

***West Olympia Access Study – Phase 2 Outreach
June 5 and June 9 (2008) Open Houses
Record of Phase 2 Letters and Phone Conversations***

Written Comments and Staff Summaries by Project InfoStation

Modeling InfoStation

Flip Chart Comments:

Tunnel under Budd Inlet North

Make sidewalks wide enough for trees and people. Two people should be able to walk side by side on the sidewalk.

In March 2004 Dave Riker said volumes (-) if Decatur were opened (-) would be less than 3500 cars/day and that Decatur would be opened as a neighborhood collector (p 5, March 15, 2004 council minutes). When did this change and who changed it to Major Collector as written on staff local scenario??

How can anyone evaluate the scenarios without any information/date about how each different scenario would affect volumes of traffic in areas of concern??

We would need to see something like volumes, change in flows etc associated with different options. Otherwise how can anyone “evaluate” anything?

Oil prices are already decreasing traffic – you need to build this response into a scenario that realizes driving cannot persist! The “age of oil” is over.

Look at this please: Why not make a link between the big parking lots of the Fern St. Apts. and the auto mall roads so people can just exit their parking lot and get to “auto Mall Drive” directly.

Lots of small solutions / a few big ones.

What about Comp Plan T3.20f before you continue with driving cars into the neighborhood?

All options privilege driving – the only measure of differences you gave is delay at intersections! Isn't it only policy to allow drivers to suffer the consequences of the bad choices – bad for community and sustainability.

Additional Staff Notes:

Had similar comments to those identified at the SW neighborhood info station as noted in the staff notes (see below) . Thursday open house session was more in favor of opening up the connections to the SW neighborhood than Monday's session. Almost all of the pro-connection people stated that it was a shame that a decision will be made or has been made because of a vocal few.

Monday got comments that were the opposite of Thursday's comments, such as: 1) the study was flawed because it did not take into account the gas cost hikes and that traffic volumes have begun to

decrease, and 2) did not see how traffic will increase with increase in carpooling and riding transit. Participants identified the need to come up with strategies to increase transit rider ship and decrease VMT.

Got a comment that the study assumptions were flawed because it is using 1950-1970 assumptions of “building lanes” as a solution; and that the study should be considering rail and transit and not building new connections, especially in the SW neighborhood. Suggested the need to re-look at the assumptions.

Some people questioned the street classification of SW neighborhood connections as major collector and what that meant; what it called for and what the impact was.

Also on Monday a number of people expressed concern that a decision as to the SW neighborhood had been made because every scenario presented depicted the Decatur, Fern, and 16th connections.

Most of the questions on the interchanges was how they would work based on the maps that were presented. What were the costs of each interchange improvement and which would cost the least.

Received questions about why extend Kaiser to Black Lake, noting that it will generate traffic and new connections into the Ken Lake neighborhood. Also noted that Kaiser should be extended north because that is where the development is going to occur and should connect into Evergreen to the north.

Some had issues with the development occurring and planned (actual or perceived) in the Kaiser area and need for widening of 7th Street from Kaiser toward the hospital. Some were not in favor of the Kaiser connections because it would draw more traffic and development to the area around Kaiser, both south of US 101 and north of Harrison.

Received concerns about the Yauger Ramps; how high the Yauger on-ramp would be and the noise it would generate; that the on-ramp would be just too high and expensive to implement; that the Yauger scenario would generate more noise for the Ken Lake community, and would need a noise wall.

Had a few individuals voice concern about the Crosby/Mottman interchange. The concerns voiced were the difficulty of getting through (delay) the intersections on south side of the interchange (Mottman, Irving, etc.) and the merge onto US 101 from the eastbound off ramps. Even after mentioning we looked at the interchange and had not moved it forward because it does not help the access question on the west side, they all - to a person - suggested we consider looking at some fix at Crosby/Mottman.

Received positive comments on the ability to see what was being considered – had more interest in the scenarios and what made them up then in the simulations.

A number of people noted the study needed to address transit, pedestrian and bike solutions and/or how were transit, pedestrian and bike being tied in with the road scenarios..

Bicycle/Pedestrian InfoStation

Flip Chart Comments:

Continue bike lane on Kaiser Road NW to Evergreen Pkwy (Coordinate with County)

Make Harrison Hill 3 lane with bike lanes.

Connect Ken Lake neighborhood for bike/pedestrians to 13th Ave. SW (to Kaiser)

Consider making Rogers St. a one way street going north.

What about widening bike lanes and sidewalks to accommodate increase non-motorized traffic as climate change becomes more serious and gas goes to \$6!

Maintain Decatur St. as a Bike only way so that there is one decent, safe way to ride to SPSCC and the courthouse.

How is the statement that the opening of Decatur and of 16th will not be considered until after the completion of the W/S Access Study consistent with the inclusion of those openings in every model except "do nothing"? Doesn't that imply that their opening is a given in any scenario? This feels like a sop to the known opponents of such action who accepted on good faith that the Access Study would leave foregone conclusions out.

I second the above comment. Protect the neighborhood from thru traffic.

Drivers don't stop for and don't see pedestrians in roundabouts on Harrison.
Difficult to Cross Harrison

Transit InfoStation

Flip Chart Comments:

Increase the number of bus shelters

Bike racks and lockers for bikes inside at major bus stops/ destinations

Resume old route 14 from West Olympia to Labor and Industries

Save energy and reduce traffic by having state and city and more business work swing and grave yard shift.

Have circular route similar to DASH on Westside free? Frequent?

"Open Houses" should not be held behind buildings with most doors locked where the door is difficult to find. Call these meets a planning meeting so people know what is going on.

What about purchasing the new hybrid buses that GM has built for Seattle and other cities around the country?

Route 47 along Fern (to 14th) back to Decatur.

More frequent busses on days of downtown events (Arts walk, Procession, etc.)

Additional Staff Notes:

Suggest parking areas around different parts of town where people can “park & ride” – drive closer to a bus stop and leave their vehicles, especially in the more outlying areas – and in particular the Cooper Point/Kaiser Rd. areas.

Improve transfer connections at the Westfield Mall station including:

- Let riders know that they should tell their bus driver that they want to transfer to another bus so the new automated system has time enough to figure it out.
- Add a bus stop in northbound Cooper Pt.Rd. before the buses turn into Westfield Mall. This will really help improve transfers between Rt 44 and Rt 48 on Cooper Pt instead of having to go all the way to the Mall transfer station (routes can miss each other by a few minutes when you have to ride all the way to the Mall station).

SW Neighborhood InfoStation

Flip Chart Comments:

Since “Open Decatur” and “Open Fern St” are on every scenario, what is the meaning of the statement that “no decision on opening Decatur and Fern will be taken until the end of the study”?!

Opening Canton Way to automobiles will result in increased congestion on Crosby/Mottman 101 Interchange, unless add overpass over 101 from Caton/ Cooper Point to Mottman, to reduce local traffic at existing 101-cooper point interchange.

SW neighborhood is disappearing, close in neighborhood where people are raising children – many, many kids. Decatur Woods is the only park. Freeway exit + kids + park are not compatible.

Please make sure people at the trailer park on corner of Kaiser/7th Ave. are included in this discussion. How will this affect them?

Comments hand marked on neighborhood map:

Please finish the sidewalks on the southside (of 9th Avenue, between Decatur and Black Lake Boulevard)

Please open Decatur Street. Opening this is an: 1) economic issue; 2) safety issue; 3) environmental issue; and 4) traffic flow issue.

Additional Staff Notes:

This station was intended to provide information, answer questions, solicit comments and encourage conversation about the 16th Avenue and Decatur Street connections currently under consideration for the southwest Olympia neighborhood area, related to but separate from the West Olympia Access Study. It was well attended both nights but with different characteristics of conversation. I made numerous notes which are shared here.

The majority of those who visited this station on Thursday night were keenly interested in the southwest neighborhood connections being opened. The opinions of those who visited the station on Monday night were more divided. Listening, it would seem those opposed far outnumbered those in favor on Monday but in talking with people one-on-one it was more closely divided. On both nights individuals were there from the Wellington West and Southwest Olympia neighborhoods.

I observed a higher emotional level on Monday than on Thursday. More people opposed to the street connections attended on Monday than on Thursday, and the tone and nature of those opposition comments seemed to discourage the kind of back-and-forth discussions between residents that occurred on Thursday. Those in favor of the connections shared concerns with me privately that they did not feel comfortable expressing their support for the connections publicly in the face of such vocal opposition by their neighbors with a few specifically citing concerns about the potential for retaliation.

For some number of those opposed to the connections there is a distinct fear that connectivity will destroy any semblance of neighborhood quality of life. Some of the people who talked with me said they are so concerned about this that they'd put a gated fence completely enclosing their neighborhood if they could to ensure it is safe and secure and to keep others out. Several spoke of the "cul de sac" quality they've come to enjoy. For a few the emotional aspect of the topic precluded much conversation but most people were able to talk with me about the nature of their concerns. Many of these people seem to be opposed but resigned that the connections will be made. Several acknowledged that better connectivity makes sense from a city standpoint but they don't have to like it.

What I heard repeatedly as we drilled down into the fears associated with making street connections was a prevailing concern about speeding in the neighborhood. Interestingly almost every person said speeding is currently a problem even though the street connections in question are not open. Several people were able to uncouple their concerns about speeding and driver behavior from the question of connectivity. People are frustrated with speeding neighbors, a quintessential neighborhood issue everywhere regardless of street connections.

Opinions were divided as to whether traffic calming is actually effective in dealing with bad driver behavior. Several people thought it merely pushed problems to adjacent streets or encouraged 'monte carlo' driving around the obstacles. I frequently heard comments to the effect that traffic calming seems to work best on those who don't need it in the first place; those who need it most seem to be affected very little by it. All seemed to feel that the "nuisance factor" of traffic calming would help deter potential cut-through traffic if streets were opened.

Most people seemed to agree that it would be difficult or impossible for the City to function if people could not drive on streets in other peoples' neighborhoods. Most visitors to the station acknowledged that they drive through other neighborhoods themselves to avoid problem intersections or to take a more direct route to a destination. Several expressed concern that this is turning into an issue that will pit neighborhood against neighborhood. For many the bigger issue boiled down to one of driver behavior – how people drive in their own neighborhoods as well as how they drive in other neighborhoods. When asked several agreed that direct city outreach / education might encourage people to be more considerate when driving on residential streets though roughly the same proportion was skeptical it would make a difference.

A concern I heard on Monday but not on Thursday was that the City intends to "funnel traffic through the neighborhood" – that specific phrase was used frequently. Several people cited the Decatur Street

classification – major collector – as the justification for this concern and suggested the City is keeping this aspect of the street connection secret from the neighborhood. Data and maps were on-hand about the nature of trip-making in the neighborhood and surrounding areas; they were useful in talking with many people about the likelihood that connections would promote any significant cut-through traffic. Many acknowledged that it would be irrational for the kind of cut-through traffic they fear to occur based on where people live, where they go, and the routes available to them.

I had several discussions with people about the importance of appropriate transitions between residential neighborhoods and major commercial areas. Those in favor of the connections as well as those opposed but resigned to them support special efforts to design effective transitions that clearly convey the change in land use activities. There is concern that the City does not have the appropriate design tools and street standards to do this effectively. The transition zone as well as the street design itself was recognized as critical to effective connectivity in this area.

Those in favor of the connections as well as those opposed but resigned to them agreed that it is important for the City to open both street connections at the same time if that decision is made, and not just one or the other. Several people mentioned that it was a mistake for the City to open only 16th Avenue without also opening Decatur in 2001 and cautioned against making that same mistake again.

Data at the station were helpful. Many people were unaware of just how large the southwest neighborhood is, both in terms of geography as well as population. Lots of people studied the traffic count data that was available. Many were surprised at the number of trips the neighborhood itself generates. Some observed that much of the perceived cut-through traffic when 16th Avenue was open may have been generated elsewhere in the neighborhood, not necessarily from other neighborhoods. Several commented that volumes on 16th Avenue never approached the volumes on Fern Street or 9th Avenue and yet there is no call to close those streets. After looking at the data many people agreed that a major factor affecting the attractiveness of the neighborhood for cut-through traffic is how well the surrounding arterials function

An interesting staff observation was that hardly anyone recalled the February 2001 earthquake when talking about the July 2001 volumes associated with the 16th Avenue connection. Most people didn't remember that the 4th Avenue Bridge and Deschutes Parkway were knocked out by that event; several of the people had moved to the neighborhood in recent years and had been told about horrible volumes when 16th Avenue was open but were not even aware of the damage caused by the earthquake.

Data also helped many people understand better the relation between the residential part of the neighborhood and the jobs and services in the commercial part of the neighborhood.

Several people talked about the environmental and financial impacts associated with the longer trips required to get into and out of the neighborhood. Data specific to the change in vehicle miles traveled and associated gallons of gas /green house gas emissions would have been helpful for those discussions.

One last general observation of note for this report was that many people commented on the disparity between infrastructure found in the more well-off areas of the neighborhood compared to that in the apartment areas on the north end of Fern Street. These comments usually came up when people were looking at the traffic count data and observing the volumes associated with Fern Street and the western limits of 9th Avenue. People were talking based on their own experience and observations since there was no information there about the availability of sidewalks.

Land Use Policy InfoStation

Flip Chart Comments:

Westside is already sacrificed to destination retail to generate taxes to support the downtown. We are squeezed by cars, stores, churches, and offices. No wonder people move to rural areas.

There is NO WAY that traffic will increase as project(ed). The price of diesel and gasoline will continue to increase and the size of personal vehicle must shrink. Traffic volume is inevitably decreasing as the price of gasoline increases. Oil is finite. The price of fuel for motor transport must increase due to increasing demand and declining supply. We will not need any increase in road capacity. Go back to the drawing board with modern assumptions. Garbage in – garbage out!

Additional Staff Notes:

Many people were surprised at the population projections and the amount of new housing that will be needed in Olympia by 2030. They were also surprised at the difference in land consumption from a household in a high density multifamily in downtown versus single family suburban and rural areas. The land use map and zone definitions also attracted some attention in terms that clarify the vision for the area (since places like the High Density Corridors are envisioned to evolve over time into more urban – less suburban form.)

Comment Sheets Received at Both Open Houses

What portions of the Open House were most interesting or useful to you?	Other comments?
Video presentation; Infostation #1	Please fund the opening of Decatur – too many major intersections are already “broken”. Opening Decatur will help.
	Whether local only or Black Lake Inter A scenario occurs you will need to implement “Local Only” improvements to Black Lake x Cooper Pt and top food, Intersections Get money for Yauger to Kaiser (need it to Delphi) widening from DR Horton.
Infostation #1 and #4	Decatur and Fern (16 th) need to be connected to Cooper Point (auto mall!) to improve emergency vehicle access and lower gas usage, time in cars.
Face to face contact with planning staff	Would really like to see the Decatur St. connection happen sooner rather than later. I favor the “Local Access” options
Westside discussion	Please continue to consider opening Decatur and Caton Way
Harrison and Mud bay and Black Lake traffic	Harrison Ave – future project should be paid for by DH Horton – he caused impact. “Black Lake Interchange” plan –best for our traffic

What portions of the Open House were most interesting or useful to you?	Other comments?
	problems
Audio visuals really helpful to me. I appreciated the personnel available as well	
	Please consider bicycle safety – Thank you
Thank you for doing this. My interest was the access to 101 from Mottman Road, particularly the intersection from the SPSCC going into town. There is the potential for 3 lanes of traffic trying to get onto 101 going toward I5 if you're going to Olympia you have about .3 of a mile to cross 3-4 Lanes so you can exit right into the city. I've found it dangerous.	Liked being able to ask question and get satisfactory answers and information. Genne Beach 2511 26 th ct sw Olympia, WA 98512
Maps with proposed options Outline of what is and isn't currently funded	Please incorporate IT (bus) routes with planned changes. Please be mindful of a bias on the part of some city employees regarding opening Fern and Decatur Please provide the paper copies (11"x17") of the 3 "station 1" scenarios (per conversation with Randy)
Detailed maps showing the variety of options to open access point to neighborhood traffic. Helpful explanations from city of Olympia representatives	Please consider crime rate as another measure in considering neighborhood access. Does providing more access increase or decrease crime rate?
Traffic division through Yauger Way Connection to 101 or Evergreen Park extended connection Also – the opening of traffic corridors to the Westside neighborhood	I understand the need to take stress from the Black Lake/ Cooper Point Extension intersection but opening Decatur and the other streets will change the character of a very nice neighborhood. As a 40+ year resident, I would prefer to sit in traffic then have the west side streets full of traffic. It would not just be a conduit for Westside resident traffic.
I like the Kaiser Road/Evergreen Parkway option. Also like the idea of making it easier to walk/ bus around the Westside. How about a park and ride and then a DASH like circular bus route on west side.	
Bike Routes, bus commuting I'm concerned about the Transportation 2025 map – Already planning to change the zoning to high density residential beyond the change implemented last year in the comprehensive plan. I guess the rumors were correct – city was already way down the road of decision making without our input!!	Look ahead to the future - more of us will be biking – need connections through downtown. More separate bike paths. It is very scary trying to bike down hill on Harrison and through the roundabouts (add small speed bumps to roundabouts?)

What portions of the Open House were most interesting or useful to you?	Other comments?
	<p>We oppose opening Decatur St. We think it would increase traffic through our neighborhoods without providing a viable congestion-relief solution.</p> <p>We kids want it to be safe for us to cross the street and ride our bikes around and go to the park. -Zolman age 10 -Jay age 8 I want it to be safe for me and my family to ride our bikes around the neighborhood. -Lily age 7</p>
	<p>I was hoping to see an update on some of these plans to indicate an awareness of changes that need to happen to reduce accommodation for cars and CO2 production instead of widening, more paving etc. Where are the plans to increase and widen both bike lanes and sidewalks to encourage and provide safety for more non-motorized travel? Both accelerating climate change and gasoline prices - not to mention peak oil issues – will or should impact these plans.</p>
Pedestrians and Landscaping	<p>As far as overall freeway approach design goes, I would trust the experts</p> <p>It is probably too early to consider most of my concerns which are mostly around finishing touches. I hope there will be a reduction of incident of some problem areas we currently have.</p> <p>Bad examples:</p> <ul style="list-style-type: none"> • Black Lake – 101 Corners, particularly top ramp and signal button; access to businesses • Alignments – Downtown also Crosby-Cooper 101 area bicycle lanes starting and stopping lane shifts thru intersections • Downtown – artsy crafty paving (car and wheelchair problem) • Black Lake Blvd by Capital Mall – tree planting under <u>wires again</u> • Tumwater boulevard – between I-5 and center

Summary of Phone Conversations Specific to Phase 2 Efforts

Jan Visser called. She lives in the apartments on Fern Street. She called to tell me that the City shouldn't allow the Auto Mall to close off 16th Avenue the way they have just to prevent people in the neighborhood from cutting through the Auto Mall - it creates problems for people who live in the neighborhood.

I explained to her that the closure was not at the request of the Auto Mall but rather, it was a City decision in response to concerns raised by some residents of the neighborhood. She responded that unconstrained access for emergency vehicles should be the City's highest priority. I noted that there are bollards that can be removed to grant access to emergency vehicles but she questioned the time that would take in an emergency and whether cars parked at the barricades on both 16th and Decatur would prevent emergency vehicles from getting through even after they unlocked the gates. She noted that she has heart problems and in an emergency, even a couple extra minutes can make a big difference.

She explained that she was recently involved in a car crash which she attributed to excess pressure at the intersections of Fern / 9th and Decatur / 9th. She said current construction on Decatur Street is exacerbating this. She feels that people are frustrated and this is reflected in a more aggressive driving behavior.

She questioned a City policy that "puts the interests of a few above the safety of everyone in the neighborhood". I explained that the City is considering whether or not to open the SW neighborhood street connections and is looking for information to help them with that decision, which will come after the study is complete. I invited her to send an email to the project team further articulating her issues or attend one of the open houses that will be coming up in June. I think she'll probably do both. (5.12.08 phone conversation between Ms. Visser and Thera Black, TRPC)

I spoke with Ann Ozmun who is sick and was unable to attend last night's meeting and isn't sure she'll be able to attend Monday's meeting. She has two primary concerns she hopes will be addressed by WOAS.

First, she would like to see a signal at the intersection of Lakeridge Drive and Deschutes Parkway as soon as possible. She feels the traffic has grown so much on both roads that the intersection is dangerous without one. She also has concerns about the intersection of Evergreen Parkway / Cooper Point and the intersections associated with the Cooper Point / Crosby interchange. I explained the concepts we're looking at all include modifications to all of those intersections, which she was pleased to hear.

Second, she feels the City should open up all three connections in the southwest neighborhood. She feels we cannot continue to grow as a city if we allow one neighborhood to keep their streets closed off. She thought it was important to open all three and not just one to help distribute the traffic.

Ms. Ozmun said that when she's feeling better she'd like to come see the materials we put together, especially the simulation model which she thought would be very interesting. She lives up here on Evergreen Park Drive. (6.6.08 phone conversation between Ms. Ozmun and Thera Black, TRPC)

Emails and Written Correspondence Regarding Phase 2 Efforts

Thanks for keeping us up to date on this planning effort. I look forward to a solution.

You have probably already had lots of feedback but thought I would mention my efforts in using the bus system. We just moved to the area (Near Safeway) and work at Lacey City Hall. This is a very straight shot across Harrison, 4th/state, and Martin way. This seems like a basic "backbone" route but I found that the cities are treated as completely separate. I first catch a bus to Olympia transit center then to Lacey transit center which turns a 15 minute commute into a 100 minute commute! I don't mind it taking 30 or even 40 minutes but this is just not doable. I think the idea of bringing all the busses back to a single central point is flawed. Have a single backbone like this and then have ribs that run parallel to it. This could be a great collector if a bus would go straight from one end to the other on this. All the other routes would just have to deliver people to this mainline.

Jason Guthrie

Thank you for the Newsletter. Perhaps you could pass on this thought to the study team. Much of the traffic in the study area comes from multiple trips to various stores made by people in nearby residential areas. If there was a free bus, such as is downtown, that would start from the transit center at the mall and circulate throughout the area it could reduce vehicle travel among the various businesses. It's worth a thought.

Denis Curry

Hello Ms. Black,

I will not be able to make it to either of your open houses. So here are my comments on the West Olympia Access Study for your consideration.

One issue is the existing capacity of both the Cooper Point Road/Crosby Road interchange and the Black Lake Blvd interchange. Long-term, I certainly see the possibility/desirability of an additional Kaiser Road/101 interchange. But in the shorter-term, I believe there are some significant improvements to internal Westside circulation patterns which will reduce the impacts on the Black Lake Blvd/Cooper Point Road intersection, and increase efficiencies. My suggestion will no doubt be quite controversial, since the city of Olympia has taken steps in contradiction to my suggestion for many years.

I believe the city should open up a number of north-south corridors along Cooper Point Road, between the 101 interchange and Black Lake Blvd. And it should open them all at the same time. The four corridors are:

1. Decatur Street (connect with Caton Way)
2. Carriage Loop SW (connect with 16th Ave SW)
3. Purchase the ROW (or condemn if necessary) between Carriage Loop and the Evergreen Christian Church that goes to Black Lake Blvd) and widen to a two lane road.

4. Construct another access between Carriage Street SW and the residential properties to the north.

If the city did all that, then no one access would have too much traffic. Certainly, Decatur street was meant to be a collector street. Increased traffic would clearly be a concern for those folks residing on each of those streets. But it would be a huge savings of fuel and time for the community. And if the city would open them all up at the same time, it would minimize the impact on each corridor.

The politics are hugely difficult for this, I recognize. There will - and has been - vehement opposition from the residents along Decatur Street and 16th Ave. But this is the right thing to do for the whole community, and the right thing to do in reducing gas consumption, reducing greenhouse gases, and making the Westside traffic move more easily. Combine it with appropriate bike lanes and pedestrian facilities and it all becomes a big community asset with little real impact on immediate neighbors.

Thanks for your consideration.

Sincerely,

Daniel Farber
402 Plymouth ST NW
Olympia, WA 98502
360-786-0402

My husband and I wanted to come to a community open house in June, and did not make it. Would you take these comments now? If not, please let us know where or when to send them.

Three general comments:

We support opening up multiple, medium-volume arterials throughout the west side. For example, we think it would be great to open up Decatur, and, at more or less the same time, to open up other connectors nearby. We find the mega-arterials and mega-intersections (such as Black Lake/Cooper Point) ugly and inefficient; we would rather see a more European style distribution of traffic, with medium-sized arterials every five to ten blocks.

We are a huge supporter of roundabouts. We think they are attractive, easy, and pleasurable to navigate. Much more fun than stop and go. Two places that seem especially appropriate for roundabouts, both immediately and to accommodate future volumes, are Harrison/Kenyon and Mud Bay/Kaiser; the current configurations at these intersections do not seem to work well.

A final, more minor point: for traffic signals that are tripped by vehicles (such as Perry/Harrison), it would be wonderful to add bicycle sensors (in the bike lane, if present). This would help cyclists feel less tempted to run red lights and to stay out of crosswalks.

Thank you for your attention,

Joslyn Trivett and Rip Heminway
319 Thomas Street NW, Olympia 98502

Dear Sirs,

Since it is critical that DOT get the most out of the transportation dollar, the obvious least cost approach is to simply facilitate the use of the Kaiser Road overpass that already exists.

You've probably spent as much money on this "study" as it would take to do the simple on-ramp and off-ramp of the Kaiser Rd overpass.

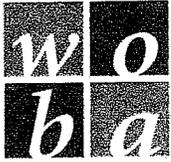
Only minor improvement need be made for traffic on the Evergreen Parkway desiring to go West on 101. They can use Mud Bay road and the HWY 101 access at Mud Bay. As can the People coming from Kaiser Road. (It is too bad that they can't access 101 West at the Kaiser overpass.)

The new loop off Evergreen Parkway going West is not required and a waste of money.

Probably, vary little work is warranted at the Evergreen Parkway/Mud bay road intersection area.

Paul Telford

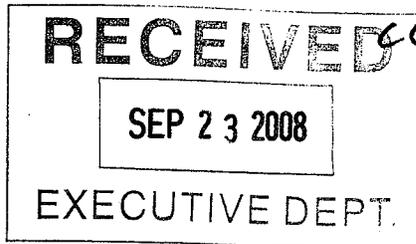
(Steamboat Island Road area.)



West Olympia BUSINESS ASSOCIATION

A Voice for West Olympia Business

Steve Hall, City Manager
City of Olympia
PO BOX 1967
Olympia, WA 98507-1967



CC: CC
SH
SM
MM
DRiker
RWesselman

Dear Mr. Hall,

The Board of Directors of the West Olympia Business Association is concerned that the public process for selecting a preferred US Highway 101 interchange option is not adequately inclusive, nor responsive to the direction from the Olympia City Council regarding appropriate opportunities for public input in the process.

At the May 13, 2008 Council Meeting, Council Members Ottavelli and Messmer asked staff to ensure that stakeholders had opportunities to provide early input and feedback on the options under consideration before staff made a decision on a preferred option to carry forward with a recommendation to the council. Council Member Messmer requested the technical memos be issued to the public and raised the possibility of smaller meetings to allow input *prior* to staff reaching a decision on a preferred solution. The Board of Directors of the West Olympia Business Association is very concerned that these important opportunities for input may be eliminated from the process.

The preliminary findings on achieving modified access to US 101 are widely divergent and present a number of choices both practical and political. If the staff report and recommendation includes only the staff recommendation and data supporting that recommendation, rather than all of the options available, including both the Yauger Flybridge and Kaiser Road Interchange options, Council will not have the benefit of crucial input from the public, and will not have all of the necessary information to make an informed decision.

We hope you will make sure the public has an opportunity to review and comment on the alternatives, the technical memos and other data related to those choices, prior to staff reaching a conclusion on a preferred option.

Sincerely,

Jim Morris
President

CC: Olympia City Council
Subir Mukerjee
Michael Mucha
David Riker
Randy Wesselman

10/14/08



City of OLYMPIA

WRITTEN COMMENTS

cc: COUNCIL
STEVE
SUBIR
MICHAEL
DAVID R.
RANDY W.

You may use this form to provide written testimony to the City Council on any issue of City business.

If at a City Council meeting, complete this form and turn it in to the meeting Clerk.

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PO Box 1967
Olympia, WA 98507-1967

Your completed form will be copied to all Olympia City Councilmembers.
Thank you for your comments.

PLEASE WRITE OR PRINT CLEARLY

Name BARBARA BEUSEN

Residence Address (optional) 1206 10th AVE SW

City, State, Zip OLYMPIA, WA 98502

Phone Number (optional) 360.943.4464

Email (optional) _____

Subject OPENING DECATUR ST

FOR AGAINST

Comments: THIS IS PART OF THE MASTER TRAFFIC PLAN (AS IT HAS BEEN EXPLAINED TO ME) FOR THE WEST SIDE. IN ORDER FOR THE OVERALL PLAN TO WORK EFFICIENTLY, DECATUR MUST BE OPENED.

10/14/08



City of
OLYMPIA

WRITTEN COMMENTS

CC: COUNCIL
STEVE
SUBIR
MICHAEL
DAVID R.
RANDY W.

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Thank you for your comments.

PLEASE WRITE OR PRINT CLEARLY

Name ANN FLANNERY

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City, State, Zip OLYMPIA, WA 98502

Phone Number (optional) 360-943-1838

Email (optional) _____

Subject OPENING OF DECATUR ST.

FOR

AGAINST

Comments: _____
