

**Four 2030 conceptual scenarios are currently undergoing technical evaluation:**

- **“No Build” concept** (required) – no changes to system except for what is currently funded but still unbuilt
- **“Local Only” concept** – local street widenings, connections, intersection projects but no change to state system
- **“Yauger Way Extension” concept** – modify Black Lake interchange to allow new exit to/access from Yauger Way, with relevant local projects
- **“Evergreen Parkway / Kaiser Road” concept** – modify Evergreen Parkway interchange to allow new exit to/access from Kaiser Road, with relevant local projects

**Next Steps in West Olympia Access Study:**

- Complete current technical analysis of scenario concepts
- Present findings to community – **anticipated for late May / early June**
- Refine scenario concepts to arrive at a preferred scenario

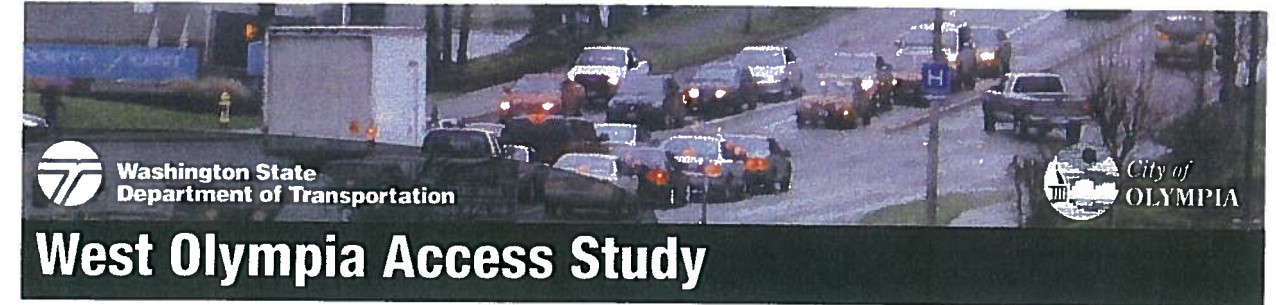
# West Olympia Access Study

Aerial Photos flown August, 2005



Prepared for  
**BPAC Briefing – 4.23.08**  
**West Olympia**  
**Access Study**

## Notes:



### **Bicycle Pedestrian Advisory Committee – 23 April 2008 Briefing**

**Olympia and WSDOT are partnering on a study to evaluate future mobility needs for Olympia's west side.**

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

**Olympia's west side is a regionally significant commercial and medical hub, and home to a growing population base.**

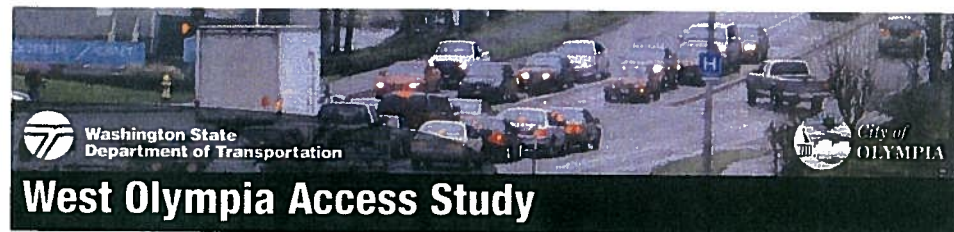
- *Currently home to 24,000 people and 17,000 jobs*
- *Projected to increase to 36,000 people and 25,000 jobs by 2030*
- *West Olympia accounts for 49% of Olympia's retail sales tax*
- *Medical and retail businesses serve residents throughout Olympia and Thurston County, as well as residents from Mason,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

**The current transportation system cannot meet current and future mobility needs of Olympia's west side.**

- *The state and local transportation networks are two parts of a single, integrated transportation system that must work together and balance mobility and access needs.*
- *Lack of transportation system connectivity impedes access and traffic circulation on the west side and overburdens existing facilities.*
- *Optimizing the performance of the existing transportation system and making it as efficient as possible is a local and state priority.*

**There are constraints on the study assumptions and outcomes.**

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



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