

Tell us what you think.

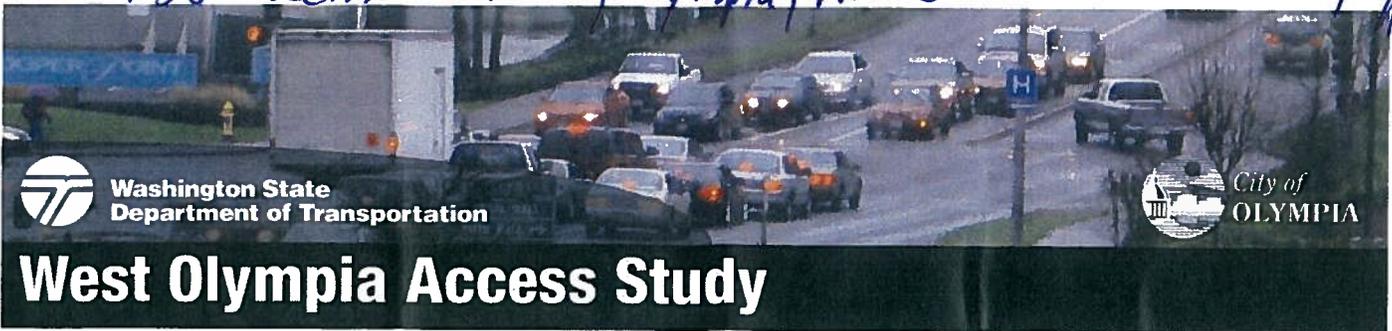
Both interchange options can provide mobility benefit to West Olympia.
Each has its advantages and its disadvantages. How do you feel about the two options?
Your comments will be included in the information that is presented to the City Council.

- ① My Preference is to modify Black Lake Blvd Interchange - This ramp leads to Yauger way. Here are medical office bldgs & hospital. This may give patients, staff, and emergency personell (EMTs) a better more direct option than currently exists.
- ② In addition, this would be a more direct route to the mall - which ↑ traffic during holiday sales at Black Lake & Cooper pt. It would allow choice to mall.
- ③ Finally it appears that there would be little additional cost to employ access roads to this interchange as the feeder roads seem adequate to handle ↑ traffic.

A major issue that ↓ see to the Kaiser road interchange is that additional improvement most likely will need to be made as Kaiser road is not improved. This added cost to improve Kaiser may not be significant cost difference. so that there is not significant cost difference. I do not think this option would ↓ traffic congestion at Black Lake closer for shoppers and residents as much as the Black Lake interchange.

Name and address (optional):
MAY ELLEN DAWSON
12139 Lake Moor Dr SW, Olympia, WA 98512 Thanks for open house.

Penny
Wise
Pound
Footlight



August 6, 2009 Open House
Review of Interchange Options

Tell us what you think.

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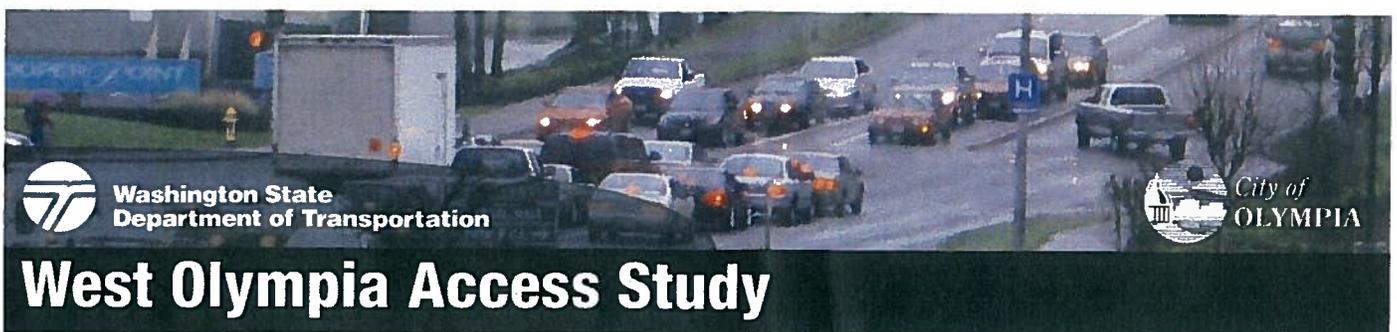
I live on 5th Ave, a dead end street between Overhulse
and the Evergreen Parkway.

I would like: ① improved merging onto 101 eastbound
② minimize or no increase in traffic on the
parkway

The Kaiser alternative would accomplish #1, although I
hear that an ramp may be improved even if the
Black Lake option is chosen.

Name and address (optional):

Bruce Turcott
4308 5th Ave NW



August 6, 2009 Open House
Review of Interchange Options

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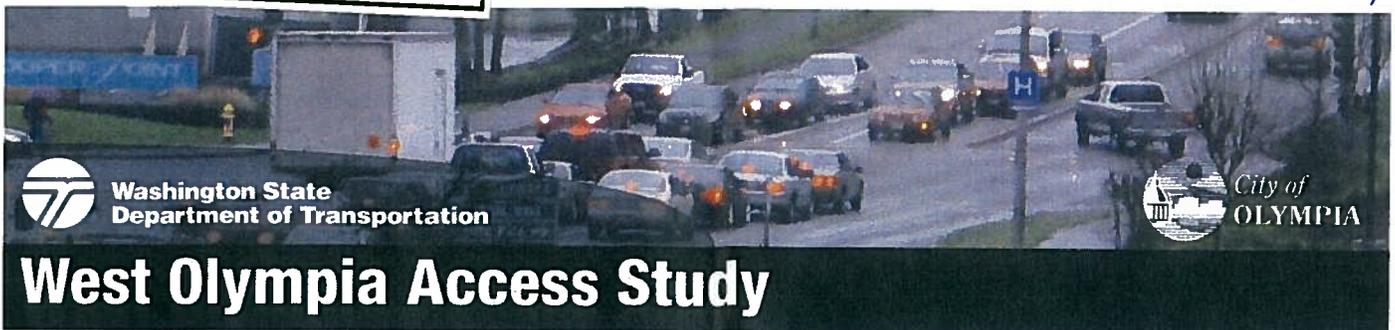
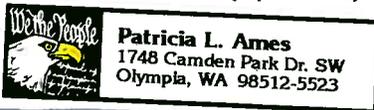
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FIRST... I KNOW THIS COMMENT IS REALLY FOR LATER STAGES, BUT AS I MIGHT MISS THAT TIME I WANT TO SAY IT HERE.

I WAS VERY DISAPPOINTED HOW THE EARLIER BLACK LAKE BLVD - 101 INTERCHANGE TURNED OUT FOR PEDESTRIANS. NO DECENT (SAFE) ACCESS TO ADJACENT STORES, AND THE SIGNAL CONTROL ACCESS FOR WHEELCHAIRS IS VERY POOR (MAINLY SOUTH OF TOP, THE MOST DANGEROUS CROSSING). I HOPE THESE MISTAKES WILL NOT BE REPEATED, AND THAT MORE THOUGHT IS GIVEN TO BICYCLE & PEDESTRIAN TRAFFIC AND BUS/STREET ACCESS TO BUSINESS.

AS TO WHICH INTERCHANGE OPTION I THINK THE TECHNICAL FOLKS ARE BETTER EQUIPPED TO DECIDE,

Name and address (optional):



From: [Jeff Swotek](#)
To: [Thera Black](#)
Subject: West Olympia Access Study
Date: Sunday, August 09, 2009 10:27:11 AM

Thera,

It was great to meet you and the entire crew. I thought you all did an excellent job presenting the two alternatives for a very tough problem.

As I had indicated, as a resident of Ken Lake my concerns would be five fold:

Noise
Air Quality
Water Quality
Maintain and Improve a Vegetative Buffer/Aesthetics
Encroachment

Noise:

The houses in the Ken Lake subdivision are primarily constructed of 2 x 4 exterior walls making the houses more susceptible to sound penetration. Exterior noise levels should not be increased and preferably decreased over current levels. Noise would be a concern of many who live in the neighborhood and any increase noise would not be acceptable.

Air Quality:

There are many extensive well documented studies highlighting airborne particulates and volatiles from vehicle exhaust and their associated health impacts. There is also measures that can be employed to mitigate air quality impacts such as a well designed vegetative buffer. The proximity of either option to residential areas should be examined and air quality needs to be addressed.

Water Quality:

I, like so many of my neighbors, enjoy swimming and fishing in Ken Lake. Water quality and water quality protection is extremely important. Addressing storm water runoff quality and spill prevention and ground water protection should be a high priority. Water quantity should also be addressed so that the increased amounts of impervious surfaces installed would not alter ground water recharge and the corresponding level of our lake. Either option should not compromise the current and future water quality/quantity of the lake.

Vegetative Buffer/Aesthetics:

Ken Lake is a community built around its lake and its trees. We have tree protection covenants that help to maintain a healthy forest cover. A well designed vegetative buffer can improve air quality and help to reduce noise, improve water quality and fits well with the community. The community has 20 - 30 acres of woodland along Hwy 101 and Kiaser Road to serve as a protective water quality buffer for the lake. Buffers should be a key component of any alternative and the wooded character of our community and the views from the highway should be improved.

Encroachment:

I was glad to see that there seemed to be an emphasis placed on eliminating or

minimizing encroachment on the subdivision where I live. That is very important as I would not want to see impacts to our parks, open spaces, and most importantly my neighbors. Our community is in the process of implementing a long range plan for our common areas with improvements to park facilities which are along Hwy 101 but are within our community. I would not want to see negative impacts on community facilities and improvements that we have paid through our HOA dues as that would impact the quality of life in our community.

Thanks for the opportunity to provide comments!

Jeff Swotek
1605 Camden Cir. SW
Olympia, WA 98512
jswotek@msn.com
360-357-8037



August 18, 2009

Thera Black
Thurston Regional Planning Council
2424 Heritage Court SW, Suite A
Olympia, WA 98502

RE: West Olympia Access Study Open House

Dear Ms. Black,

The recent Open House for the West Olympia Access Study was very informative and helpful in understanding the advantages and disadvantages of the two options that are being studied. After reviewing the information presented, we have the following questions and concerns:

1. It seems very likely that the Evergreen Interchange-Kaiser Alternative is much more feasible (both cost and material-wise) and will likely be completed *much* (10 years or more) sooner than the Black Lake Interchange-Yauger Extension Alternative. Was 10 or more years of use and congestion relief factored into the options, as an advantage for Evergreen Interchange-Kaiser Alternative, and a disadvantage for the Black Lake Interchange-Yauger Extension Alternative?
2. The Estimated Planning Level Construction Costs are very concerning to us for a number of reasons:
 - a. These costs do not include up-front costs, including costs of environmental studies, permitting, or clean-up. This cost could be a very significant factor in the Black Lake Interchange-Yauger Extension Alternative, as it includes a portion of the old dump site. How do the Estimated Base Costs of the two projects compare when environmental costs are added to the equation?
 - b. The Evergreen Interchange-Kaiser Alternative includes costs for a Kaiser bridge replacement, which has not been deemed necessary, and may cost much less if the current bridge is utilized and expanded, instead of replaced. Do you have an alternative cost for this option with the current bridge being utilized? If so, what is the cost?





- c. These costs are all in current (2009) dollars. Was the fact that the Black Lake Interchange-Yauger Extension Alternative option could have 10 or more years inflation to the Estimated Costs *more* than the Evergreen Interchange-Kaiser Alternative considered?
3. It was stated that Local Street Operations and Improvements are benefited greater with the Black Lake Interchange-Yauger Extension Alternative. How was this concluded when one end of this improvement puts 100% of the new car trips into an existing LOS (F) intersection improvement and the other end terminates less than one mile from Highway 101 into Grass Lakes Park and *will not ever* continue past. Simply looking at connectivity, the Evergreen/Kaiser option would connect to an existing major collector on one end, put traffic directly on Highway 101 in the middle, and connect to a future major collector on the other end that would potentially serve even more trips from the south.

It is our opinion that the West Olympia Access Study information and data provided to compare the two options clearly points to Evergreen Interchange-Kaiser Alternative being the much better option. When further consideration and weighting is given to the three concerns we present herein, we believe the Evergreen Interchange-Kaiser Alternative interchange is the **ONLY** viable option to pursue.

Sincerely,



Jim Morris
MPH Holdings, LLC

