there any particular issues or concerns you would like to raise for:

Business Access: ---
People with disabilities: ---
Senior population: ---
Others: ---

Anything else you would like the City Council to know about this area: Need to go to 4 to 5 lanes to support traffic. Yes to multimodal, but need to keep cars moving. Should have put turn lane from Cooper Point to turn out Harrison. Eventually will need to widen Cooper Point. How will people using store at Cooper Point and Harrison access this without negative dangerous turns?

Capitol Way just foolish to narrow – will have major problems!

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical services)

The Corridor is a direct link to my home and office. I, therefore, use it multiple times per day in all aspects of my daily activities.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: Obviously pedestrian safety is important, but pedestrian use between Kaiser Road and Yauger is very limited.

For Bicyclists: No problem that I have seen, other than when cars pass on right shoulder at intersection of Mud Bay and Kaiser Road.

For Transit Users: Access seems reasonable.

For Private Automobiles: Safety along the Corridor is a HUGE issue, especially at the intersection of Mud Bay and Kaiser Road. The intersection is an extreme hazard during high traffic, which has become
Public Comment

all hours except late night. Increased commercial use only exacerbates the problem. Far too much
development has been allowed to impact this intersection without appropriate upgrade from traffic control
and other safety factors such as line of vision, lighting, etc.

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: There should be safe access to the flow of traffic.

People with disabilities: Safety can be an issue near the healthcare facilities.

Senior population: Many seniors use this Corridor and increase the risk of serious harm when traffic is
not manageable.

Others: ---

Anything else you would like the City Council to know about this area: I have complained about this
hazard in the past and it has fallen on deaf ears. Action to protect the safety of users of these public roads
is long overdue!!! Having the streets landscaped and tree-lined is a farce and waste of money when safety
issues are not addressed.

How do you use the Corridor? (i.e., commuting to work or school, errands, shopping, and medical
services)

I use this Corridor primarily as a recreational bicyclist and as a shopper. There are relatively few
commercial destinations along it except for Phil’s, and I would normally access Phil’s by SR-101.

Please describe any safety or mobility issues or concerns you have regarding this Corridor.

For Pedestrians: Without any real pedestrian destinations in the area, this is a limited problem today.
Lack of sidewalks will become a concern if the area develops, but development standards would require
developers to build sidewalk at the time of development

For Bicyclists: The current shoulder is 10 feet wide. If the roadway is redeveloped, it will be narrowed
to a 5’ bike lane. This will significantly adversely affect the sense of separation we now enjoy. However,
the current shoulder is in need of repair.

For Transit Users: Not applicable.

For Private Automobiles: Roadway works fine for me as a motorist. It is not congested, and access to
the few businesses in the area is acceptable.

For Commercial Vehicles: ---

Are there any particular issues or concerns you would like to raise for:

Business Access: ---

People with disabilities: ---

Senior population: ---
Public Comment

Others: ---

Anything else you would like the City Council to know about this area: The cost of this proposed project needs to be considered in comparison to the projected congestion benefits. In general, intersection improvements are highly cost-effective and roadway widening projects are dramatically more expensive. It should be prioritized below Boulevard Road roundabouts. Since many of the parcels along this road will be redeveloped by private investors, the longer we wait, the more of the project cost will be paid by developers in the form of frontage improvements, and the less we will have to pay for with City funds.
Public Comment

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Follow-up questions from the Bicycle and Pedestrian Advisory Committee on the Harrison Avenue Corridor Project – May 24, 2006

Q1) The BPAC would like a more detailed description regarding the consultant’s recommendation regarding roundabouts at the Kaiser Road intersection. Specifically, several members would like to know how this intersection differs from the roundabout at West Bay Drive and Harrison Avenue that they feel functions well. They would like to see traffic counts from various ‘legs’ of these intersections for comparison purposes.

A1) The Harrison Avenue intersection differs from the Kaiser Road/ Harrison Avenue intersection in traffic flows and geometric characteristics both of which make the West Bay Drive location more conducive to implementation of a roundabout. The key differences are described below:

- Traffic Flows – For roundabouts to function effectively, the approach volumes should be relatively balanced. If some individual approaches have significantly less traffic than others, gaps are not created to allow vehicles to enter from the minor street approach. During the morning peak hour, the southbound approach of West Bay Drive currently experiences approximately 370 vehicles. The northbound and southbound approaches of Kaiser Road currently experience roughly 40 and 100 vehicles northbound and southbound, respectively, during the morning peak hour.

- Intersection Geometry – Another feature of the West Bay Drive/Harrison Avenue intersection is the skew of the northwest-bound approach (Olympic Drive.) Vehicles approaching the roundabout from the bridge headed up Harrison Avenue toward the Westside are naturally slowed by the uphill grade, and by the increased distance spent circulating in the roundabout. This creates more spacing between vehicles and more available gaps for vehicles entering from West Bay Drive.

The existing 2006 AM and PM peak hour turning movement count diagrams for the two intersections are included in Chapter IV.

Q2) The BPAC would like a more detailed description regarding the consultant’s recommendation that the two outbound lanes – one inbound lane scenario was not a viable alternative. Specifically, members felt that the LOS was almost met in this scenario under the divided road – roundabout capacity option – and with other changes perhaps it would merit further investigation.

A2) The 2025 eastbound traffic volume in the morning is projected to be approximately 1,300 vehicles for the two-hour peak average. The predicted maximum flow that could be accommodated by a single lane with roundabout treatment is 1,200 vehicles per hour. The roadway would be able to serve approximately 1,080 vehicles per hour at a LOS D condition.
Public Comment

Traffic flows exceeding 1,200 vehicles per hour would lead to congestion and gridlock conditions, with the likelihood of the roundabouts ceasing to function during the peak times.

Q3) There was general agreement that street connections could draw some of the traffic from Harrison Avenue. In general, the BPAC would like to know what street connections are assumed in the 2025 model in the vicinity of Harrison Avenue. They would specifically like to know what assumption was made for Capital Mall Drive / 7th Avenue – past the city limits as it approaches Kaiser Road. What were the assumptions on new connections through the College Station proposed development (Thayer)?

A3) No new roadway connections are built into the future roadway network within the area aside from the Yauger Way Extension/ramps to SR 101. In the ‘build’ scenarios Capital Mall Drive is assumed to be widened between McPhee Road to Kaiser Road. No connections through College Station are included in the modeling, however, it is not expected that the street system within College Station will serve as a commute or cut-through route.

The street connections in the vicinity could be expected to provide alternate routes to drivers with an origin or destination within the area bounded by Harrison Avenue and SR 101 to the north and south, and Yauger Way and Kaiser Road to the east and west. However, most of the traffic on the study section of Harrison Avenue is expected to have an origin and destination outside of the study area and would not effectively use routes alternate to Harrison Avenue.

Q4) Could the BPAC be given a more detailed description of mode-split assumptions along the Corridor? The specific question was - with increasing congestions does the model assign more users to transit and other options – rather than assume single occupancy?

A4) Background:
Transportation mode choice is a function of a) individual/household characteristics and b) modal characteristics. Individual/household characteristics include household income, number of cars, and number of persons. Modal characteristics include trip distance, travel time, parking cost, transit fares, transit wait time, bike time, walk time etc. All mode choice decisions are assumed to be rational and any idiosyncratic preference for a particular mode is not explicitly modeled. However, individual preferences are included in the modeling process at an aggregated level since they are inherent in the survey data.

Increasing congestion:
A constant single-occupancy rate is not assumed into the future. Mode choice is modeled as a function of system performance – how congested are our roads? As congestion increases or more transit facilities are provided, transit ridership is modeled to increase. But it is worth noting that buses face same congestion levels as cars since they use same roads and that is also reflected in the model.

Q5) Members of the BPAC were interested in how it was determined where people were coming from and going (the 95% statistic). What data source was used – a household travel survey – a phone survey – the model?
A5) The Emme/2 modeling software has the capability of isolating all of the traffic using a specific roadway segment to identify the origin and destination of every vehicle trip using the particular roadway segment. This process is referred to as a ‘Select Link Analysis.’ A select link analysis was performed for the segment of Harrison Avenue between Yauger Way and Kaiser Road to estimate the usage patterns. The select link analysis indicated that nearly all traffic using that portion of Harrison Avenue has either an origin or a destination within the City of Olympia.