

**West Olympia Access Study
Stakeholder Interview Report
November 2006
to March 2007**

These interviews were conducted and recorded by
West Olympia Access Study project staff from
the Washington State Department of Transportation
and Thurston Regional Planning Council:

Lynn Hakes, WSDOT

Kathy McCormick, TRPC

Thera Black, TRPC

Table of Contents

1. Introduction	1
2. Summary of Ideas Emerging From Interviews for Phase 1.....	3
3. Issues and Opportunities Identified by Area Stakeholders.....	7
4. Issues and Opportunities Summary Table	27
5. Stakeholder Interview Meeting Notes	62

Stakeholder Interviews

A. Resident Interviews

1. Friendly Village and Lakemoor Neighborhood Association (Ken Lake)
2. Southwest Olympia Neighborhood Association, Northwest Olympia Neighborhood Association, Wellington West Neighborhood Association
3. Cooper Point Association

B. Private Sector Interviews

1. West Olympia Business Association
2. Western Institutional Review Board
3. Capital Medical Center
4. TOP Foods
5. Westfield Capital Mall
6. Unity Church
7. Evergreen Christian Center
8. Refugee and Immigrant Services Center
9. Capital Bicycle Club

C. Public Sector Interviews

1. Thurston County Planning and Public Works
2. Thurston County Sheriff and Fire Official/District
3. City of Tumwater
4. City of Olympia Planning, Public Works, Police and Fire
5. Bicycle Pedestrian Advisory Committee
6. Washington State Department of Transportation
7. Intercity Transit
8. Olympia School District – Communications and Transportation

9. South Puget Sound Community College
10. The Evergreen State College – Facilities and Communication
11. Thurston County Diversity and Human Rights Council
12. Area Agency on Aging (Thurston/Lewis/Mason Counties)
13. Senior Services for South Sound

1. Introduction

About the Phase I West Olympia Access Study (WOAS) Interview Process

The Scope of work for this joint project between the City of Olympia and the Washington State Department of Transportation included an outreach effort to “stakeholders” at the beginning of Phase I. The purpose of the interviews was to:

1. Give community interest groups information about the project, its process and timeline and get their ideas and help for outreach to other stakeholders and interested parties.
2. Elicit their ideas about issues and opportunities they could identify within the study area
3. Compile the information to inform and augment background information and the ideas that would emerge from the Phase I workshops.

Interviews were held between November 2006 and March 2007. The results of those interviews are included in this report. Section 2 is the summary of ideas that emerged from all the interviews distilled down to:

1. Modification of Existing Infrastructure
2. Construction of New Infrastructure
3. Supporting programs and Services
4. New or Innovative Ideas Related to Study Area
5. Issues
6. Suggested Solutions for Problems Outside the Study Area
7. Issue Identified Outside the Study Area

The next sections show more detailed summaries of issues and opportunities – and comments made - compiled from all the interviews (Section 3.), compiled by interview (Section 4. table form showing Issues and Opportunities), and then the interview meeting notes themselves (Section 6.).

The following fact sheet was sent with interview requests and served to explain what the project is, why it was being done, the timeline, process and product, and a map showing the study area. A large study area aerial was used in the interviews and was a helpful prompt for the discussions.

Fact Sheet Used During the Interview Process

West Olympia Access Study

Why: The West Olympia Access Study is needed because:

- West Olympia is – and will continue to be - an economic, medical, and residential hub for the entire region, It is home to almost 24,000 people and 17,000 jobs. City plans and regional forecasts call for the area to add 12,000 people resulting in a 2030 population of 36,000 people.
- There is growing concern about congestion on both local and state roads. Mounting congestion raises questions about the best ways to accommodate growth while maintaining safe and acceptable levels of mobility.
- The 2025 Regional Transportation Plan indicates that even with efficiency measures, the Cooper Point Road/Black Lake Boulevard intersection will fail within the 20 years. This would cause undesirable delays before then, and would also adversely impact nearby roads and intersections.
- The current street and highway network hampers the ability to meet West Olympia’s needs for emergency services, efficient transit service, better pedestrian and bicycle access, and more even distribution of local traffic.

Who: The study is a joint project of the City of Olympia and the Washington State Department of Transportation’s Olympic Region (WSDOT). They have contracted with the Thurston Regional Planning Council (TRPC) to facilitate the public involvement process and development of the plan.

What: The West Olympia Access Study will:

- Evaluate current and future traffic needs in West Olympia,
- Include evaluation of Olympia’s local street network and connections to US101, Identify a plan for improving access and circulation, and
- Make recommendations for future transportation projects

Schedule: The **West Olympia Access Study** begins in the fall of 2006 and ends in late 2008 or early 2009.

How To Stay Informed: If you would like to receive notifications of public meetings or events, or to receive newsletters with information about reports produced during the study process, contact TRPC at 360-956-7575 or via email at westolympia@trpc.org. Ask to be placed on the mailing or email notification list for the project.



2. Summary of Ideas Emerging From Interviews for Phase 1

A. Modification of Existing Infrastructure

- Ramp Metering
 - I-5 city center/port interchange
 - US 101 ramps
 - Cooper Pt/Crosby interchange
 - Black Lake Interchange
- Connect Fern St area
- Convert street to Pier I and Top Foods to a full street with sidewalk – connect to Cooper Pt. Rd.
- Add right turn lane from Black Lake Blvd. onto Harrison at Division
- Add Deschutes Parkway access from 4th/5th roundabouts
- Install intersection monitoring cameras to enforce stop light violations
- Kaiser Rd. – upgrade to full street standard
- Signal @ Kaiser/Mud Bay
- Evergreen Parkway/US 101 interchange (fix or build new)
- US 101 @ Mud Bay intersection
- Cooper Pt./Black Lake intersection fix
 - Lane configuration at intersection
 - Lane configuration on approaches (Black Lake and Cooper Pt.)
 - Signal timing
- Pedestrian crossing improvements/ideas
 - At Rogers and Harrison (important because of access to Food Co-Op and Harrison Street intersections east of Division)
 - Harrison – most of its length
 - 9th Ave @ Fern Street
 - Evergreen Park Drive near subsidized housing and condos
 - Capital Mall Dr. at Courtside Apartments (senior housing in the area and seniors need to get to Capital Medical Center area for services or volunteer activities)
 - Assure enough crossing time at signals (consider elderly)
- Add lanes and lighting and reduce speeds in some areas
- Review traffic calming devices and diverters (contradict City intent to improve connectivity?)
- Tumwater/Olympia signal timing cooperation on Crosby @ Mottman
- Adjust Opticom to revert back to normal cycle more quickly after use (by transit or emergency vehicles)

B. Construction of New Infrastructure

- Build Kaiser Interchange
- Build Yauger Ramp (access from US 101)
- Frontage Rd. – south side of US 101
- Connect Kaiser Rd. to Black Lake south of US 101 (including bike route)
- Connect Decatur to Caton Way
- Make connection from back of Friendly Village to Top Foods
- Bike trail additions
 - Parallel to US 101 to Urban Growth Boundary
 - Deschutes Parkway to SW Neighborhood (up Percival canyon)

C. Supporting Programs and Services

- Locate safe, secure, centrally located Park and Ride lots – (ie. Capital Mall park and ride for SPSCC bound students)
- Add Park and Ride lots just outside developed area
- Add commute trip reduction (CTR) programs and education to encourage more use of alternative modes (programs to decrease peak hour travel, encourage carpooling, subsidize organizing ride sharing, publicize IT bus travel training, train next generation to use alternative modes)
- Transit
 - more direct service from Tumwater Hill to TESC
 - add bus stop @ Harrison/Division and stops on Harrison/Mud Bay
- Do bicycle/pedestrian education
- Roundabout education for bicyclists and pedestrians

D. New or Innovative Ideas Related to Study Area

- Connect 9th to Auto Mall via Evergreen Christian Community road
- Connect Capital Mall Blvd. in front or behind Toys R Us and other business. Connect with Black Lake Blvd. @ mid block and/or Cooper Pt. Rd or Black Lake Blvd. at south end (somewhere north of intersection). Create north/south and east/west connection.
- Reconfigure and connect parking lots of apartment complexes behind Evergreen Christian community and the Auto Mall
- Formalize path from apartments behind IHOP/Walgreens to allow pedestrian connection to these destinations
- Require truck delivery at night
- SPSCC classes on a two day per week schedule rather than daily
- Make bike friendly improvements to encourage biking – add bike routes to and from SPSCC
- Use public/private partnerships to complete infrastructure improvements

- “Land bridges” to allow safe crossing for wildlife between Grass lake and wetlands south of Harrison
- Consider where rail may fit into future mobility – historic trolley routes – work toward a future that includes rail
- Build higher density on/near corridors and promote mixed use buildings
- Get seniors to consider transportation options when making housing location choices
- Provide opportunities for seniors to live close to transportation corridors and easily accessible services that can meet their day to day needs.
- Add requirements that improve pedestrian/bike access to the front of stores

E. Issues

- Identify fix for getting transit in and out of SPSCC in timely fashion at peak periods
- Noise from US 101 for those living close to freeway (back side of Friendly Village)
- Why focus on getting people on and off of US 101 when they can’t get through I-5/US 101 anyway
- Solutions should not exacerbate problems at I-5/US101 interchange
- Making left turns onto Harrison/Mud Bay very difficult
- Congested intersections slow emergency vehicles
- Narrow right of way on Harrison east of Division
- Vehicle speed
- Parking problems around buildings 1,2,3,4 of County Courthouse
- Transit and safe bike access important for mobility of Westside homeless population
- Lack of neighborhood scale retail or commercial within walking distance of neighborhoods
- Delay in providing concrete pads for transit riders at stops where there are road improvements “pending”
- Environment
 - Identify stormwater and transportation infrastructure problems now and in future
 - Drainage problem at Mud Bay/Delphi
 - City well at Allison Springs and area near Grass lake need protection – concern with hazardous material spills and non-point pollution
 - Alternative improvements to network should address environmental considerations, emissions and stormwater, land use compatibility, emergency access, and preservation of neighborhood identity.

F. Suggested Solutions for Problems Outside Study Area

- Add signal at Conger/Cooper Pt.
- Add flashing yellow lights at Conger crosswalks
- Complete sidewalks on Conger between Cooper Pt. and Division
- Add pedestrian crossing at Cooper Pt. Rd. and 12th Ave.

- Footbridge over ravine at Farwell to improve access in neighborhoods north and east of Division
- Truck route from Mottman industrial park to Black Lake Boulevard
- Extend 32nd Ave. through Mottman to connect to Black Lake Blvd. (to better disperse traffic from Mottman Industrial area.)
- Add Opticom Systems for Grays Harbor and Mason County emergency vehicles

G. Issues Identified - Outside Study Area

- US 101/SR 8 interchange chokepoint
- Madrona Beach Rd. from Steamboat Island Rd. to Mud Bay Rd. – geometrically challenged to handle large volumes of traffic
- I-5 congestion from Grand Mound
- Transit turning radius too tight at Columbia @ 5th and Harrison @ Division
- TESC students would like bus service later on weekends to allow access to nightlife in downtown
- Bike and pedestrian networks that encourage biking and walking to TESC
- LEED certification and low impact development on high density corridors
- “Forest banking” to mitigate impacts of future land use development on carbon sequestration

3. Issues and Opportunities Identified by Area Stakeholders

A. Traffic and Intersection Issues and Opportunities

- Black Lake/Cooper Pt. intersection is a problem many hours of the day and night. Back ups on Cooper Point Road at Cooper Point Road/Black Lake Boulevard intersection create a problem for buses southbound on Cooper Point Road. Buses must stay in the right lane (most congested lane) to serve customers. Traffic backs up as far as Capital Mall Drive in the right lane.
Opportunity: Improvements to Mud Bay/Harrison as well as Kaiser to allow use of 7th Avenue access to Capital Medical Center from the west.
Opportunity: Either a Kaiser or Yauger Way interchange that allows direct access off of 101 would appear to be really helpful. Access on Yauger would improve things for Tumwater – it would free up capacity at the Crosby/Cooper Pt. interchange.
Opportunity: Allow both right turns onto Black Lake from eastbound Cooper Point Rd. and left turns onto Black Lake from westbound Cooper Pt towards the US 101 interchange.
- Black Lake/Cooper Pt. intersection appears to have about half the capacity needed. As early as 2:00 p.m. vehicles sit through 3 traffic light cycles to clear intersection. People use Evergreen Parkway interchange and circle back to go toward I-5 and downtown.
- Illegal use of center turn lane on Black Lake Blvd. Used as a lane to drive by the long queues of traffic instead of as a refuge to make a left turn.
- Left hand turns to go south on Black Lake Blvd. are difficult to navigate. It is not easy to head south from the Evergreen Christian Community or other business on Black Lake.
Opportunity: Check signal timing to optimize clearing of traffic back-ups.

- Southwest Olympia residents go through downtown to get to I-5 instead of taking 101 because of the congestion and delays.
- Volume of traffic at Cooper Point Road/Black Lake Boulevard intersection high, but accident rate is low. Southbound traffic on Cooper Point Road does not have enough green time to clear the intersection, causing backups on Cooper Point Road past Top Foods.
 - **Opportunity:** Explore signal timing and synchronization and allowing more green time for southbound traffic on Cooper Point Road at the Black Lake Boulevard intersection.
 - **Opportunity:** Consider a roundabout or additional right turn lanes at the Cooper Pt. Rd./Black Lake Blvd. intersection.
- Access to and from TOP Foods is limited
 - **Opportunity:** Improve the driveway (convert to a street) from Cooper Pt. Rd. Top Foods is interested in this, but options are limited due to amount of right-of-way TOP Foods own.
 - **Opportunity:** Grade separate Cooper Pt. Rd. and Black Lake Blvd. (not necessarily good for TOP Foods business)
 - **Opportunity:** TOP has truck deliveries during the night (9 to 5 a.m.). Require other business to do this to get trucks off the network during the day.
- Making left hand turns from Kaiser Rd to Harrison are difficult or “almost impossible”
- Kaiser Rd./Mud Bay intersection is one of the worst Delphi and Mud Bay Rd. is bad but new signal will help.
 - **Opportunity:** Add signal at Kaiser/Mud Bay intersection
- Grays Harbor and Mason County drivers take Mud Bay exit because interchange at Black Lake Boulevard is congested and intersection at Black Lake Boulevard and Cooper Point Road is failing.
 - **Opportunity:** A new access at Kaiser Road might offer an alternative

route.

- An interchange at Kaiser Rd. would increase traffic on Kaiser which is not designed or constructed to accept a lot more traffic, so it would need significant improvements. Some access treatment at Yauger Way might be better because it is closer to the commercial area and has a better road network in place to receive additional traffic. However, neither location is good in terms of spacing between interchanges on US 101.
 - Opportunity:** Traffic from the College Station development could use 7th Ave/Capital Mall Drive to access Cooper Point Road.
 - Opportunity:** Improvements to roads such as Kaiser will be important.
- Many people use city streets to go downtown rather than deal with the US 101/I-5 interchange.
- Traffic on I-5 and US 101 is so heavy that those using these for local trips will soon be spilling onto the local streets.
 - Opportunity:** Frontage road would only allow connectivity for about a mile.
 - Opportunity:** Ramp metering:
 - I-5 from the city center/port interchange
 - US101 ramps
 - Cooper Pt/Crosby Blvd
 - Black Lake Blvd.
- Alternatives that result in negative impacts to existing highway will score low as preferred options. Intersection and ramp spacing and weaving distance standards are safety issues.
 - Opportunity:** Construction of frontage roads would create an alternative for getting on the freeway for shorter trips.
- US 101 southbound exit to I-5 (towards Tumwater) is functional and much better than the northbound exit and on-ramp to I-5 (towards Olympia City Center.)

- Too many on-ramp lanes eastbound onto US 101 from Cooper Pt./Crosby interchange.
- Bus drivers are discouraged from using the Mottman Rd. on-ramp northbound 101 to I-5 as it add extra merge movement to an already difficult merge.
- Why focus on getting people on and off US101 faster when they can't get through I-5/US101 anyway.
- Traffic solutions should not exacerbate problems at I-5/US101 interchange or divert local trips to state highway system.
- To make a left turn onto Harrison the wait is at least 5 minutes. From 4:30 to 6:00 p.m. it takes much longer than 5 minutes. Capital High School peak periods exacerbate the problem as well as commuters to and from Mason County.
- Increasingly traffic is using alternative routes through residential areas to avoid the congested arterials such as Kaiser Road, Overhulse Road and 14th Avenue. County is seeing more accidents at 14th and Cooper Pt. Rd.
- People have created parallel routs through neighborhoods to reach signalized intersections. West of Capital High School people use 11th and 14th Ave to travel east to the school because it is faster than using Mud Bay Rd.
- Access onto Capital Mall Dr. in Friendly Village area is difficult during peak hours
- Black Lake at Division/Harrison (comment that it is worse than Black Lake/Cooper Pt.)
Opportunity: Right hand turn lane might help from northbound Black Lake to eastbound Harrison. Vacant lot development will include right turn lane.

Opportunity: Optimize signal timing.

- Harrison Ave. traffic impedes Southwest and Northwest neighborhood residents from exiting the neighborhood
Opportunity: Stress the importance of connections as well as use of multi-modal forms of transportation.
- Only way to cross between south and northwest neighborhood across Harrison is via Perry St.
- Access to and from Rogers St. is particularly important since it is a transit route that serves the Northwest neighborhood and the Food Co-Op.
Opportunity: More traffic signals would help with connectivity.
- Traffic to Westside is regional and local, to access shopping, medical services, ball games. The area is a major tax generator. Retail presence is growing without a good network of roads.
- Many students drive their own vehicles to school adding to congestion.
- Westside network confusing to newcomers and visitors due to lack of grid
- Street names add to the confusion (ie Cooper Pt. or Automall Drive)
- Ramp construction at Mud Bay Road and the Evergreen Parkway had to be placed at an offset to avoid a wetland. There are also very short turn pockets at this location. The eastbound on-ramp to US 101 at Evergreen Parkway is "scary" because of its tight radius and merge into traffic on US 101. Evergreen Parkway has only a westbound off ramp and eastbound on ramp only. It doesn't serve travelers who need an eastbound off ramp or westbound on ramp at that location. Mud Bay interchange has on-off access in both directions.
- Mud Bay interchange at US 101 increasingly congested. Traffic movements across the structure and at the ramp terminals feel unsafe, as

people fail to signal their intentions and sight distance is a problem.

Opportunity: Add traffic control devices such as signals and stop signs.

Opportunity: Consider additional access to and from US 101 for traffic traveling to and from the east at Black Lake Boulevard, Kaiser Road or Evergreen Parkway.

Opportunity: More drivers using Evergreen Parkway as an alternate route to US 101 instead of Cooper Point Road. During Christmas there was no uncongested way to get to the freeway in West Olympia.

Opportunity: If a new access to US 101 is not part of the study outcome then the Evergreen Parkway interchange will need significant improvements.

- Deschutes Parkway is underutilized corridor.
Opportunity: Make access around 4th/5th Ave bridges easier to draw traffic as an alternate route to using Harrison Ave. or going through downtown for some destinations.
- Mud Bay Road important to emergency responders. Congestion creates problems in fire response and for sheriff's deputies doing enforcement because it's hard to get into the traffic flow.
- Intersections slow emergency response times.
Opportunity: Increased lanes and lighting and reduced speeds may help reduce accidents.
- It is increasingly difficult to estimate how long a trip will take
- Increasing accidents on Mud Bay Road - including at the ramp terminals from the Evergreen Parkway that fosters a steady stream of traffic with few gaps. Lack of gaps leads people to take chances and increases accidents.
Opportunity: More signals may offer opportunities for cars on side streets to safely enter traffic flow on Mud Bay Road.
- Traffic backs up on northbound Crosby as it approached the interchange at

US101. IT service to SPSCC has doubled in the last few years. SPSCC is also a transfer point. Congestion and delay on northbound Crosby Boulevard impacts IT's operations due to traffic signals at Irving, Mottman, and two on the interchange overcrossing. Buses (and other vehicles) sometimes sit through 3 cycles of the signals to get from the south side of the interchange to the north side.

- Exits from the SPSCC campus (3 of them) experience backups due to the heavy volume of traffic on Crosby. The exit at Mottman has no light, but it also backs up sometimes because it is difficult for those turning left from the campus to enter this road. At the peak hour, it can take 15 to 20 minutes to get off campus.

Opportunity: Traffic signals may belong to different jurisdictions. Synchronization of lights may be a problem. May be able to work with signal owners to coordinate these signals.

Opportunity: SPSCC is working to change class schedules from 5/50-minute periods per week to Monday/Wednesday or Tuesday/Thursday schedule with 2 1/2 hours each day. The conversion wouldn't affect 100% of the classes, but enough to change traffic patterns to the college.

- Trying to get onto Mottman from SPSCC can be challenging due to the volume of traffic on Mottman.

Opportunity: A better route to Black Lake Boulevard from the Mottman Industrial Park area may help relieve traffic on Mottman by giving industrial center traffic the option to use the Black Lake Boulevard interchange to enter the highway.

- Emergency vehicles are sometimes advised to enter the SPSCC campus through the "back" way (29th) to avoid the congestion.
- Increased traffic on the Westside is causing problems for Meals on Wheels drivers trying to get hot meals to clients.
- Churches may add traffic at off-peak hours – but they do it in concentrated waves with everyone arriving and leaving at the same time.

B. Connectivity

- Traffic calming devices and diverters - such as on 4th Avenue - contradict City's intent to improve connectivity and provide a more functional grid system. People are forced onto a few main arterials.
- Ken Lake has one entrance and exit. Any travel north or west requires access through the heavy traffic onto Black Lake/101 and Black Lake/Cooper Pt.
- Many new developments have internal focus, with just one way in and out. Not conducive to bus service.
Opportunity: Requiring new developments to have more than one ingress/egress would improve operational opportunities for IT services.
- Difficult to achieve a gridded network in West Olympia because of wetlands or other environmental constraints.
Opportunity: A Decatur connection would help the flow of traffic by allowing another route to the Crosby interchange.
Opportunity: Additional options for ingress and egress in Fern St. area should be identified especially with the apartment growth occurring
Opportunity: Connection through the Evergreen Christian Center would allow another connection from Black Lake Boulevard to the Automall and Crosby vicinity.
Opportunity: Make Yauger St. connection and flyover
- Milroy and Cushing Streets are becoming popular ways for people to avoid the congested arterials. Drivers gravitate to streets without traffic calming.
- New network required at Kaiser Heights has the potential for significant impacts. Identify additional demands on Black Lake Blvd. and interchange
Opportunity: Plans for connection from the proposed Kaiser Heights

subdivision (west of Ken Lake) to the end of Kaiser Rd. would allow traffic on the north side of the highway to cross over US 101 on Kaiser Road and access the highway from the south instead of having to go through the Black Lake Boulevard/Cooper Point Road intersection.

- New interchange at Kaiser Road could increase traffic and new development to the area of Kaiser Heights. Increase might influence what type of connection would have to be made at Black Lake Boulevard from the Kaiser Heights subdivision.

Connectivity – Retrofit

- Connections within existing shopping areas would encourage walking or at least not having to get back on Cooper Pt. Road to go less than a block
Opportunity: Require existing businesses that don't have internal through-connections to put them in, for example, Old Navy – Toys-R-Us – Heritage Bank connectivity
Opportunity: Reconfigure and connect the parking lots of the apartment complexes behind Evergreen Christian Center and the Auto Mall to enhance access options for residents.
- 230 families bring children to Evergreen Christian Community school (450 kids) – they open their gated connection with the Auto Mall for parents use but others cut through more and more as traffic in the area increases. People trespass through church property from the apartments behind the church to get to Black Lake Blvd.

C. Pedestrian/Bicycle/Transit Issues and Opportunities

1. Gaps in pedestrian connectivity

- There are concentrations of transit-dependent riders at 505 North Division, 1717 Cooper Point Road, Evergreen Park Drive, 9th Avenue at Fern Street, Harrison Avenue, and Courtside Apartments (Capital Mall Drive). There is a lack of opportunities so safely cross these streets.

Opportunity: Safe crossing options should be explored where there is a concentration of transit-dependent residents.

- 1717 Cooper Point Road (adjacent to a low-income, heavily Hispanic, transit-dependent population)
- Evergreen Park Drive near subsidized housing and condos;
- 9th Avenue at Fern Street;
- Harrison Avenue, most of its length;
- Capital Mall Drive at Courtside Apartments (senior housing);
- Cooper Point Road at 12th Avenue
- Capital Mall Drive at Alta Avenue (Apple Park vicinity)

- New IT stops must be ADA accessible. Harrison and Division would be a good place for a stop, but there is insufficient right of way there to develop an ADA accessible stop.

Opportunity: Transit service starts with pedestrian accessibility. More infrastructure for pedestrians could increase opportunities for IT service.

- Access to Top Foods. Residents at Friendly Village and Apple Park walk to Top Foods but the sidewalk ends at the driveway. They have to either walk in the entrance driveway or on the dirt path adjacent to it. Depth of path indicates high pedestrian use.

Opportunity: Complete a sidewalk from Cooper Pt. to Top Foods complex. Add to list of sidewalks to be developed or add when additional development occurs to the west of Top Foods.

- Access to Top Foods from the back of Friendly Village is taken on an informal path now, but Friendly Village residents report that it feels unsafe to some due to homeless living in the area.

Opportunity: When the property to the west of Top Foods (old City dump) is developed, a connection to Friendly Village should be made to allow an access that does not require travel onto Cooper Pt. road.

- Consider elderly population who live (or will live) in the area and their ability to get around safely on foot or by car.

- Give pedestrians time to cross intersections – older people take longer to cross intersections.
- Major retail areas are unfriendly to pedestrians and bicyclists. They may have good walking and biking access to the driveway or parking lot – but no access through parking lot to get to the store or mall.
- Too few straight-forward connections for pedestrians.

Opportunity: An informal path connects the residential area behind IHOP/Walgreens to that shopping center opportunity. “Formalize” the path so that it feels safer and more people would use it.

Opportunity: Add the Decatur Street non-motorized connection to Caton Way

Opportunity: Provide a pedestrian path along Percival Creek to the bridge over Capitol Lake

Opportunity: Better pedestrian options across Harrison (footbridge?) to connect SW and NW neighborhoods

- Bus drivers have observed a lot of pedestrian/auto conflicts on Cooper Pt. Rd.
- Sidewalks are not continuous. No safe place for students to walk or stand.
- Walnut St. lacks sidewalks
- Lots of congestion on Conger between high school and middle school with an incomplete sidewalk.

Opportunity: Add signal at Conger and Cooper Pt.Rd.

Complete sidewalks. Yellow lights at crosswalks make them more visible and increase safety.

2. Other Bicycle Issues

- Black Lake Blvd and Cooper Pt. Rd. are difficult for bike riders and Black Lake/US101 interchange is impossible for bike riders. Traffic is driven by

US101 access and geared to cars.

Opportunity: Complete connection between Black Lake Blvd. and Kaiser Rd. allowing cyclist to use Mottman to Black Lake (south of 101) through Ken Lake and exit onto Kaiser Road. This would allow access to TESC and other Westside locations without having to navigate SR-101, Black Lake or Black Lake/Cooper Pt. intersections.

Opportunity: Explore bike trails that get around difficult intersection and interchange areas. Recommend route parallel to US 101 to the urban growth boundary; Deschutes Parkway to south west neighborhood or Auto mall vicinity or to south side of US 101.

Yauger extension and fly-over ramp could help circulation at Black lake/Cooper Pt. intersection.

- Bike lanes across Cooper Pt./Crosby interchange are difficult to interpret and navigate due to the way they start, stop and are offset at point.

Opportunity: Roundabouts work better for cars than bikes. Merges on and off the street hazardous for bikes and visibility of the bicyclists seems to be diminished.

- Bicyclists appear to challenge drivers by riding very near the white line and use poor rider etiquette.
- Some bicyclists and walkers are inexperienced in using lights and other safety measures.

Opportunity: Do bike etiquette education.

Opportunity: Continue to make improvements that will encourage and facilitate bicycle and pedestrian travel. TESC is participating in a pedestrian and bicycle awareness campaign in West Olympia.

- Roundabouts work better for cars than bikes. Merges on and off the street hazardous for bikes and visibility of the bicyclists seems to be diminished.

3. Other Transit Issues

- Congested intersections cause delays for IT buses at the intersections of Cooper Point Road/Black Lake Boulevard, Evergreen Parkway/Overhulse

Road and Black Lake Boulevard/Harrison Avenue.

- SPSCC has a bus stop for students through the entrance from Crosby Boulevard at Irving. Incline at Irving and Crosby can be challenging for buses leaving the campus when it is icy or snowy. Trying to get onto Mottman from SPSCC can be challenging due to the volume of traffic on Mottman.

Opportunity: It would be better for the buses to use the Mottman entrance near new Arts Center.

- Bus from some close-in city areas to TESC are not convenient if they require a trip to the downtown transit station.

Opportunity: Make connections that facilitate better bus service to TESC

D. Safety

- Weave is difficult between US 101/1-5 Interchange to Crosby and all the way to the Black Lake Interchange. Drivers are aggressive on this stretch of road – making it difficult to merge. Truck traffic entering US 101 from Mottman Industrial area makes the weave even worse
- Ambulances from Grays Harbor and Mason Counties don't have Opticom so avoid routes with lots of signals (avoid Black Lake interchange and use Mud Bay Rd. instead). Traffic on Mud Bay/Harrison can be a problem for them at some times of the day.
- Use of Opticom can make emergency response faster, but causes backups on the side streets at the affected signals.
Opportunity: Explore whether traffic signals could return to their normal sequencing faster after Opticom activation to clear the side street backups faster.
- Mud Bay Rd./Harrison is a critical link – enables the Olympia Fire Dept. and McLane Fire Dept. to back each other up on the west side.

- Police say more lanes mean emergency vehicles have more options. Medians, sidewalks and roadside plantings all limit maneuvering.
Opportunity: Consider right turn lane on northbound Cooper Point Road at Harrison, and right turn lanes in the Black Lake Boulevard/Cooper Point Road intersection to expedite traffic flow.
- Intersection of Harrison and Division difficult for fire responders due to medians and development so close to the roadway.
- Not enough right-of-way along eastern portions of Harrison – especially space for bike lanes.
- Vehicle speed is a problem
- Roundabouts work better for cars than bikes. Merges on and off the street hazardous for bikes and visibility of the bicyclists seems to be diminished.
Opportunity: Larger diameter roundabouts are preferred to smaller ones.
- The way vehicles, cars, and pedestrians share space in the roundabouts
Opportunity: Roundabout signage and education for drivers and cyclists
- Properly designed roundabouts work well.
- People running red lights – Black Lake/Cooper Pt. mention
Opportunity: Installation of red light monitoring cameras and strict enforcement of offenders, particularly at Black Lake / Cooper Point intersection

E. Environment

- Low impact development LEEDS certification on specific high density corridors as measure to combat global warming
- “Land bridges” to allow wildlife to safely cross between Grass Lake and the wetlands south of Harrison Avenue

- “Forest banking” to mitigate impacts of future land use development on carbon sequestration
- Noise from Highway 101 is an issue for those living on the back side of Friendly Village.
Opportunity: Any construction or development should block the noise as much as possible
- Consider land bridges for wildlife to cross busy arterials and highways (i.e., bridge over Harrison Ave connecting Grass Lake to the wetlands south of Harrison Ave.
- Identify where transportation - and stormwater - infrastructure are failing now and where they will fail in the future.
- There seems to be a drainage problem on Mud Bay at Delphi Road. Leads to icy conditions in winter - makes it difficult for stopped cars to get traction, and contributes to accidents.
- City wells at Allison Springs and area near Grass Lake need protection. Concern with stormwater, spills of petroleum or other hazardous materials and non-point pollution from traffic.

F. Land Use Support – Land Use/Transportation Connection (Help Reduce Car Trips)

- Lack of neighborhood-scale retail or commercial opportunities that SWONA residents can walk to comfortably
- Difficulty of westside co-op for expanding at present location because of lack of parking and transit service that is not frequent enough
- Study should consider rail and where it might fit into future mobility. Suggesting pointing out the historic trolley routes that used to serve the

Westside and provide connections to downtown.

Opportunity: City should encourage more homes built near transit lines – offer incentives to build in high density corridors and promote more mixed use building.

- Old neighborhood feel of the Westside neighborhood encourages residents to walk to services and schools.
- Getting seniors to consider transportation when they make housing choices.
- Providing opportunities for seniors to live close to transportation corridors or easily assessable services that can meet their day to day needs.

G. Ideas to Include In the Study

- Transportation Demand Management (TDM) (programs and services that result in decreased vehicle use) – including park and ride lots should be part of the study
Opportunity: Safe, secure park and ride lots – centrally located – suggested the mall.
Opportunity: Address congestion by developing ways to get people out of their cars. Figure out what the community can do to make the area more bike and pedestrian friendly. Identify what's needed and alternative transportation that will work.
- Address congestion by developing ways to get people out of their cars. Figure out what the community can do to make the area more bike and pedestrian friendly. Identify what's needed and alternative transportation that will work.
- SPSCC has put in bike racks but there are not enough good bicycle routes to encourage students to ride.
- There is only one transit route that serves SPSCC, the courthouse and the

mall. Student ID cards allow free use of IT.

Opportunity: Improve bus service to and from SPSCC campus. Suggest a more circular route serving Harrison and Black Lake with stops at the mall and TESC

- SPSCC students have expressed an interest in a secure park and ride. Park and ride would have to be in an area already developed (to provide safety and possibly services that could further encourage use - Capital Mall?) IT encourages students to ride the bus from home as they don't see a new park and ride facility on the horizon.
- IT bus does not have a bus stop on Harrison at Area Agency on Aging site and there is no sidewalk from the bus stop to their site. (Note: they were pleased to hear that the Mud Bay/Harrison improvements would be made and were in hopes that service and sidewalks to their offices would improve.) Traffic everywhere is an issue for employees and clients – many use various transit, dial-a-lift, or other transportation options available to them. Clients (mostly from their homes) have a lot of access needs to medical facilities and services.
- Include some analysis of the land use impacts of opening up new roads in the future (i.e., what changes to land use would occur if Kaiser Road extended all the way to Black Lake.) Staff Note: This road connection is proposed as part of the Kaiser Heights subdivision.
- Money for improvements (from existing tax sources) may not be available for 10-15 years. Even if money were available a project on SR101 could take 6-10 years.
- Region is “behind the curve” when it comes to successful, proactive public/private partnerships in accomplishing significant projects.
Opportunity: May be an opportunity for donations of money or rights-of-way from the private sector.
- Homeless are a constituent group in this area since some live in the

wooded areas.

Opportunity: Transit and safe bike accessible routes are important for mobility of Westside homeless population.

- Explore things to do that will: decrease peak hour travel, encourage the use of carpooling and vanpooling, train the next generation to use bus passes, vanpools and subsidized organized ride sharing opportunities, light rail.

Opportunity: IT travel training works well for seniors willing to ride the bus.

- Huge parking area could be constructed just outside the developed community where people could leave their cars and take mass transit options into town center.
- Consider high capacity transit when looking at alternatives. Think long-range/big-picture – include rail. Transportation corridors should at least be acknowledged for their key role in right of way preservation to ensure reliable/predictable future service.
- Rail and bus connections need to be made so there are more alternatives.

1. Questions

- What is causing the delays.
- Are the arterials sufficient?
- Are the lanes wide enough?
- Are the turn lanes hindering flows?
- Are the lights coordinated? Would signal timing help?
- How do you disperse the traffic once it leaves the major arterials?

2. Information to Help Understand Issues

- Show LOS projections in 5 year intervals
- Need to understand the inputs to the traffic model (current growth

forecasts and assumptions)

- Traffic model will take into account pedestrian crossings and Class I trails (separate from street cross-section).

3. Study Criteria to Consider

- Study should consider how any system supports or hinders connections for people.
- Alternative improvements to the network should address Olympia's commitment to global warming as well as criteria that address environmental considerations, emissions and stormwater, land use compatibility, emergency access, and preservation of neighborhood identity.
- Alternatives analysis should include impacts on the already bad condition of Black Lake/Cooper Point intersection to Capital Mall Drive.

H. Issues and Opportunities Outside of the Study Area or Study Area Scope

- Northwest Olympia Neighborhood Association lacks connectivity due to terrain restricting movements into and out of the neighborhood.
Opportunity: A footbridge over the ravine at Farwell was suggested as one option for improving access and making transit a more viable option for residents in the area.
- US101/SR8 interchange is a chokepoint – but is outside the study area – can be acknowledged – but will not be addressed in the current scope of work.
- I-5 congestion from Grand Mound
- Growth in the study area and to the west is impacting the county road system as congestion drives traffic onto roads that are not designed to accommodate the volume. Madrona Beach Road, which parallels US 101 from Steamboat Island Road to Mud Bay Road, gets lots of use when there are accidents on US 101. It is "geometrically challenged" to handle large

volumes.

- Connection that might be helpful to traffic flow is outside the study area (extension of 32nd Avenue through Mottman to connect to Black Lake Boulevard.) Connection would serve to better disperse the traffic from the Mottman industrial area.
- Around Courthouse buildings 1, 2, 3, and 4 people park on medians and double park. Big parking problem around the Courthouse. The surrounding parking lots are not adequate to accommodate jurors and employees.
- City is reluctant to put in temporary transit pads if a road is slated for improvements. It does not want to install something it will have to tear out.
- Turning radius at Harrison and Division and at Columbia and 5th are challenging for buses.
- Storm drains are bike hazard.
Opportunity: Bike lanes should be wide enough to avoid these without having to ride in the vehicle travel lane. The ones identified are outside the study area or in Tumwater.
- Gaps in bike/pedestrian improvements to TESC
Opportunity: Build a network that encourages bike and pedestrian activity to TESC
- TESC students would like bus service to run later in the evening – especially on weekends to allow enjoyment of nightlife in downtown.
- Growth in West Olympia is destroying the small town feel that some long-time residents came here for. Noise and congestion make it an undesirable place to live

4. Issues and Opportunities Summary Table

RESIDENT INTERVIEWS	
Friendly Village (FV) and Ken Lake (KL)	
Issues	Opportunities
FV has 3 entrance and exits. The one on Capital Mall Dr. is very difficult to access during peak hour. If they are traveling west and take Kaiser Rd. to Mud Bay they find it almost impossible to turn left onto Mud Bay Rd.	FV reps offered to hand deliver public involvement information. FV has many elderly (80's and 90's) who may not come to a public meeting. There is a meeting space in FV where a special presentation can be made.
Many residents of FV walk to Top Foods. There is sidewalk until the entry road off of Cooper Pt.. There is a small path at the side of the road which is encroached upon with brush – when it is raining the path becomes a stream.	
Some walk from the back side of FV to Top Foods through the old dump (City property) – but some feel it is unsafe because of the number of homeless living there.	When the old dump property is developed access should be provided from FV to allow those who choose to – or need to – walk to shopping.
Noise from Highway 101 is an issue for those living on the back side of FV. Residents in those homes cannot hear one another talk in their back yards. There is also an assisted living and nursing home facility in the area.	When the city dump property is developed, trees or some other noise attenuation barrier should be incorporated.

<p>Many FV residents use Yauger Park, volunteer at the hospital and would walk to shopping if it felt safer.</p>	<p>Additional crosswalks that link FV to Yauger Park, and the hospital across Capital Mall Dr. and across Cooper Pt. Rd. to shopping would generate more walkers. IHOP is a popular destination but most drive as the walk is too difficult.</p>
<p>Consider that older people take longer to cross intersections.</p>	
<p>Ken Lake (KL) has one entrance and exit onto Black Lake Blvd. (289 houses and 965 people). Three intersections are a problem for them 1.entrance to KL, 2. stop light between KL entrance and US101, and 3. Black Lake/Cooper Pt. Rd. intersection. Concern with access to schools and hospital.</p>	
<p>KL is getting young families with an interest in easy access to schools. There are 9 traffic signals between KL and the high school and it takes from 5.6 min. in no traffic to 12 to 22 minutes in traffic. Consequently some take the Evergreen Parkway, and MudBay/Harrison because it is faster. Volume of traffic at Black Lake/Cooper Pt. is unpleasant and nerve wracking.</p>	<p>KL hopes the study will uncover what is causing the delays. Are the arterials sufficient? Are the lanes wide enough? Are the turn lanes hindering flows? Are the lights coordinated? Would signal timing help? How do you disperse the traffic once it leaves the major arterials?</p>
	<p>Follow-up Friendly Village noted its interest in having project discussion or update brought to them (a clubhouse discussion) as some of their residents do not go out to meetings – especially at night.</p>

SWONA, NWONA, and Wellington West NA	
Issues	Opportunities
Intersection of Black Lake Boulevard /Division Street at Harrison Ave. is worse than the Black Lake/Cooper Point intersection.	Right hand turn lane might help from northbound Black Lake to eastbound Harrison. Vacant lot development will include right turn lane.
Harrison Ave traffic impedes SWONA residents to get into and out of their neighborhood at 4 th Ave.	
	Knowing the LOS projections (in 5 year intervals) would be helpful and a good public education tool to use in the process.
Pedestrian connectivity between the NWONA and SWONA is almost non-existent. Perry St. is the only way to get across.	Connectivity – stress the importance of this as well as multi-modal considerations. Access to and from Rogers is particularly important since it is a transit route that serves the NWONA and the Food Co-Op. Study should consider how any system supports or hinders connections for people. - More traffic signals would help with connectivity.
Concern with design of roundabouts for vehicles, pedestrians and cyclists and concern about how they will operate with more traffic in the future.	
Concern that the City is being innovative exploring options to acquire more right-of-way along Harrison.- - especially more space for bike lanes.	Study should consider rail and where it might fit into future mobility. Suggesting pointing out the historic trolley routes that used to serve the Westside and provide connections to downtown. - City should encourage more homes built near transit lines – offer incentives to build in high density corridors and promote more mixed use building.

	Criteria for project alternative improvements to the network should address Olympia's commitment to global warming as well as criteria that address environmental considerations, emissions and stormwater, land use compatibility, emergency access, and preservation of neighborhood identity.
Westside pedestrian access to shopping is difficult – having to negotiate seas of parking lots to reach stores. Need neighborhood scale retail stores.	
Food Co-Op considering expansion but there are parking and accessibility problems at the site.	Westside is a regional commercial hub. It should be a model of evolution to a more sustainable area. Consider land bridges for wildlife to cross busy arterials and highways (i.e., bridge over Harrison Ave connecting Grass lake to the wetlands south of Harrison Ave.
	TDM – including park and ride lots should be part of the study
There are two medical clinics on Kenyon – one serving low income clients. Turning left onto either Cooper Point or Harrison Ave. is nearly impossible already. - Kenyon has become a through route to avoid the arterials and intersection of Cooper Pt. and Harrison.	
Concern that ramp to Yauger would put more traffic on Capital Mall Drive.	Alternatives analysis should include impacts on the already bad condition of Black Lake/Cooper Point intersection to Capital Mall Drive.
NWONA lacks connectivity due to terrain restricting movements into and out of the neighborhood.	A footbridge over the ravine at Farwell was suggested as one option for improving access and making transit a more viable option for residents in the area.

- Install red light cameras at the Black Lake/Cooper Point intersection and cite red light runners
- Look for ways to improve pedestrian connections between neighborhoods, and between neighborhoods and commercial areas
- Complete the non-motorized connection to Caton Way
- Provide a pedestrian path along Percival Creek to the bridge crossing between lower and mid basin of Capitol Lake
- Open the private road behind Evergreen Christian Center for public use (a better connection than the Fern Street connection due to more compatible uses that this road connection would make.)
- Reconfigure and connect the parking lots of the apartment complexes behind Evergreen Christian Center and the Auto Mall to enhance access options for residents.
- Residential area behind IHOP/Walgreens already has an informal foot path which offers an alternative to the quite long vehicle trip to get from the residential to the center.
- More walking trail would encourage more pedestrian traffic than would wide sidewalks along major arterials (i.e., Decatur to SPSCC, Evergreen Vista and apartment to IHOP mall and Park and Ride lots.
- Direct exits for apartment parking lots through Auto Mall to Auto Mall Drive and US 101.

Include some analysis of the land use impacts of opening up new roads in the future (ie. what changes to land use would occur if Kaiser Road extended all the way to Black Lake.)	Consider “forest banking” (similar to wetland banking) to mitigate impacts (carbon, habitat, and stormwater) of future land use development on the existing forest canopy. - Consider a land bridge in the vicinity of Grass Lake.
Identify where transportation - and stormwater - infrastructure are failing now and where they will fail in the future.	
Need to understand the inputs to the traffic model (current growth forecasts and assumptions)	
Cooper Point Association	
Issues	Opportunities
Concern that Harrison Ave/Mud Bay Rd. improvement project doesn't have enough money to fully fund it. As improvements are made concern that more traffic will end up further west on Mud Bay toward Evergreen Parkway. People already go west – out of their way - to avoid Black Lk/Cooper Pt.	
Left hand turns across Mud Bay are difficult.	A traffic light at Kaiser R. at Mud Bay would help.
People have created parallel routs through neighborhoods to reach signalized intersections. West of Capital High School people use 11 th and 14 th Ave to travel east to the school because it is faster than using Mud Bay Rd.	
Many students drive their own vehicles to school adding to congestion.	
Connections are limited in west Olympia	

If a new access to US 101 is not part of the study outcome then the Evergreen Parkway interchange will need significant improvements.	
US 101 southbound exit to I-5 (towards Tumwater) is functional and much better than the northbound exit and on-ramp to I-5 (towards Olympia City Center.)	
Growing retail presence in West Olympia without a good network of roads.	
Churches may add traffic at off-peak hours – but they do it in concentrated waves with everyone arriving and leaving at the same time.	

PRIVATE SECTOR INTERVIEWS

West Olympia Business Association

Issues	Opportunities
Weave is difficult between US 101/I-5 Interchange, Crosby and all the way to the Black Lake Interchange. Drivers are aggressive on this stretch of road – making it difficult to merge.	
Truck traffic entering US 101 from Mottman Industrial area makes the weave even worse.	
Traffic on I-5 and US 101 is so heavy that those using these for local trips will soon be spilling onto the local streets. Frontage road would only allow connectivity for about a mile.	Construction of frontage roads would create an alternative for getting on the freeway for shorter trips. Frontage roads work well in Tumwater.

<p>Why focus on getting people on and off US101 faster when they can't get through I-5/US101 anyway.</p>	<p>US101/SR8 interchange is a chokepoint – but is outside the study area – can be acknowledged – but will not be addressed in the current scope of work.</p>
<p>Difficult to achieve a gridded network in West Olympia because of wetlands or other environmental constraints.</p>	<p>A Decatur connection would help the flow of traffic by allowing another route to the Crosby interchange.</p>
<p>There are not enough roads to move people but no one wants connections made in their neighborhood. Traffic calming devices make the existing connections undesirable to use. Trying to dissuade people from using existing connections for through movement by installing traffic calming defeats some of the intent of connectivity and a complete street grid.</p>	<p>Connection through the Evergreen Christian Center would allow another connection from Black Lake Boulevard to the Automall and Crosby vicinity.</p>
<p>Evergreen Parkway is not as useful an access point since reduction from 4 lanes to 3 lanes.</p>	<p>An access on Kaiser Rd. would help open u the Westside. Improvements on Kaiser, Black Lake and Harrison are important to the Westside.</p>
<p>Westside is the location of major business – many come to shop here from the west and southwest – especially to the Mall and Automall (where 38% of traffic is from outside Thurston County. Traffic is also local to access shopping, medical services, ball games. The area is a major tax generator.</p>	<p>Automall, Bark and Garden Center and Westfield Shopping Center may share marketing data that would be helpful. Puget Sound Energy and Comcast may be willing to share their plans for expansion too.</p>
<p>Money for improvements (from existing tax sources) may not be available for 10-15 years. Even if money were available a project on SR101 could take 6-10 years.</p>	<p>May be an opportunity for donations of money or rights-of-way from the private sector.</p>

More right turning lanes would not resolve the issues on US 101 and I-5 weave.	Allow both right turns onto Black Lake from eastbound Cooper Point Rd., and left turns onto Black Lake from westbound Cooper Pt towards the US101 interchange.
The cul de sac form is a thing of the past.	Connections within existing shopping areas would encourage walking or at least not having to get back on Cooper Pt. road to go less than a block. An example of this is between Old Navy, Linen and Things and the Toys R Us complex.
	Explore things to do that will: influence peak hour, encourage the use of carpooling and vanpooling, train the next generation to use bus passes, vanpools and subsidized organized ride sharing opportunities.
Mason and Grays Harbor may become bedroom communities to the Olympia area.	Alternatives to cars need to be developed. Better bus, light rail, and encouraging car pooling. Huge parking area could be constructed just outside the developed community where people could leave their cars and take mass transit options into town center.
	Consider huge parking areas just outside the developed community – people could leave their cards and take mass transit into town centers.
	Consider high capacity transit when looking at alternatives. Think long-range/big-picture – include rail. Transportation corridors should at least be acknowledged for their key role in right of way preservation to ensure reliable/predictable future service.
Region is “behind the curve” when it comes to successful, proactive public/private partnerships in accomplishing significant projects.	Opportunity for partnerships and transit improvements will be key to successful outcomes.

Issues	Opportunities
<p>The WIRB operates five to six days a week from 6 a.m. to 6 p.m. with 300 employees south of the Capital Medical Center. Employees have free lunch provided but they come from all directions.</p> <p>Traffic issues include:</p> <ul style="list-style-type: none"> - getting onto Mud Bay Rd. from Kaiser Rd. - getting to the Mud Bay/US 101 interchange - Black Lake/Cooper Pt. Rd. - I-5 congestion from Grand Mound - US 101/I-5 interchange 	
Suggest no more round a bouts	
The bus stop is at the hospital and the bus riders have to walk several blocks to their 7 th Ave. location.	WIRB has a CTR program and has bus riders, walkers, bike riders, carpoolers.
Capital Medical Center	
Issues	Opportunities
<p>Access is and will continue to be vital to the Medical Center. Plan needs to deal with problems now and in 20 years.</p> <p>Service extends to outlying counties to the West and South. They serve 15,000 emergency room patients a year. They are growing about 8% a year but will have a 30% expansion with a new cancer treatment center late 2007 (out patient service).</p>	

Emergency medical service response time to the hospital is delayed because of traffic. They report that they lose emergency room business some hours of the day due to the EMS teams deciding they can get to St. Peters more quickly. Anticipate that a worse situation given the growth planned.	
Turning movement from Mud Bay/Harrison are difficult (inability to turn left onto Kaiser Rd. from Mud Bay)	
Black Lake and Cooper Point interchange off of 101 seem always to be backed up. Alternative is to use Black Lake and turn left on Capital mall Drive	Improvements to Mud Bay/Harrison as well as Kaiser to allow use of 7 th Avenue access to CMC from the west.
	Either a Kaiser or Yauger Way interchange that allows direct access off of 101 would appear to be really helpful.
Elderly population who will live in the area. Will they be able to get around safely on foot or by car.	
Vehicle speed.	

TOP Foods

Issues	Opportunities
Access to and from store is limited. 1) Cooper Pt.Rd. has two left turn lanes, decreasing to one lane in the TOP Foods driveway. 2) Access on Black Lake Blvd. allows only right-in and right-out option.	Would like to improve the driveway (convert to a street) from Cooper Pt. Rd. but options are limited due to amount of Right-of-way they own.
	Support the need for additional access from the south end of Friendly Village (through the old dump site. Get this connection when old dump site develops.

<p>Concern that improvements that might increase traffic flow will negatively impact adjacent business. Where traffic is too congested or too fast drivers are reluctant to stop.</p>	<p>Grade separate Cooper Pt. Rd. and Black Lake Blvd. (not necessarily good for TOP Foods)</p>
	<p>TOP has deliveries during the night (9 to 5 a.m.) – driving off peak saves truck service costs and TOP personnel are there to restock shelves – moving directly from truck to shelves during off peak store hours. Require other business to do this to get trucks off the network during the day.</p>

Westfield Capital Mall

Issues	Opportunities
<p>Traffic is an issue only on Black Lake Blvd and Cooper Pt. Rd. -Since they have several entrances off each of the main roads bordering the mall traffic is not a problem except for some rush hour traffic and Christmas traffic. -They are aware that people avoid both the Cooper//Crosby interchange and the Black Lake interchange – and instead use the Evergreen Parkway interchange. -101/I-5 Interchange a challenge for drivers -Westside network confusing to newcomers and visitors due to lack of grid -Street names add to the confusion (ie Cooper Pt. or Automall Drive)</p>	

Unity Church of Olympia

Issues	Opportunities
---------------	----------------------

Church located on Fern Street where the network is limited.	Additional options for ingress and egress in Fern St. area should be identified especially with the apartment growth occurring
Milroy and Cushing Streets are becoming popular ways for people to avoid the congested arterials. Drivers gravitate to streets without traffic calming.	
Sidewalks are not continuous. No safe place for students to walk or stand.	Add sidewalk connections. Add lighting to the area for additional safety
Walnut Street lacks sidewalks	
Black Lake/Cooper Pt. intersection appears to have about half the capacity needed. As early as 2:00 p.m. vehicles sit through 3 traffic light cycles to clear intersection. People use Evergreen Parkway interchange and circle back to go toward I-5 and downtown.	
Southwest Olympia residents go through downtown to get to I-5 instead of taking 101 because of the congestion and delays.	
Growth in West Olympia is destroying the small town feel that some long-time residents came here for. Noise and congestion make it an undesirable place to live	
Evergreen Christian Community	
Issues	Opportunities
Left hand turns out of the church parking lot are difficult to navigate. It is not easy to head south from the church or other business on Black Lake.	Check timing and sequencing of the signal to optimize clearing of traffic and backups.

Illegal use of center turn lane on Black Lake Blvd. Used as a lane to drive by the long queues of traffic instead of as a refuge to make a left turn.	
Harrison and Division is getting more congested and difficult to navigate.	Optimize the sequencing of the signal.
Short distance between the signal at Black Lake/Cooper Pt. intersection and signal at entrance to Top Foods creates problems with traffic back ups.	
Mud Bay interchange at US 101 increasingly congested. Traffic movements across the structure and at the ramp terminals feel unsafe, as people fail to signal their intentions and sight distance is a problem.	Add traffic control devices such as signals and stop signs.
230 families bring children to their school (450 kids) – they open their gated connection with the Auto Mall for parents use but others cut through more and more as traffic in the area increases.	
People trespass through church property from the apartments behind the church to get to Black Lake Blvd.	

Refugee and Immigrant Services Center

Issues	Opportunities
Outreach to the Asian community may take a separate meeting with them and an interpreter they trust.	Minority populations can be reached with the help of the RISC
Observation that smaller size of roundabouts in Olympia are not as efficient moving vehicles as those in Asia.	

Traffic is getting worse and construction activity in downtown contributes to back-ups.	
With their office in downtown – it is increasingly difficult to estimate how long a trip will take for interpreters who travel throughout the area to assist clients.	
Capital Bicycle Club	
Issues	Opportunities
Difficult to turn left onto Mud Bay road at the northbound off ramp terminal from the Evergreen Parkway.	
Riding from Cushing and 9 th to Top Foods is life threatening.	Large retail areas should provide a safe passage from the street through their parking lots for pedestrians and bicyclists.
Blake Lake Blvd. interchange difficult for bicyclists due to volume.	Explore bike trails that get around difficult intersection and interchange areas. Recommend route parallel to US 101 to the urban growth boundary; Deschutes Parkway to south west neighborhood or Auto mall vicinity or to south side of US 101. Yauger extension and fly-over ramp could help circulation at Black lake/Cooper Pt. intersection.
Bike lanes across Cooper Pt./Crosby interchange are difficult to interpret and navigate due to the way they start, stop and are offset at point.	Would help if bike lanes were restriped for more consistency.
	Connect roads around Auto Mall such as Decatur. Also connect Kaiser Rd. to Black Lake Blvd. as Kaiser Heights is built.

<p>Storm drains are bike hazard.</p>	<p>Bike lanes should be wide enough to avoid these without having to ride in the vehicle travel lane. The ones identified are outside the study area or in Tumwater.</p>
<p>Roundabouts work better for cars than bikes. Merges on and off the street hazardous for bikes and visibility of the bicyclists seems to be diminished.</p>	<p>Larger diameter roundabouts are preferred to smaller ones.</p>
<p>Narrow entrance design is hard on bicyclists; chip seal is not preferred; and rumble strips are a problem and can be slick.</p>	<p>Configure rumble strips no wider than 6 inches, and place as close to the fogline as possible.</p>

PUBLIC SECTOR INTERVIEWS

Thurston County Planning and Public Works

<p>Issues</p>	<p>Opportunities</p>
<p>Ramp construction at Mud Bay Road and the Evergreen Parkway. The ramps at this intersection had to be placed at an offset to avoid a wetland. There are also very short turn pockets at this location. The eastbound on-ramp to US 101 at Evergreen Parkway is "scary" because of its tight radius and merge into traffic on US 101.</p>	

	<p>The plans for the Kaiser Heights subdivision at the end of Kaiser Road (to the west of Ken Lake) calls for putting a road through to Black Lake Boulevard to the south of the Black Lake/US 101 interchange. This connection would allow traffic on the north side of the highway to cross over US 101 on Kaiser Road and access the highway from the south instead of having to go through the Black Lake Boulevard/Cooper Point Road intersection.</p>
<p>Growth in the study area and to the west is impacting the county road system as congestion drives traffic onto roads that are not designed to accommodate the volume. Madrona Beach Road, which parallels US 101 from Steamboat Island Road to Mud Bay Road, gets lots of use when there are accidents on US 101. It is "geometrically challenged" to handle large volumes.</p>	
<p>A lot of people traveling to West Olympia from the west take the Mud Bay Interchange and drive east on Mud Bay/Harrison rather than continue on US 101 to take the Black Lake Interchange and go through the Black Lake/Cooper Point intersection.</p>	
<p>Evergreen Parkway has a westbound off ramp and eastbound on ramp only and doesn't serve travelers who need an eastbound off ramp or westbound on ramp at that location. Mud Bay interchange has on-off access in both directions.</p>	

An interchange at Kaiser Rd. would increase traffic on Kaiser which is not designed or constructed to accept a lot more traffic, so it would need significant improvements. Some access treatment at Yauger Way might be better because it is closer to the commercial area and has a better road network in place to receive additional traffic. However, neither location is good in terms of spacing between interchanges on US 101.

Thurston County Sheriff, Fire Officials, Fire District

Issues

Opportunities

Mud Bay Road important to emergency responders. Congestion creates problems in fire response and for sheriff's deputies doing enforcement because it's hard to get into the traffic flow.

Increasing accidents on Mud Bay Road - including at the ramp terminals from the Evergreen Parkway that fosters a steady stream of traffic with few gaps. Lack of gaps leads people to take chances and increases accidents.

Grays Harbor and Mason County drivers take Mud Bay exit because interchange at Black Lake Boulevard is congested and intersection at Black Lake Boulevard and Cooper Point Road is failing.

More signals may offer opportunities for cars on side streets to safely enter traffic flow on Mud Bay Road.

A new access at Kaiser Road might offer an alternative route.

<p>Many roads are still small country roads, not designed to accommodate volumes of traffic generated by developments and churches planned for the area.</p>	<p>Traffic from the College Station development could use 7th Ave/Capital Mall Drive to access Cooper Point Road.</p>
<p>Increasingly traffic is using alternative routes through residential areas to avoid the congested arterials such as Kaiser Road, Overhulse Road and 14th Avenue. County is seeing more accidents at 14th and Cooper Pt. Rd.</p>	
<p>Observed that under any circumstances access easier to Capital Medical Center than to St. Peter Hospital.</p>	
<p>More drivers using Evergreen Parkway as an alternate route to US 101 instead of Cooper Point Road. During Christmas there was no uncongested way to get to the freeway in West Olympia.</p>	
<p>Intersections slow emergency response times.</p>	<p>Increased lanes and lighting and reduced speeds may help reduce accidents.</p>
<p>There seems to be a drainage problem on Mud Bay Road at Delphi Road. Leads to icy conditions in winter - makes it difficult for stopped cars to get traction, and contributes to accidents.</p>	

City of Tumwater	
Issues	Opportunities
	Access on Yauger would improve things for Tumwater – it would free up capacity at the Crosby/Cooper Pt. interchange.
New network required at Kaiser Heights has the potential for significant impacts. Identify additional demands on Black Lake Blvd. and interchange.	
New interchange at Kaiser Road could increase traffic and new development to the area of Kaiser Heights. increase might influence what type of connection would have to be made at Black Lake Boulevard from the Kaiser Heights subdivision.	
The Mottman industrial area has many types of businesses, including the juvenile justice building and a school bus barn. Additional connection issues include impacts to open space and shoreline. The connection is included in Tumwater’s transportation plan.	Connection that might be helpful to traffic flow is outside the study area (extension of 32nd Avenue through Mottman to connect to Black Lake Boulevard.) Connection would serve to better disperse the traffic from the Mottman industrial area.
Traffic backs up on northbound Crosby as it approached the interchange at US101. It backs up at the light at Crosby and Irving, and the light at the interchange.	

City of Olympia Planning, Public Works, Police and Fire

Issues	Opportunities
<p>Capital Medical Center is increasingly used by Grays Harbor and Mason Counties. Ambulances from those areas do not have Opticomms so avoid route from Black Lake interchange because of congestion and number of signals. Often use Mud Bay Road instead, but congestion on Mud Bay Road/Harrison Avenue can be a problem at certain times of the day.</p>	
<p>Mud Bay Road/Harrison Avenue is a critical link that enables the Olympia Fire Department and the McLane Fire Department to back each other up on the west side.</p>	
<p>Stormwater is a concern in the study area due to city wells at Allison Springs and near Grass Lake. Spills of petroleum or other hazardous materials and non-point pollution from traffic are concerns.</p>	<p>List of plans and decisions that have been made regarding the groundwater protection area will be provided by Victoria.</p>
<p>Police say more lanes mean emergency vehicles have more options. Medians, sidewalks and roadside plantings all limit maneuvering. Right turn lanes at major intersections can expedite traffic flow.</p>	<p>Consider right turn lane on northbound Cooper Point Road at Harrison, and right turn lanes in the Black Lake Boulevard/Cooper Point Road intersection to expedite traffic flow.</p>
<p>Volume of traffic at Cooper Point Road/Black Lake Boulevard intersection high, but accident rate is low. Southbound traffic on Cooper Point Road does not have enough green time to clear the intersection, causing backups on Cooper Point Road past Top Foods.</p>	<p>Explore signal timing and synchronization and allowing more green time for southbound traffic on Cooper Point Road at the Black Lake Boulevard intersection.</p>

<p>Intersection of Harrison and Division difficult for fire responders due to medians and development so close to the roadway.</p>	
<p>Use of Opticom can make emergency response faster, but causes backups on the side streets at the affected signals.</p>	<p>Explore whether traffic signals could return to their normal sequencing faster after Opticom activation to clear the side street backups faster.</p>
<p>Traffic on the west side of Olympia wishing to travel to and from the east on US 101 finds delays due to congestion on city streets leading to the Black Lake interchange at US 101. At this time, appears to be adequate access to US 101 for those traveling to and from the west.</p>	<p>Consider additional access to and from US 101 for traffic traveling to and from the east at Black Lake Boulevard, Kaiser Road or Evergreen Parkway.</p>
<p>Congestion at the Black Lake Boulevard/Cooper Point Road intersection a problem.</p>	<p>Consider a roundabout or additional right turn lanes at this intersection.</p>
<p>Main area of conflict on US 101 appears to be the weave between the Cooper/Crosby interchange and the US 101/I-5 interchange. Many drivers vie for the far left lane due to the merge on I-5 a short distance after the interchange.</p>	
<p>More connectivity in the vicinity of the Automall would help the circulation and access to US 101 for traffic on the west side of Olympia.</p>	<p>Explore Decatur Street connection, feasibility of condemnation of private road through Evergreen Christian Center for city use or other street connections to improve traffic flow and access to US 101 in the vicinity of the Automall.</p>
<p>As Kaiser Heights develops, it will provide a connection between Kaiser Road and Black Lake Boulevard south of US 101. This option will influence the flow of traffic, and types of development that come to the area.</p>	<p>Explore where traffic to and from the development of large tracts of land northwest of Ken Lake will likely access US 101.</p>

<p>There is a large concentration of Asians at 505 Division Street, and perhaps a lower income population at the complex on Cooper Point Road formerly known as Forest Glen.</p>	<p>Monthly apartment managers meeting may provide an opportunity to introduce the study and publicize public involvement events in an attempt to reach low income or minority populations.</p>
--	--

Bicycle Pedestrian Advisory Committee

Issues	Opportunities
<p>Traffic model will take into account pedestrian crossings and Class I trails (separate from street cross-section).</p>	
<p>Black Lake Blvd and Cooper Pt. Rd. are difficult for riders and Black Lake/US101 interchange is impossible for riders. Traffic is driven by US101 access and geared to cars.</p>	
<p>Lack of connections make it difficult for bike riders to move back and forth across US 101. Difficult not to use the Black Lake Blvd./Cooper Pt. road.</p>	
<p>Major retail areas are unfriendly to pedestrians and bicyclists. They may have good walking and biking access to the driveway or parking lot – but no access through parking lot to get to the store or mall.</p>	
	<p>Address congestion by developing ways to get people out of their cars. Figure out what the community can do to make the area more bike and pedestrian friendly. Identify what's needed and alternative transportation that will work.</p>

Washington State Department of Transportation (WSDOT)

Issues	Opportunities
---------------	----------------------

Volume of traffic getting on and off US 101 at the Black Lake interchange and severe congestion at Black Lake Blvd/Cooper Pt. intersection.	Access to Yauger Way from 101
Traffic solutions should not exacerbate problems at I-5 US101 interchange or divert local trips to state highway system.	
Alternatives that result in negative impacts to existing highway will score low as preferred options. Intersection and ramp spacing and weaving distance standards are safety issues.	Stress the importance of I-5 and 101 as state highways and regional facilities
Even if new access on state highway is recommended – there is no promise of funding (prerogative of the legislature)	
Lack of north/south connectors between US 101 and Harrison/Mud Bay.	Open Decatur St area connections. Make Kaiser Rd. connection to Black Lake Blvd. and Ken Lake
Deschutes Parkway is underutilized corridor.	Make access around bridges easier to draw traffic as an alternate route to using Harrison Ave. or going through downtown for some destinations.
	Ramp metering: <ul style="list-style-type: none"> - I-5 from the city center/port interchange - US101 ramps - Cooper Pt/Crosby Blvd - Black Lake Blvd.
Intercity Transit (IT)	
Issues	Opportunities
Congested intersections cause delays for IT buses at the intersections of Cooper Point Road/Black Lake Boulevard, Evergreen Parkway/Overhulse Road and	

Black Lake Boulevard/Harrison Avenue.	
IT modified its route near the courthouse and no longer picks up riders on the south end of the Evergreen Park loop because congestion made the left turn at the Arco Station unreliable as buses continued to South Puget Sound Community College.	
IT service to SPSCC has doubled in the last few years. SPSCC is also a transfer point. Congestion and delay on northbound Crosby Boulevard impacts IT's operations.	
There are concentrations of transit-dependent riders at 505 North Division, 1717 Cooper Point Road, Evergreen Park Drive, 9 th Avenue at Fern Street, Harrison Avenue, and Courtyard Apartments (Capital Mall Drive). There is a lack of opportunities to safely cross these streets.	Safe crossing options should be explored where there is a concentration of transit-dependent residents.
Back ups on Cooper Point Road at Cooper Point Road/Black Lake Boulevard intersection create a problem for buses southbound on Cooper Point Road. Buses must stay in the right lane (most congested lane) to serve customers. Traffic backs up as far as Capital Mall Drive in the right lane.	
Buses face delays northbound at the Cooper Point Road/Crosby Boulevard interchange due to traffic signals at Irving, Mottman, and two on the interchange overcrossing. Buses sometimes sit through 3 cycles of the signals to get from the south side of the interchange to the north side.	Traffic signals may belong to different jurisdictions. Synchronization of lights may be a problem. May be able to work with signal owners to coordinate these signals.

<p>SPSCC has a bus stop for students through the entrance from Crosby Boulevard at Irving. It would be better for the buses to use the Mottman entrance near new Arts Center. Incline at Irving and Crosby can be challenging for buses leaving the campus when it is icy or snowy. Trying to get onto Mottman from SPSCC can be challenging due to the volume of traffic on Mottman.</p>	<p>A better route to Black Lake Boulevard from the Mottman Industrial Park area may help relieve traffic on Mottman by giving industrial center traffic the option to go to Black Lake Boulevard to enter the highway through the interchange there.</p>
<p>New IT stops must be ADA accessible. Many rural roads can not accommodate ADA because of ditches or other roadside features. Harrison and Division would be a good place for a stop, but there is insufficient right of way there to develop an ADA accessible stop.</p>	<p>Transit service starts with pedestrian accessibility. More infrastructure for pedestrians could increase opportunities for IT service.</p>
<p>Many new developments have internal focus, with just one way in and out. Not conducive to bus service.</p>	<p>Requiring new developments to have more than one ingress/egress would improve operational opportunities for IT services.</p>
<p>City is reluctant to put in temporary transit pads if a road is slated for improvements. It does not want to install something it will have to tear out later during construction.</p>	
<p>Turning radius at Harrison and Division and at Columbia and 5th are challenging for buses.</p>	
<p>SPSCC students have expressed an interest in a secure park and ride. Park and ride would have to be in an area already developed. IT would encourage students to ride the bus from home as they don't see a new park and ride facility on the horizon.</p>	

Olympia School District – Communications and Transportation	
Issues	Opportunities
Bus routes, traffic flows during morning school drop-off (8 to 9 a.m. and 2:40 – 4 p.m.)	
Not enough access points to US 101 in West Olympia	
Too many on-ramp lanes eastbound onto US 101 from Cooper Pt./Crosby interchange.	
Bus drivers are discouraged from using the Mottman Rd. on-ramp northbound 101 to I-5 as it add extra merge movement to an already difficult merge.	
Bus drivers have observed a lot of pedestrian/auto conflicts on Cooper Pt. Rd.	
Kaiser Rd./Mud Bay intersection is one of the worst Delphi and Mud Bay Rd. is bad but new signal will help.	Add signal at Kaiser/Mud Bay
Twice a day 25 to 30 buses go through Black Lake/Cooper Pt. intersection	To help disperse traffic, make connections that allow more direct routes: Connect Kaiser Rd. and Black Lake Blvd. Make Decatur St. connection Make Yauger St. connection and flyover
	Add sidewalks to Mottman Rd.
Lots of congestion on Conger between high school and middle school with an incomplete sidewalk.	Add signal at Conger and Cooper Pt.Rd. Complete sidewalks. Yellow lights at crosswalks make them more visible and increase safety.
Bicyclists appear to challenge drivers by riding very near the white line and use poor rider etiquette.	Educate riders and drivers about alternative routes

<p>Distance Problem at Overhulse Rd. and Evergreen Parkway for buses going from south to north on Evergreen Parkway</p>	
<p>South Puget Sound Community College</p>	
<p>Issues</p>	<p>Opportunities</p>
<p>Traffic flow to the college is unique because of class and staff schedules. Peak traffic coming to the college is weekdays 7:30 am to 10:00 am. Students leave throughout the day because of their schedules, and the evening peak is when the staff leaves between 4:30 and 5:00 pm. The evening classes start between 5:15 and 7:00, with an end time of 10:00 pm. College is working to change class schedules from 5/50-minute periods per week to Monday/Wednesday or Tuesday/Thursday schedule with 2 1/2 hours each day. The conversion wouldn't affect 100% of the classes, but enough to change traffic patterns to the college. Build out for the college is three more buildings. By June 2007 they will be doing a traffic study for build out of the campus.</p>	

<p>Exits from the college (3 of them) experience backups due to the heavy volume of traffic on Crosby. At the light at the Crosby and Irving exit from the college, cars must wait through several cycles because of the traffic volume.</p> <p>The exit at Mottman has no light, but it also backs up sometimes because it is difficult for those turning left from the campus to enter this road.</p> <p>At the peak hour, it can take 15 to 20 minutes to get off campus.</p> <p>Emergency vehicles are sometimes advised to enter the campus through the "back" way (29th) to avoid the congestion.</p>	
<p>College mentioned the high density of residential development off Crosby Blvd as a contributor to backups.</p>	
<p>There is only one transit route that serves both the courthouse and the mall.</p> <p>Student ID cards allow free use of IT.</p>	<p>Improve bus service to and from campus. Suggest a more circular route serving Harrison and Black Lake with stops at the mall and TESC</p>
	<p>Safe, secure park and ride lots – centrally located – suggested the mall.</p>
<p>SPSCC does not have a formal CTR program.</p> <p>College has put in bike racks but not enough good bicycle routes to encourage students to ride.</p> <p>Crosby is not bad, but the area of the Black Lake interchange is difficult to negotiate on a bicycle.</p>	<p>The college encourages carpooling via parking incentives, and the student body is good at setting up rides through word of mouth.</p>
	<p>Properly designed roundabouts work well.</p>

	Rail and bus connections need to be made so there are more alternatives.
	Old neighborhood feel of the Westside neighborhood encourages residents to walk to services and schools.
The Evergreen State College	
Issues	Opportunities
Growth at TESC will increase problems on Mud Bay/Kaiser corridor. Observed traffic growth causes more people to use Evergreen Parkway interchange instead of Cooper Pt and Black Lake interchange.	Improve intersections leading to TESC in the Mud Bay/Kaiser Corridor.
Because of IT connections, it takes a person living on Tumwater Hill 1 hour to get to TESC (because he has to bus to the downtown transfer station), and only 30 minutes to get home because he can transfer on the west side (at Capital Mall).	Improve bus routes to make it easier to take the bus to TESC.
Increasing number of accidents involving pedestrians and bicycles in the Kaiser R./Cooper Pt. Rd. areas. Some bicyclists and walkers are inexperienced in using lights and other safety measures.	Continue to make improvements that will encourage and facilitate bicycle and pedestrian travel. TESC is participating in a pedestrian and bicycle awareness campaign in West Olympia. Reduced lanes on Evergreen Parkway have not changed travel time but pedestrian and bike amenities, straightening curves and improved lighting have made area more safe.
Many people use city streets to go downtown rather than deal with the US 101/I-5 interchange.	

<p>City traffic calming diminishes use of gridded street network on the Westside forcing people onto a few main arterials.</p>	
<p>Rural nature of some roads are a challenge –especially for bus service now - and will be more of challenge as growth and traffic increases.</p>	<p>Improvements to roads such as Kaiser will be important.</p>
<p>TESC students would like bus service to run later in the evening – especially on weekends to allow enjoyment of nightlife in downtown.</p>	

<p style="text-align: center;">Thurston County Diversity and Human Rights Council</p>	
<p>Issues</p>	<p>Opportunities</p>
<p>Representatives of each city and town in the county and Nisqually tribe make up the Council. Mission is public education about community diversity and human rights. They are advisory to all jurisdictions and tribal council.</p>	
<p>Congestion. Around Courthouse buildings 1, 2, 3, and 4 people park on medians and double park. Big parking problem around the Courthouse. The surrounding parking lots are not adequate to accommodate jurors and employees.</p>	

<p>Many employees question the courthouse expansion (infill) planning that contemplates siting additional buildings in the existing courthouse courtyard.</p>	
<p>Homeless are a constituent group in this area since some live in the wooded areas.</p>	<p>Transit and safe bike accessible routes are important for mobility of Westside homeless population.</p>
<p>The Work Source Building at the Crosby/I-101 interchange has become a major destination as it includes agencies that serve displaced workers, underemployed and employment services. Pacific Mountain Workforce Consortium, the Economic Development Council and the Division of Vocation Rehabilitation provide services here.</p>	

Area Agency on Aging – Thurston/Lewis/Mason County

Issues	Opportunities
<p>Area Agency on Aging is within the Department of Social and Health Services Monitors and coordinates services to disable adults 18-105 years old. Administrative office is located just east of Kaiser Rd. taking its access off of Mud Bay/Harrison.</p> <p>They like the site since it is close to freeway access for employees and others who need to come to their offices. Bayhill Subdivision is across the street from them.</p>	

<p>Total staff of 50 – 30 at the Harrison site. Twenty of their employees are stationed in Mason and Lewis Counties (these are primarily case managers for clients in these areas).</p> <p>Both case managers and clients result in a lot of daily trips to and from their offices. Case managers arrive at the office from 7:30 to 8:00 and by late morning and afternoon they are out visiting clients (each case manager has a geographic area that they are responsible for.)</p>	
<p>Issues for Personnel</p> <p>Difficult to make left turns almost any time of the day onto Mud Bay/Harrison. Wait at least 5 minutes to make a left turn, and from 4:30 to 6:00 p.m. it takes much longer than 5 minutes.</p> <p>Capital High School peak periods exacerbate the problem as well as commuters to and from Mason County.</p>	

<p>Issues for Clients</p> <p>Traffic - especially making left hand turns. Ambulatory clients bring in paperwork and having meetings.</p> <p>IT bus does not have a bus stop at their site and there is no sidewalk from the bus stop to their site. (Note: they were pleased to hear that the Mud Bay/Harrison improvements would be made and were in hopes that service and sidewalks to their offices would improve.)</p> <p>Traffic everywhere is an issue for clients – many use various transit, dial a lift, or other transportation options available to them. Clients have a lot of access needs to medical facilities and services.</p>	
<p>Current network sends everyone to a few entry/exit points and this appears to slow everything down.</p>	<p>Recommend adding options to the network.</p>

Senior Services For South Sound

Issues	Opportunities
<p>Demand for services is increasing throughout the county. Meals on Wheels delivered 17,000 more meals in 2006 than in 2005 (56,000 meals in 2006). Increased traffic on the Westside is causing problems for drivers trying to get hot meals to clients.</p>	
	<p>IT travel training works well for seniors willing to ride the bus.</p>
	<p>Getting seniors to consider transportation when they make housing choices.</p>

	<p>Providing opportunities for seniors to live close to transportation corridors or easily assessable services that can meet their day to day needs.</p>
--	--

5. Stakeholder Interview Meeting Notes

A. Resident Interviews

1. Lakemoor (Ken Lake) and Friendly Village Neighborhood Association
2. Southwest Olympia Neighborhood Association, Northwest Olympia Neighborhood Association, Wellington West Neighborhood Association
3. Cooper Point Association

B. Private Sector Interviews

1. West Olympia Business Association
2. Western Institutional Review Board
3. Capital Medical Center
4. TOP Foods
5. Westfield Capital Mall
6. Unity Church
7. Evergreen Christian Community
8. Refugee and Immigrant Services Center
9. Capital City Bicycle Club

C. Public Sector Interviews

1. Thurston County Planning and Public Works
2. Thurston County Sheriff and Fire Official/District
3. City of Tumwater
4. City of Olympia Planning, Public Works, Police and Fire
5. Bicycle Pedestrian Advisory Committee
6. Washington State Department of Transportation
7. Intercity Transit
8. Olympia School District – Communications and Transportation
9. South Puget Sound Community College
10. The Evergreen State College – Facilities and Communication
11. Thurston County Diversity and Human Rights Council
12. Area Agency on Aging (Thurston/Lewis/Mason Counties)
13. Senior Services for South Sound

A. *Resident Interviews*

Lakemoor Olympia Neighborhood Association (Ken Lake) and Friendly Village Representatives - Interview Meeting Notes

Interview with:

Joyce Brix – Friendly Village Neighborhood Association

Rob Chrisler – Friendly Village Neighborhood Association

John Ulmer – Lakemoor Neighborhood Association (Ken Lake)

Kathy and I met with Joyce Brix and Rob Chrisler of Friendly Village and John Ulmer of Lakemoor (Ken Lake) to introduce them to the study and discuss ideas/issues/concerns.

Friendly Village is a community of those over 55. There are 246 homes in the village. Many do not have internet access or e-mail. Representatives offered to coordinate hand-delivery of public involvement opportunities. They have many elderly (80's and 90's) who may not come to public meeting. They have a meeting space in the village where we may do a presentation for their community.

Friendly Village has three entrances/exits. Two of them are onto Capital Mall Drive, and one (12th Ave) is on Cooper Point Road. The entrance on Cooper Point Road is very difficult to access during peak hour. Most residents use one of the two accesses on Capital Mall Drive during this time period because of the traffic signal at Capital Mall Drive and Cooper Point Road. If they are traveling west and go up Kaiser Road to Mud Bay Road, they find it almost impossible at times to turn left onto Mud Bay Road.

Many residents walk to Top Foods from Friendly Village. They can walk on the sidewalk along Cooper Point Road, but there is no sidewalk at the entrance to Top Foods, and they either wind up walking in the driveway to the food store or on the small path along side it. The path is encroached upon by brush, and if it is raining hard, the path becomes a stream. It is difficult for the pedestrians. One 90-year-old makes the walk everyday. Some of them walk through the city property (old dump) between Friendly Village and Top Foods, but it sometimes feels unsafe because of a number of homeless people who live there. If the city developed that parcel, it could make access to Top Foods easier for those in Friendly Village who choose to or need to walk to the grocery

store.

Additional crosswalks would be useful for residents at Friendly Village. Many of them use Yauger Park for exercise, volunteer at the hospital, and would walk to shopping if it felt safer. Consideration should be given to installing a crosswalk across Cooper Point Road at 12th Avenue, and across Capital Mall Drive at Alta Avenue (near Apple Park) to facilitate pedestrian traffic. One suggestion is a pedestrian overcrossing over Cooper Point Road. The seniors often take advantage of the senior discount at IHOP and it is a kind of meeting place, but they drive there because it is so difficult to walk.

John Ulmer is concerned because the type of growth Olympia is experiencing can lead to an undesirable community to live in. Ken Lake has 289 houses and 965 people. The subdivision has one entrance onto Black Lake Boulevard, and back-up at the US 101 interchange blocks their access. Several intersections impact their access - the entrance to Ken Lake, the stop light between their entrance and US 101, and Black Lake/Cooper Point Road.

Many homes are being sold to younger people who have an interest in going to the high school. On weekends, the trip takes 5 minutes and 38 seconds. There are 9 traffic signals between Ken Lake and the High School. During the Monday - Friday traffic, the trip can take anywhere from 12 to 22 minutes. During peak hour, they sometimes go to Evergreen Parkway and then down Mud Bay/Harrison because it is faster than trying to go up Black Lake Boulevard. The sheer volume of traffic at the Black Lake/Cooper Point intersection makes it very unpleasant and nerve wracking.

John hopes that the study uncovers what is really causing the delays. Are the arterials sufficient? Are the lanes wide enough, are the turn lanes hindering flows? Are the lights coordinated? Would signal timing help? How do you disperse the traffic once it leaves the major arterials?

Both John and the representatives from Friendly Village mentioned that noise is an issue. There is also the nursing home and assisted living facility in the vicinity. They hope that if the old dump property develops that a treed buffer will be left or that some type of noise attenuation will be installed.

As far as traffic from West Olympia going to downtown Olympia, John felt the roundabouts on Harrison at the west end of the bridge really impeded the flow and slowed things down. Kathy explained the benefits of roundabouts. Sometimes residents from Friendly Village walk to downtown Olympia, and would like a better pedestrian crossing (dedicated foot bridge?) at Capitol Lake.

Southwest, Northwest, and Wellington West Olympia Neighborhood Associations Interview Meeting Notes

Interview with:

Ethan Schaffer – Northwest Olympia Neighborhood Association (NWOA)

Tom Connor – Northwest Olympia Neighborhood Association (NWOA)

Bethany Weidner – Southwest Olympia Neighborhood Association (SWONA)

Janis Rich – Southwest Olympia Neighborhood Association (SWONA)

Roland Moyneur, Wellington West Neighborhood Association

Recap:

After providing an overview of the project, project partners, and study area, Kathy asked representatives from the neighborhood associations if they have any questions, and to identify issues and opportunities to inform the study.

Representatives asked for clarification on topics including funding for the study, clarification of FHWA role and NEPA/SEPA compliance, and roles and responsibilities of WSDOT, Olympia, and TRPC. A copy of the scope of work was requested. Representatives then began identifying issues and opportunities.

Bethany noted that the intersection of Black Lake Boulevard/Division Street at Harrison Avenue is noticeably worse than the Black Lake / Cooper Point intersection. There was general agreement among participants with this assertion, with some discussion of pending land use development in the area and its associated transportation projects. A right-hand turn lane might be beneficial from northbound Black Lake to eastbound Harrison. Questions were raised as to the level of service of this intersection. Participants noted that the back-up on Black Lake at Harrison Avenue impedes the ability of SWONA residents to get into and out of their neighborhood at 4th Avenue.

Tom advised that a five-year incremental projection of LOS at key intersections would be a helpful public education tool when the main public outreach gets underway.

Tom stressed the importance of connectivity and multi-modal considerations to this study and its recommendations. He observed that pedestrian connectivity between the NWOA and SWONA neighborhoods was almost non-existent. Perry and Harrison is

the only two viable and safe crossing option. Participants discussed the importance of pedestrian connectivity between the two neighborhoods, and the difficulty of crossing Harrison anywhere without a signal. More traffic signals on Harrison would help the connectivity issue. Some people use Brawne Avenue to get to West Bay Drive for access, but then it is hard to get into the roundabout because of thru traffic on Harrison. They noted that access to and from Rogers Street is especially important since this is also a transit route that directly serves the NWOA neighborhood and the co-op. Turning left from Rogers onto Harrison is very difficult.

Bethany recalled the 1991 Westside Transportation Plan and noted that it had originally called for 4th Avenue to extend as a fully functioning connection all the way through the mall. Today it serves primarily the SWONA neighborhood. She cited lack of foresight as a key reason why 4th Avenue will not be able to serve its intended function in the future as peripheral mall development has precluded the western extension as originally envisioned.

Participants described Harrison Avenue as a pinch point. They raised questions as to the impact that future West Bay redevelopment will have on the lower roundabout and how that will further complicate Harrison Avenue mobility and that of its adjacent neighborhoods. This led to further discussion about the roundabouts. All participants expressed concern about the way in which vehicles, pedestrians, and cyclists share that space. Roundabouts cause problems for bicyclists, who try to get up to "car" speed going down Harrison before entering the roundabout. There is also the problem of bicyclists exiting the roundabouts going west on Harrison because the hill slows them and all the traffic behind them too. Janis described how the design prevents a car on the inside of the roundabout from yielding to a pedestrian without the rear end of the car stopped in the flow of traffic within the roundabout. She advised that today this may not be such a big deal but in the future, when there are more cars and pedestrians, it is likely to be more of a problem that we should think about now.

Tom expressed concern that the City is not looking at innovative options to acquire more right-of-way along Harrison and within the roundabouts to better accommodate cyclists. He noted that cyclists have to compete with cars in the roundabout but that the correct way for them to proceed is not always clear. This aggressive style of riding is okay for some, but there are many others who will not ride a bike in the roundabouts for this

reason. The lack of clarity as to how cyclists are supposed to proceed encourages unsafe biking behavior and creates unsafe conditions for driver and cyclist alike.

Tom asked how the study will consider rail. Where does it fit in to future mobility choices? He spoke of the historical trolley routes that used to serve the westside and provide connections to downtown. He advised that at least showing people where the old trolley lines ran would help them to better understand the importance of connectivity when thinking about the future.

This led to further discussion about the importance of connectivity. Participants spoke about the importance of connectivity in terms of people connecting to people, and ways in which the transportation system supports or hinders those connections.

Tom raised a question as to how the study will address Olympia's commitment to fight global warming. He suggested that any criteria to be used in evaluating project alternatives should consider this commitment. Can the city take the lead in implementing ways to combat global warming? Have they been looking at passenger rail? Numbers don't support it today, but there is a workgroup at TRPC that is looking to the future. It would be interesting to look at historical trolley routes in Olympia as a means of exploring opportunities for connectivity. Olympia should encourage more homes to be built near transit lines. Perhaps there could be incentives for building in high density corridors and promoting more mixed use buildings. This led to extensive discussion about how the transportation network supports land use, particularly low impact development. If built right, developers could get extra points in the LEED system certification. This could be an incentive to help the City get the kind of development it wants where it's wanted while fighting global warming. Kathy explained that this is an area outside of the study parameters but one that the City can pursue afterwards as a specific follow-up area.

Participants talked about other types of criteria that could be helpful in augmenting the traditional mobility and safety criteria typically used in these studies. In terms of environmental considerations, emissions and stormwater were identified as good indicators. Participants also identified land use compatibility, emergency access (especially in the northwest areas of the NWONA neighborhood), and preservation of neighborhood identity.

The concept of neighborhood identity generated interest. Participants noted that while they feel that each of their neighborhoods are unique, they are also associated somewhat with the downtown area because of their proximity. Roland noted that this is why he chose to locate where he did from rural Thurston County. Neighborhood identity was important to all the representatives. Bethany noted that SWONA sometimes feels like the buffer between the downtown area and the regional commercial hub of the westside. She also explained that for a neighborhood that identifies itself with walkability, there are virtually no neighborhood-scale retail or commercial opportunities to walk to comfortably on the westside. Most are auto-oriented. A pedestrian has to walk through a sea of parking lots to reach the stores. Where the stores are somewhat closer to the street – like in the Hollywood/Rainbow Grocery complex, the street accessing the complex is not conducive to pedestrian access.

Ethan noted that the co-op on Bowman at Rogers is conducting a growth study. This westside location is already serving more demand than it has capacity for. The co-op would like to expand this facility but it faces transportation system limitations such as the ability to increase parking, and more frequent transit service.

Participants picked up on the concept that Olympia's westside is a regional economic hub. Several spoke about the importance of combining that function with that of being a regional role model since the City touts sustainability as a high priority. Tom underscored this further by noting that as the state capitol, Olympia has a responsibility to serve as a role model. Some ideas that emerged from this discussion about being a regional model included looking at "land bridges" as an opportunity for providing wildlife corridor connectivity across busy arterials and highways. One such sight could be a bridge over Harrison Avenue connecting Grass Lake to wetlands south of Harrison Avenue.

Tom stressed the importance of including TDM into the analysis, perhaps even identifying one or more locations for park-and-ride lots.

Bethany noted that Kenyon Street is an increasing problem. There are two medical clinics on Kenyon - at least one serving low income populations - as well as other businesses. Turning left onto either Cooper Point or Harrison Avenue is nearly

impossible already. She expected the situation to worsen as development continues on the corner of Cooper Point and Harrison.

Cooper Point Road, from the Black Lake / Cooper Point intersection to Capital Mall Drive was noted as being in very bad condition already. It was suggested that any alternative analysis should include impacts on this stretch of road.

Participants identified emergency access as a priority need for the northwest parts of the NWONA neighborhood. Lack of street connectivity due to terrain restricts access into and out of this part of the neighborhood to only a couple of options. A footbridge over the ravine at Farwell was suggested as one option for improving access and making transit a more viable option for residents in that area.

Better connectivity, including pedestrian connectivity via trails would help mobility in this neighborhood. More walking trails in West Olympia would encourage more pedestrian traffic than would wide sidewalks along major arterials. Perhaps a trolley could be run across Capitol Lake on the railroad tracks, and combined with trails, could lead to more pedestrian traffic from West Olympia to downtown Olympia. There is also interest in a trail from the Wellington area down the hill to the IHOP/Wallgreens center.

Bethany identified several “small” projects or actions to improve mobility, access, and safety on Olympia’s westside:

- Install red light cameras at the Black Lake / Cooper Point intersection. Participants cited rampant red light running and the inability/unwillingness to provide serious enforcement as major safety concerns that could best be addressed with strict monitoring by camera and ticketing of offenders.
- Since walkability is part of the identity of both the SWONA and NWONA neighborhoods, the City should look for ways to improve pedestrian connections between the two neighborhoods, between the neighborhoods and adjacent commercial areas, and between the neighborhoods and downtown. Completing the Decatur Street non-motorized connection to Caton Way was one example cited. Providing a pedestrian path along Percival Creek to the bridge over Capitol Lake was another.
- The private road behind Evergreen Christian Center was identified as a good candidate for opening up for public use to improve local circulation in the area.

Participants noted that this would be a more viable option than the previous Fern Street connection due to the more compatible uses that the private road would connect. Participants later noted that this same access would provide significant relief to Bank of America and its customers.

- The apartment complexes behind Evergreen Christian Center and the Auto Mall account for significant residential activity in the SWONA neighborhood. Those parking lots could be reconfigured to provide additional access to and from a new public road behind the Evergreen Christian Center, enhancing access options for those residents.
- Bethany described an informal path that connects the residential area behind the Walgreens/IHOP shopping center to IHOP. She explained that the path provides a shorter and faster route than driving, which requires people to go quite far out of their way to get to that center. Since walkability is part of the neighborhood's identity, enhancing this path to be a more accessible and formal pedestrian connection could be a relatively low-cost way of improving connectivity without having to build a new street to do it.

Participants expressed interest in the study including some analysis of the impacts on land use of opening up new roads in the future. For example, what changes to land use would occur if Kaiser Road is extended all the way to Black Lake Boulevard?

Tom identified “forest banking” as one means the City could employ to help mitigate the impacts of future land use development on the existing forest canopy. The concept is similar to that of “wetland banking.” He advised that the benefits would mitigate carbon, habitat, and stormwater impacts associated with future transportation decisions and their resulting land use changes.

Tom suggested that the public process would benefit from understanding not just where the transportation infrastructure is or will fail, but also where the area is already experiencing failure of stormwater facilities, since any increase in impervious road surface will add to these conditions.

Bethany from SWONA brought a list of questions/requests:

Background, issues, criteria and goals for the study (need copies)

1991 West Olympia Traffic Study

Current Regional Traffic Plan (backups on I-5 from the north)

Council meeting minutes calling for study

Current Comp Plan criteria/processes dealing with area encompassed in the study

Other? Neighborhood street safety, traffic volumes, noise, walkability

Methodology

Current numbers and growth forecasts (input assumptions) to be used. Criteria

Will the traffic forecasting model be based on TRPC regional model?

Focus on federal vs. city dollars

Extent of traffic impacts due to I-5 exit - geographical area of the study

What potential freeway access alternatives, improvements to existing intersections and links, alternative new connections, urban trails, redesigns, park and ride, etc can we select for the study

Reporting alternative scenarios

Congestion/problem areas

Current

Harrison/Division intersection (backups cut off 4th exit; last 3 lights)

Capital Mall/Cooper Point Intersection

Black Lake-Capital Mall link

4th Avenue through traffic

Emergency access to streets at north of NW neighborhood

Access/safety: Kenyon Street NW to Cooper Point Rd or Harrison (left turns)

Other

Future

Black Lake-Cooper Point Intersection

Black Lake-Capital Mall-Ninth intersection

Harrison-Perry intersection (possible at roundabouts, too)

Considerations/alternatives

Urban trails: Decatur to SPSCC; Evergreen Vista and apartments to IHOP mall

Park and Ride lots

Direct exits for apartment parking lots thru Auto Mall to Auto Mall Drive and US 101

Cooper Point Association – Interview Meeting Notes

Chuck McKinney - President of the Cooper Point Association

The Cooper Point Association is concerned with issues in the geographical area between Eld Inlet, Budd Inlet and Harrison Avenue/Mud Bay Road.

One concern is that the Harrison Avenue/Mud Bay Road improvement project does not have enough money to fully fund it. Will there really be enough money to build the improvements proposed? Will it really happen? It seems that there is competition from the east and west sides of Olympia for funding for transportation projects. There is a concern that as the Harrison Avenue improvements are completed, it will simply move the congestion problem further to the west on Mud Bay Road towards the Evergreen Parkway.

The new residential developments are a concern regarding the transportation network. It already seems to be increasingly congested. It is very difficult to go across Mud Bay Road at Kaiser Road, or even to make a left turn from Kaiser Road onto Mud Bay Road. A traffic light there would be very helpful for those wishing to enter or cross Mud Bay Road.

As more development comes to West Olympia, more and more people are using Evergreen Parkway as a means to avoid Cooper Point Road and the Black Lake/Cooper Point intersection. Using Evergreen Parkway instead of Cooper Point Road also causes more people to use Mud Bay Road as they backtrack to where they intend to go. People have created their own parallel routes, through neighborhoods if necessary, to reach signalized intersections. Some people who live to the west of Capital High School will use 11th Avenue and 14th Avenue to travel east to the school because it is faster than using Mud Bay Road. There are limited connecting roads in West Olympia and congested arterials. Many students at the school have their own vehicles and drive themselves, adding to the number of vehicles in that area.

When Evergreen State College changed the parkway to one lane in each direction, there was opposition. However, since the project has been built, there has been little criticism. The speed was reduced, and there do not appear to be queues building at the

entrances to the roundabout. The project included some other elements that were desirable, such as improved bicycle and pedestrian trails.

The ramps from Mud Bay Road to the Evergreen Parkway are a problem because the southbound ramp is so close to the Evergreen Parkway interchange on US 101. If a new access is not a part of the outcome of the study, the Evergreen Parkway interchange will need significant improvements to handle the increasing traffic.

Right now, the southbound exit and on-ramp to I-5 from US 101 (towards Tumwater) is functional (and much better than the northbound exit and on-ramp to I-5 towards the city center). However, that may change depending on how much desirable retail competition develops in Tumwater. There is a growing retail presence in West Olympia, but there isn't a good network of roads to feed the locations so people still depend upon the arterials.

Although the area churches may not be attracting traffic during peak hours, when they do draw traffic, it is in concentrated waves. Everyone is arriving for a function that starts at a specified time, and that can cause congestion at a specific hour.

The Cooper Point Association meets on the first Thursday of the month (tomorrow). Chuck will talk to the members about the study. A larger number of association members may wish to meet with us to voice their concerns and share their ideas for improvements in the study area. The Association will put a link to the study website on their website. We can send our newsletter and other study information to Chuck.

B. Private Sector Interviews

West Olympia Business Association (WOBA) – Interview Meeting Notes

The weave between the US 101/I-5 interchange and the Crosby interchange is difficult whether you are traveling west or east. In fact, the weave on US 101 is difficult all the way between the interchange with I-5 and the Black Lake Interchange. The truck traffic entering US 101 from the Mottman Industrial area at the Crosby Interchange makes the weave even worse. People are very aggressive drivers on this stretch of US 101, and won't allow other drivers to merge. The congestion at the US 101 and I-5 interchange contributes greatly to the back-ups on US 101 in West Olympia. The traffic on I-5 to the north of the US 101/I-5 interchange is so heavy that those using I-5 for local trips will soon be spilling into the local streets.

If the Decatur connection were opened, it would help the flow of traffic by allowing another route to the Crosby Interchange. Another suggestion was that perhaps the connection through the Evergreen Christian Center could be opened up to the public to allow another connection from Black Lake Boulevard to the Automall and the vicinity of the Crosby Interchange. It may be difficult to achieve a gridded transportation network in West Olympia because of wetlands or other environmental constraints. There are not enough roads to move the people, but no one wants the connection made in their neighborhood. On the old hospital hill (roads parallel to Harrison), so many traffic calming devices have been installed as to make these alternatives very undesirable to use. The construction of frontage roads would create an alternative to getting on the freeway for shorter trips. Frontage roads work well in Tumwater.

An access at Kaiser Road would be very helpful in opening up the west side. Evergreen Parkway isn't as useful of an access point since it was reduced from 4 lanes to three lanes. The Yauger Ramp concept wouldn't allow connectivity past one mile. Improvements on Kaiser, Black Lake and Harrison are important to West Olympia.

West Olympia is the location of regional businesses. Access from the west is important, because many come from the west and southwest to the mall and Automall. Not so many are coming from the north to the Automall as in the past. Thirty-eight percent of the Automall business is from outside Thurston County. The west side is regionally

significant, so the residents aren't the only ones being impacted by congestion. There are impacts to people coming to West Olympia for shopping, medical purposes, ball games, etc. The decision makers need to recognize the importance of West Olympia businesses as tax generators. The Automall, the Bark and Garden Center and Westfield Shopping Center may be able share data about where their customers come from. Puget Sound Energy and Comcast might be able to identify areas where growth is expected. A question was raised as to why this study is focusing on getting people on and off of US 101 faster when they can't get through the I-5/US 101 interchange any faster.

The US 101/SR 8 Interchange is a chokepoint. However, this location is outside the study area and will not be addressed during the West Olympia Traffic Study.

There was discussion about when funding could be appropriated for any of the fixes that came out of the study. WSDOT's money from the five cent and nine-and-one-half cent gas tax has been appropriated to specific projects by the legislature. Money for construction would probably not be available for at least 10 to 15 years. The private sector has been influential in getting projects built. There were donations of money and right of way by private individuals and businesses for the Mud Bay widening project. If funding were not a consideration, George explained that a construction project on US 101 could take 6-10 years if everything went smoothly with the environmental, permitting, and design processes.

One thing that might help traffic flow better at the Black Lake/Cooper Point Interchange is to allow both right turns onto Black Lake from eastbound Cooper Point Road and left turns onto Black Lake from westbound Cooper Point (toward the US 101 interchange) at the same time. This could be accomplished by putting up a sign reminding drivers to stay in their own lanes while turning. This would still create a weave condition between US 101 and the Black Lake/Cooper Point intersection as people tried to move into the lanes necessary for their desired direction of travel on US 101.

Perhaps some things could be done during peak hour to encourage the use of carpooling or vanpooling, such as make certain lanes carpool only during specific hours. It would help train the next generation to use bus passes, van pools and subsidized, organized ride sharing opportunities.

Connectivity between large shopping developments would help alleviate the traffic on the streets. A connection between the complex of shopping at Old Navy and Linens 'n Things and the Toys R Us development is an example of that type of opportunity. If you didn't want to walk to these stores, you could drive without having to get back on Cooper Point Road for less than a block. The old cul-de-sac type of development is a thing of the past, we need to retrofit connections and preserve forward right of way for connections in the future. Some frustration with traffic calming was voiced, with the observation that trying to dissuade people from using existing connections for through movement by installing a string of obstacles defeats some of the intent of connectivity and a complete street grid.

Alternatives to using cars need to be developed. Better bus service, light rail and encouraging car pooling need to be considered. In the future, Mason and Grays Harbor Counties may become bedroom communities to the greater Olympia area. Perhaps huge parking areas could be constructed just outside the developed community where people could leave their cars as they take mass transit options into the town centers. Participants encouraged staff to think about the importance of high capacity transit when looking at alternatives. They questioned how staff can think long-range / big-picture and not include rail. At the very least, the study should note what corridors should be looked at closer so that key right-of-way can be preserved to ensure reliable, predictable service one day.

Participants talked enthusiastically about the importance of public / private partnerships in accomplishing significant projects. They advised that this region is far behind the curve when it comes to successful, proactive public / private partnerships. They suggested that this and transit will be key to any successful outcome.

Western Institutional Review Board - Interview Meeting Notes

Randall Weipz

Shawnee Van Leeuwen

Western Institutional Review Board (WIRB) employs approximately 300 people in its two west side locations. The main campus is on 7th Avenue to the west of the hospital, and there is a smaller employment center on Heritage Court (about 60 of the 300 employees work there).

Their hours of operation are from 6:00 am to 6:00 pm. Employees have flexible shifts. Their shifts can start anywhere between 6:00 and 8:30 am, and employees may work 10 hour days. They occasionally work on Saturday, although their standard workweek is Monday through Friday. They have a cafeteria, and lunch meals are provided free to their employees between the hours of 11:00 and 1:30.

The WIRB does highly regulated, complex and customized work regarding medical research. The review board reviews research and the risk level to the public regarding medical procedures and drugs. They have a structured board comprised of scientific and non-scientific members. They have review panels that meet daily between 8:30 and 1:00. They are the largest institutional review board in the country.

WIRB representatives wanted to be sure that we were taking future development into consideration during our study, particularly the increase of traffic that College Station and the Church of the Living Water will bring.

WIRB has employees that come from all directions, including Montesano, Shelton, and Centralia.

Some of their observations regarding traffic is the difficulty getting on to Mud Bay Road from Kaiser Road, the difficulty getting to the Mud Bay Interchange at US 101, and the congestion at Black Lake Boulevard and Cooper Point Road. The highways become congested on I-5 in the vicinity of Grand Mound and at the US 101/I-5 interchange.

One request was that Olympia construct no more roundabouts.

WIRB has a CTR program. It has bus riders, walkers, bicycle riders, carpoolers, etc. The bus stop is at the hospital, and the bus riders have to walk several blocks to their 7th Avenue location.

Capital Medical Center – Interview Meeting Notes

Name: Rick Charbonneau
Contact Information: 956-2586
Position or Stakeholder Interest: Vice President of Managed Care – Capital Medical Center

Questions:

- 1. Tell us a little about your business/organization/services.
(Follow-up, if needed) What is your service area (or population served)?**

***Response:** On the East their service area extends to Lilly Rd. The southern area extends to Centralia/Chehalis on the south. Patient service area to the west and southwest extends from Mason County (hospital is licensed for only 25 patients at a time – overflow comes to CMC), along Highway 101 to Aberdeen. They are also a special referral center for Obstetrics and Orthopedics.*

CMC serves 15,000 emergency room patients per year. They have been growing about 8% per year. They are planning to open a cancer treatment center 4th quarter 2007 which they expect to increase activity by 30% within 18 months of opening. They expect the cancer treatment center service area to include/overlap the St. Peters service area. The cancer treatment center will be out-patient service.

- 2. Are there specific issues for your business/organization/services/neighborhood associated with the westside transportation network?**

***Response:** Emergency Medical Service response time and delays caused by traffic is a major concern. CMC loses emergency room business at times when EMS teams decide they can get to St. Peters more quickly. This is difficult now-so given planned growth the situation will get worse.*

Turning movements from Mud Bay/Harrison are difficult. Rick specifically mentioned inability to turn left onto Kaiser Rd. from Mud Bay; Black Lake and Cooper PT. interchange off of I01 seem to always be backed up (noted that

consequently he often travels up Black Lake and turns left at Capital Mall Drive

As we study the area and look at a range of options in the area, can you identify some opportunities for your organization related to the transportation network?

Response: Improvements to Mud Bay/Harrison as well as Kaiser to allow use of 7th Avenue access to CMC from the west. Either a Kaiser or Yauger Way interchange that allows direct access off of 101 would appear to be really helpful. He has heard of suggestions for some kind of frontage road along 101 to Yauger but noted that he thought this was not a good idea.

- 3. What information or data do you have that might help us better understand the character of this study area?**

Response: They do a planning service area study every 2 years (using zip code information for patients served). Rick will send this information and also a visit analysis for 2005, 2006, and projections for 2007 and 2008.

- 4. Insert special questions depending on person interviewed.**

Response:

- 5. Who should be the contact/s for your organization/stakeholder group/jurisdiction?**

Response: He – Rick Charbonneau and the new CEO Rick Carter should be the main contacts for CMC

- 6. Who else in your organization should receive information updates, notices of events and the newsletter with information about reports produced throughout the study?**

Response: Same as above.

- 7. We're talking to a variety of community leaders and interests in preparation**

for this study. Is there anyone in particular in the community who you think we should talk with to better understand the area's transportation issues and opportunities? [Who else should we talk to get information?]

Response: - Bark and Garden Center owners (noted they are active participants in WOBA); Long term care facilities in the CMC area; Physicians; and South Sound Women's Center.

8. Is there anything else you want to tell us at this time about your hopes, your concerns, or other ideas about west Olympia's transportation system?

Response: Hopes that the plan and improvements can be made in a timely fashion. He wants the plan to deal with problems now and in 20 years. His interest is easy and quick access to CMC but is also concerned about a safe and efficient network that works for the area over time. He has a special concern for the elderly populations that will live in the area and their ability to get around easily on foot or car. He anticipates more density and is concerned about speed. He was happy to hear that the City of Olympia was considering a maximum speed limit in the City of 35mph.

Interview Follow up: Additional Interviews to Consider

- Rick Carter – New CEO of CMC
- Physicians
- South Sound Women's Center
- Long term care facilities in the CMC area

TOP Foods Grocery Store – Interview Meeting Notes

Glen Foresman, Director of Retail Support
Darryl Johnson - Olympia Top Foods Manager

Glen indicated that he would be the lead person and contact for Top Foods. He will receive the information and materials and disburse as appropriate.

Access to and from the store is limited. The access on Cooper Point Road has two left turn lanes decrease to one lane in their driveway. The access on Black Lake Boulevard allows only for those turning right-in and right-out of their store. They would like to improve their access driveway from Cooper Point Road, but their options are limited due to the amount of right-of-way they own. He would support additional access for Friendly Village residents (and others) through the old dump site.

After listening to the introduction of the study and study purpose, Glen made the observation that in other locations where improvements for traffic flow were implemented, it was often at the expense of access to businesses. One example of this is SR 99 in Federal Way. Businesses can suffer because they need cars to be able to move in and out of their lots. If traffic is too congested or too fast, drivers can be hesitant to exit and enter business lots.

Top Foods has information they may be able to share with TRPC about number of trips, how far they pull customers from, etc. They also have traffic consultants they work with whom they may want to share information about the study and alternatives that are developed through the study. They may also be a source of information and input for the study.

Deliveries trucks come into Top Foods through the Black Lake Boulevard Interchange. They time their deliveries for late evening through early morning (9:00 - 10:00 pm through 4:00 to 5:00 am) when conditions are less congested. It is also a good time business-wise, as with few people in the store they can bring the goods directly from the trucks to the shelves without having to temporarily store them somewhere and move the pallets more than once. When Glen worked in southern California, there was a law or ordinance passed that required business to take their deliveries at night. It really helped with congestion during the day.

One solution would be to grade separate Cooper Point Road and Black Lake Boulevard. However, this would allow the traffic to move too fast, and would not necessarily be good for Top Foods.

Glen will share the information about the study with others, and will have likely offer more input and participation as the study progresses.

Westfield Capital Mall – Interview Meeting Notes

Brooke Hare - Marketing

Kelli Box - Manager

The Westfield Capital Mall Shopping Center draws shoppers from all over the region, including Aberdeen, Hoquiam and Centralia-Chehalis. A couple of years ago they did a zip code analysis of their customers that they may be able to share with us. Also, their traffic counts may be helpful. They track how many come into the mall area per year, but not where the shoppers are from.

Traffic and circulation in West Olympia is not a particular issue for the mall. It has many entrances, at least two on each major road bordering it. At rush hour and around Christmas, it does get congested, but people can still get into the mall parking lot. People can use either of the two major arterials, Black Lake Boulevard or Cooper Point Road, to get into the mall.

Black Lake Boulevard does get very congested during the holiday season. Some people avoid both the Cooper/Crosby interchange and the Black Lake interchange and use the less-congested Evergreen Parkway interchange at that time of year to get to the mall. It may be a further distance, but is sometimes shorter in time. During rush hour the Black Lake Boulevard/Cooper Point Road intersection is very congested but manageable. The merge on US 101 between the US 101/I-5 interchange and the Cooper/Crosby interchange is often challenging when traveling on US 101 in either direction.

The transportation network in West Olympia is often confusing to people who do not live in the area or are newcomers. The lack of a gridded network adds to the confusion, as does the naming of roads. In particular, there is confusion about Cooper Point Road. On the east side of Black Lake Boulevard, is it Cooper Point Road, or Automall Drive?

The mall no longer has a community posting area, so there is nowhere for us to post the study flyers. Should we want to have an information kiosk in the mall, a space would be available. Please send newsletter e-mails to Kelli, Brooke and Christine. They will share with appropriate staff.

Unity Church of Olympia – Interview Meeting Notes

Unity Church is unique in its philosophy, and draws its congregation not only from Thurston County, but also from Grays Harbor County, Mason County and Lewis County. There is a study group in Centralia, but no minister there. People traveling to the Unity Church are largely coming on Sunday or in the evenings, not at peak traffic hours. There are few traffic problems for the congregation of the church.

The church is located on Fern Street. The street network is limited, and a "pocket" exists where there are limited connections. A large apartment complex is located across from the church, and another is going in adjacent. There is not an access planned for the new apartment complex onto Black Lake Boulevard, but one might be considered to increase the options for ingress and egress and relieve the traffic on Ninth and Fern Streets. Additional accesses and connections in this southwest Olympia neighborhood would help the flow of traffic. All traffic must now go to Ninth to get to Black Lake Boulevard, or travel north towards Harrison to go downtown.

Milroy and Cushing Streets are becoming a popular way for people to avoid the congested arterials. Traffic on Milroy seems to be increasing, and also traveling faster. Milroy does not have some of the traffic calming appurtenances that some of the other streets in the area have, and drivers gravitate to the street with fewer obstacles to slow them down.

The sidewalks in the neighborhood are not continuous. It is difficult to walk safely. Children get picked up and dropped off the school bus at the apartment complex, and there is no safe place for them to walk or stand. Additional lighting may also be helpful. Walnut Street also lacks sidewalks, and traffic seems to be increasing on that street, too, making pedestrians feel less safe.

The Black Lake Boulevard/Cooper Point Road intersection appears to have about half the capacity it needs. It is not working well. As early as 2:00 pm, vehicles sometimes have to sit through 3 traffic light cycles to clear the intersection. At peak hour, people sometimes drive past the Black Lake interchange on US 101 to the Evergreen Parkway interchange, and then circle back through West Olympia to their destination to avoid the congestion. Sometimes, people from the southwest Olympia neighborhood will go over the bridge on Fourth Avenue and through downtown to get to I-5 instead of taking US 101 because of the congestion and delays in West Olympia. There are not many options for those in West Olympia to get to I-5.

Growth in West Olympia is destroying the small town feel that some long-time residents came here for. The noise and congestion are making it an undesirable place to live for those who value a small town atmosphere.

Anna Joy said that she would be the contact person for Unity Church, and that she could help us disseminate information about our study and public involvement activities.

Evergreen Christian Community – Interview Meeting Notes

Dick Netzer, Facility Manager
Dennis Christianson, Pastor
Dale Oquist, Lead Pastor

Observation is that traffic on Black Lake Boulevard has been well managed for the most part. Considering the growth on the west side, it is better than one might have expected. Traffic even flowed reasonably well during the power outage last December. There have been few accidents near their facility. Turning left when exiting the parking lot (they are located on the east side of Black Lake Boulevard) can be difficult because it can be hard to find gaps in all lanes at the same time. Sometimes it is best to turn right from their lot, and find a place to turn around if they need to travel southbound.

The Evergreen Christian Community draws its congregation from as far away as Grays Harbor County, Mason County, Pierce County and Lewis County. Their busiest times for activities other than their school are Sunday mornings when they have 4 different gatherings, and Wednesday evenings.

The intersection at Harrison and Division seems to be getting more congested and more difficult to navigate through. The timing or sequencing of the signal there may not optimize the clearing of the traffic through that signal, causing back ups on Black Lake/Division. Some people cut through the service station on the southwest corner of the intersection to avoid waiting through the signal.

The most congested intersection seems to be Black Lake Boulevard and Cooper Point Road. Some people will avoid it if possible by using alternate routes. They have observed the improper use of the center turn lane on Black Lake Boulevard. People use it as a lane to drive by the long queues of traffic instead of as a refuge to make a left turn. On Cooper Point Road, the short distance between the signal at the Black Lake/Cooper Point intersection and the signal at the entrance to Top Foods can create problems with traffic back ups.

The Mud Bay interchange on US 101 is becoming increasingly congested. The conflicting traffic movements across the structure and at the ramp terminals feel unsafe, as people often fail to signal their intentions and there are sight distance problems. The interchange might be improved by the installation of some traffic control devices, such as signals or stop signs.

The church has 5 different exits from their center. They share parking and access with the bank and furniture store that are their neighbors. Evergreen Christian Community has an exit to Carriage Loop at the Auto Mall. It is the least used access, and is mostly used by parents who drop off and pick up their children from the school. There is a gate near the Auto Mall end of the road. It is closed except for times when they are expecting parents to pick up or drop off their children, or during big events. The busiest times are between 8:00/8:30 and 8:45 in the mornings, and between 3:00 and 3:30

in the afternoons. They have approximately 230 families who bring their children to the school there. Including the children in pre-school, they have about 450 children in their school. People other than those having business at the Evergreen Christian Community have tried to cut through the center's private road. As the transportation network has become more congested, the incidence of people trying to use their private road to cut through has increased. People also trespass on foot through the church property from the apartments behind it to get to Black Lake Boulevard and points beyond. There is a transit stop on Black Lake Boulevard in the vicinity of the Christian Community, but it does not seem to draw a lot of riders.

The Evergreen Christian Community has plans to develop an activity center. It wouldn't affect traffic, it would just provide them more space to conduct their activities.

Dick will be the contact for the study, and he can pass on information to others or to the congregation as appropriate. There is a possibility that we could use rooms in their facility for public meetings. Wednesdays are not good days to meet in their rooms because they have many church activities on that day.

Refugee and Immigrant Services Center – Interview Meeting Notes

Tara Svay, Cambodian Program Manager

The Refugee and Immigrant Service Center (RISC) was established in 1982 to help Asian immigrants and is well known in the community. Their service can help us reach minority populations and provide translators. The RISC makes home visits, assessments and referrals in the community, and has 8 or 9 interpreters who are often on the road to assist immigrants with medical, legal and other types of appointments. There are Cambodian groups in Lacey and Olympia, and a large concentration of Vietnamese in West Olympia at 505 Division Street.

Tara feels that many of the people his organization serves would not attend our general public meetings because of the language barrier. We would have better luck in reaching them and getting their input if we had a separate meeting about the West Olympia Access Study for them. In any event, they would require a trusted translator, which the RISC can provide.

Tara is disappointed in the roundabouts that have been constructed in Lacey and Olympia. He thinks that they do not function as well as the ones in Laos, Vietnam, and Cambodia because they are much smaller in diameter than those that are common in Asia. They are too small, and do not move traffic as well. Traffic in Olympia is getting worse, and construction activities in downtown Olympia have contributed to back-ups. It is important that his interpreters know travel times, because they have guaranteed arrival times for appointments and can't be late.

Tara said he would be the main contact for the RISC regarding the West Olympia Access Study, and will coordinate with this staff. His organization could provide interpreters and translation services.

Capital City Bicycle Club (CBC) – Interview Meeting Notes

Members of the bicycle club like the idea of "complete streets," meaning that streets be constructed with enough room for traffic lanes, bike lanes and sidewalks. This concept should be used as a model for street development to provide a multimodal approach and encourage people to walk and ride their bicycles.

A traffic signal is badly needed at Mud Bay Road and Kaiser Road. Also, someone reported that it is very difficult to turn left onto Mud Bay Road at the northbound off ramp terminal from the Evergreen Parkway.

The Black Lake Boulevard interchange area is difficult for bicyclists due to the volume of traffic put through that point. The bicycle lanes across the Cooper/Crosby interchange are difficult to interpret and navigate due to the way they start, stop and are offset at points. It might help if this segment of bicycle lanes were restriped for more consistency. They would like to explore a bicycle trail that gets around these interchange areas.

Riding from the vicinity of Cushing and 9th to Top Foods is a life threatening experience. Large retail areas need to provide a safe passage from the street through their parking lots for pedestrians and bicyclists.

The riders expressed a preference for a shared use trail that gets the bicycles out of traffic versus bicycle lanes adjacent to vehicle lanes. One proposal was for a route that would parallel US 101 to the urban growth boundary. Another was for a route that ran from Deschutes Parkway to the south west Olympia neighborhood or Auto Mall vicinity or as far as the south side of US 101. Perhaps it could be a route along Percival creek and the railroad line that already exists there. It isn't particularly important that the bicycle trails be direct routes, they just need to separate the bicycles from the vehicle traffic.

There was some discussion about possible street connections. There was interest in connecting roads in the vicinity of the Auto Mall, such as the Decatur Street connection, and also the connection that will be made from Kaiser Road to Black Lake Boulevard as the Kaiser Heights development is built. Some felt that the development would necessitate the improvement of Kaiser Road, and if so, it should be widened enough to safely accommodate bicycles as well as increased vehicle traffic. The Yauger extension and fly-over ramp from US 101 that is included in the city's comprehensive plan could also help circulation in the congested area of the Black Lake Boulevard and Cooper Point Road intersection.

Storm drains are a hazard for bicycles, and the bike lanes need to be wide enough that the riders can avoid them without having to ride out into the traffic lanes. There are still some storm drains that have their grates parallel to the traveled way, creating the possibility of catching a bicycle tire. Although they could think of none in the study area,

they believe that some parallel grates are still in use. Their recollection is that they are located along Capitol Way in the Tumwater segment, and also on Boulevard Road in the vicinity of Washington Middle School and 22nd Avenue and also in the vicinity of Cain Road and Log Cabin Road. Another hazardous area for bicyclists exists on Henderson Boulevard as it approaches Yelm Highway from the south. The pavement at the railroad tracks at the bottom on the hill near Pioneer Park has worn so there are deep grooves along the tracks, causing the tracks to be exposed and requiring bicycles to go into the traffic lane to avoid hitting them.

Although many people liked roundabouts for cars, they find that they are tricky for bicycle riders, especially the two-lane type. The roundabouts on Pacific in Lacey aren't so bad, but the ones in West Olympia on the hill at the west end of the Fourth and State bridges are very difficult, and some try to avoid them. The larger diameter roundabouts are preferred over the smaller ones, as in the smaller ones the bicycles are forced onto the sidewalks and then must re-enter the street. The merges on and off the streets are particularly hazardous movements for the bicyclists, and many would prefer to continue to ride in the traffic lanes through the roundabouts. Visibility of the bicyclists seems to be diminished in the roundabout movement. The entrances and exits of roundabouts are narrowed to slow traffic, but this narrowing is hard on bicyclists who must navigate through these areas along with the cars. Also, the ADA treated pavement and sidewalk with the bumps can be hard for bicyclists as it can get slippery.

Another hazardous area for bicyclists is where narrow lanes are constrained by curbs and medians. An example is the Britton Parkway in Lacey. The ability for bicyclists to maneuver is diminished by these constraints, and there are no good "escape routes" from the traffic lanes with the high curbs on both sides of the road.

Chip seal surfacing is not preferred by bicyclists. The city is experimenting with pervious surfacing, but some may not be good surfaces for bicycling. Another problem is rumble strips. The best configuration for rumble strips is for them to be no wider than 6 inches, and placed as close to the fogline as possible.

C. *Public Sector Interviews*

Thurston County Planning and Public Works – Interview Meeting Notes

Interview with Thurston County – Planning and Public Works Session

Today Thera, Kathy, Dave Smith and I interviewed Thurston County staff for background information about the West Olympia study. Attending from the county were Michael Welter, Scott Davis (traffic), Dale Rancor and Theresa Parsons (developer services).

We reviewed the study area and area of influence. Some of the county's concerns lie to the west of the study area in the vicinity of US 101 and SR 8 and Steamboat Island Road.

One concern within the study area is the ramp construction at Mud Bay Road and the Evergreen Parkway. The ramps at this intersection had to be placed at an offset to avoid a wetland. There are also very short turn pockets at this location. The eastbound on-ramp to US 101 at Evergreen Parkway is "scary" because of its tight radius and merge into traffic on US 101.

The plans for the Kaiser Heights subdivision at the end of Kaiser Road (to the west of Ken Lake) calls for putting a road through to Black Lake Boulevard to the south of the Black Lake/US 101 interchange. This connection would allow traffic on the north side of the highway to cross over US 101 on Kaiser Road and access the highway from the south instead of having to go through the Black Lake Boulevard/Cooper Point Road intersection.

Thera said that one of the things we would be looking at is the possibility of an interchange at Kaiser Road and asked if the county had any thoughts or concerns about such a solution. Kaiser Road is not designed or constructed to accept a lot more traffic, so it would need significant improvements. Some access treatment at Yauger Way might be better because it is closer to the commercial area and has a better road network in place to receive additional traffic. However, neither location is good in terms of spacing between interchanges on US 101.

Scott will check on accident data for the county. It can generate data as long as we have a list of the roads and intersections we want examined.

Growth in the study area and to the west is impacting the county road system as congestion drives traffic onto roads that are not designed to accommodate the volume. Madrona Beach Road, which parallels US 101 from Steamboat Island Road to Mud Bay Road, gets lots of use when there are accidents on US 101. It is "geometrically challenged" to handle large volumes. A lot of people traveling to West Olympia from the west take the Mud Bay Interchange and drive east on Mud Bay/Harrison rather than continue on US 101 to take the Black Lake Interchange and go through the Black

Lake/Cooper Point intersection. Evergreen Parkway has a westbound off ramp and eastbound on ramp only and doesn't serve travelers who need an eastbound off ramp or westbound on ramp at that location. Mud Bay interchange has on-off access in both directions.

Growth in this area will continue, particularly as infrastructure such as sewer becomes available.

Is Delphi Road another consideration for access? Location of school would make this difficult.

Who else should be contacted and interviewed for the West Olympia Study? Sheriff and Fire.

Thurston County Sheriff, Fire Marshall and Fire District - Interview Meeting Notes

Dave Johnson - Thurston County Sheriff

Joe Butler - Thurston County Fire Marshall

Steve North - McLane Fire District

Dave and Steve said that they would serve as contact persons for the Thurston County Sheriff's department and the McLane Fire District. Joe will work with Steve to determine who will provide input representing Thurston County Fire interests.

The McLane Fire station will be moving to the other side of the Evergreen Parkway from where it is located now. It will have a training facility associated with it, and its access will be on Delphi Road. The current fire station will become the County Parks building.

Mud Bay Road is of particular interest to the emergency responders. Congestion creates problems in fire response, and makes it hard for the sheriff's deputies to do enforcement because it is hard to get into the traffic flow. They are seeing increasing accidents on Mud Bay Road. The lack of signals on Mud Bay Road including at the ramp terminals from the Evergreen Parkway fosters a steady stream of traffic with few gaps. This lack of appropriate gaps into which a person may enter the traffic stream leads to people taking chances with smaller gaps and an increase in accidents. More signals may offer more opportunities for cars on side streets to safely enter the flow on Mud Bay Road. Many people traveling from Grays Harbor and Mason Counties take the Mud Bay exit because the interchange at Black Lake Boulevard is congested and the intersection at Black Lake Boulevard and Cooper Point Road is failing. Steve wondered why, with US 101 so close, more traffic wasn't routed to the highway to reduce the congestion on the city streets. A new access at Kaiser Road might help move the traffic onto the highway.

Many of the roads in the vicinity are still small country roads. They have not been designed to accommodate the amount of traffic that is going to be generated by the big housing developments and churches planned for the area. There was some speculation that traffic from the College Station development would use 7th Ave/Capital Mall Drive to access Cooper Point Road.

Joe observed how an increasing amount of traffic is finding its way through residential areas to avoid the congested arterials. Some of the routes that are increasingly being used are Kaiser Road, Overhulse Road and 14th Avenue. The county is seeing more accidents at the intersection of 14th Avenue and Cooper Point Road.

Kathy mentioned Capital Medical Center's concern that their facility was being passed up by emergency services at certain times of the day because of congestion in the area. Neither Dave nor Steve thought that that was the case. In fact, they observed that under any circumstances access was easier to Capital Medical Center than it was to St. Peter Hospital.

As traffic increases, they are seeing more frequent backups at the US 101/SR 8 interchange.

There was some speculation about where the people who were using Mud Bay Road eastbound were going. Were they going to drop off students at the high school? To state office buildings on the west side? All the way through town and across the bridge to the downtown state offices? It is hoped that the traffic model will be able to show where the people are going.

More people are using Evergreen Parkway as an alternate route to US 101 instead of Cooper Point Road. At Christmas time, there was no uncongested way to get to the freeway in West Olympia.

As far as making emergency responses, intersections slow response times. Increased lanes and lighting and reduced speeds may help reduce accidents.

There seems to be a drainage problem on Mud Bay Road at Delphi Road. In the winter, this can lead to icy conditions that make it difficult for stopped cars to get traction, and also contribute to accidents.

City of Tumwater – Interview Meeting Notes

Michael Matlock

Jay Eaton

Tim Smith

Roger Gellenbeck

If access were allowed at Yauger, it would improve things for Tumwater because it would free up capacity at the Crosby-Cooper Point interchange.

The new network required at Kaiser Heights has the potential for significant impacts. What additional demands would it place on Black Lake Boulevard and the Black Lake interchange? If a new interchange were constructed at Kaiser Road it could increase traffic and new development to the area of Kaiser Heights. That increase might influence what type of connection would have to be made at Black Lake Boulevard from the Kaiser Heights subdivision. What type of intersection would the demand drive?

The question was asked if an interchange at Kaiser Road would conflict with Tumwater land use, cause undue pressure or be inconsistent with their plans. They said it would have no influence or impacts on Tumwater.

Did Tumwater have any complaints or issues with freight on Mottman? No.

One connection that Tumwater thought might be helpful to traffic flow is outside the study area. It would entail an extension of 32nd Avenue through Mottman to connect to Black Lake Boulevard. The Mottman industrial area has many types of businesses, including the juvenile justice building and a school bus barn. The connection would serve to better disperse the traffic from the Mottman industrial area. The issues that might be associated with it are impacts to open space and shoreline. The connection is included in their transportation plan.

Traffic backs up on northbound Crosby as it approached the interchange at US 101. It backs up at the light at Crosby and Irving, and the light at the interchange.

Any newsletter or update information should be sent to Tumwater's Transportation Policy Board representative.

City of Olympia Planning, Public Works, Police and Fire - Interview Meeting Notes

Doug Curtright - Olympia Police

Rich Allen - Olympia Police

Greg Wright - Olympia Fire Department

Victoria Deallo - Olympia Public Works - Stormwater

Randy Wesselman - Public Works

Todd Stamm - Community Development

Sophie Stimson - Public Works

Randy explained the background and purpose of the study to those in the meeting room. The main purpose of the study is to look at the surface streets in West Olympia and US 101 to identify how the street network could be improved for flow and if there is a need for a new access to US 101, and if there is, where that access might be. The intersection of I-5 and US 101 and a segment of I-5 are in the study area. Although the study may identify some issues with those locations, it will not address how those issues can be fixed. Although the study might recommend additional street connections be made, any decision to open Decatur or Fern (16th Avenue) will be delayed until after the study is completed.

Stormwater is a concern in the Study Area. There are two city wells at Allison Springs, and one near Grass Lake. The wells at Allison Springs provide approximately 30% of the city's water, and if these wells were not available, the city would not be able to provide enough water for the development on the west side. Transportation and growth are serious threats to the groundwater. Spills of petroleum or other hazardous materials are considered catastrophic incidents. Non-point pollution from traffic is another concern regarding the protection of groundwater. Victoria will provide a list of plans or decisions that have been made to protect the wells.

Police representatives said that more lanes meant that emergency vehicles had more options. Medians and sidewalks/roadside plantings all limit maneuvering of emergency vehicles. Right turn lanes at major intersections could help traffic flow there because one car in the right lane traveling straight through an intersection can block a whole line of vehicles intending to turn right. Intersections that could benefit from a right turn lane are Black Lake/Cooper Point, and northbound Cooper Point at Harrison.

An additional on ramp to US 101 could help traffic. The volume of traffic at the Cooper Point/Black Lake intersection is very high, but the accident rate is not high. They see about five accidents a month at that location. One thing that may help the traffic at that intersection would be a synchronization of the lights at Black Lake/Cooper Point and the light on Cooper Point at Top Foods so cars don't back up at Top Foods. Cooper Point traffic needs more green time for cars to move through the Cooper Point/Black Lake intersection. Randy thought that the lights were synchronized, but agreed that more

green time might help the flow there.

Rich Allen said that he did not find access to the hospital to be a huge problem. Kathy noted that in talking to the hospital - they did think it was a problem. They thought that they were being passed by in favor of St. Peter when there were emergency situations. Rich noted that Capital Medical Center increasingly serves Grays Harbor and Mason Counties and that the ambulances from those areas don't have Opticons. He said that as a result, the ambulances can't get through the signals from 101 to Capital medical Center so they have to use Mud Bay/Harrison which can be a real problem at certain times of the day.

Greg reported that Mud Bay Road is the primary access for Fire services. The more lanes, the better, because one person freezing can cripple service on a road with medians and few lanes. Curbs and landscaping can hinder emergency vehicles. The intersection of Harrison and Division can be problematic because of the lane configuration, medians and development close to the roadway. The Opticom system that allows emergency vehicles to give green lights to their path of travel can cause problems during congested hours, because the side street traffic backs up. Perhaps there is a way to return the signals to their regular sequencing faster after an emergency vehicle passes to avoid these backups. Greg explained that Mud Bay/Harrison is a critical link that enables Olympia Fire Department to back up the McLane FD, and enables the McLane FD to back up OFD on the west side.

Randy said that some type of interchange connection to Yauger Way traveling from the east to the west appears physically possible, but that the return traffic to the east could be challenging because of the interchange and traffic climbing up the ramp from Black Lake Boulevard to US 101. The primary problem is traffic coming from the east (I-5), and traveling to the east (towards I-5). Right now there appears to be enough access to and from the west. Evergreen or Kaiser were identified as possible locations for additional ramps.

Doug Curtright asked if the Cooper Point/Black Lake intersection might be a candidate for a roundabout. Because of the number of lanes, the roundabout would need a large radius, and there may not be enough right of way because of the development of some parcels to the edge of the road. Additional right turn lanes might benefit this intersection.

The main area of conflict on US 101 appears to be the traffic merging at the Mottman interchange. There is a short distance for merging traffic to weave into the left lanes to position themselves to travel onto northbound I-5. Most people vie for the far left lane because of the eventual merge of the interchange lanes on I-5 to the left.

There was some discussion about the connections that might be made in the vicinity of Decatur Street and the auto mall. Randy said that the connection of Decatur Street was meant to serve that neighborhood, and would never be the solution. The neighborhood is divided about how they feel about the connection and improved access to US 101 that it

provides, but the people against it seem to have the louder voice in the community. Perhaps the private road through the Evergreen Christian Center could be opened up to public traffic or some other way identified to make better street connections in that area.

Todd said that the Kaiser Heights development was under review. If it is approved, the development would provide a connection from Kaiser Road to Black Lake Boulevard that does not exist today. Recent improvements in the vicinity of 21st Street SW appear to make it an attractive route for trucks from the Mottman Industrial area. They could access US 101 at the Black Lake interchange instead of the Mottman interchange.

There is a large undeveloped area northwest of Ken Lake. When that area develops, where will they access US 101? Another interchange would promote development other than residential. Perhaps hotels, restaurants, gas stations, etc.

There is possibly a large concentration of Asians in the vicinity of the 500 block of Division. Since Forest Glen reopened, there appears to be a more mixed population in that complex than existed there before. There is a monthly apartment managers' meeting in Olympia, and that meeting could be used to introduce the study and publicize public involvement activities. There is a low-income mobile home park on or near Kaiser and the new College Station development that is called Coachpost.

Greg was asked if emergency response to schools was a problem. He said no because McLane was served by the county, and the other westside schools were not located in congested areas.

Bicycle Pedestrian Advisory Committee - Interview Meeting Notes

Thera used a good deal of the meeting time explaining the study area, study purpose, how data collection and traffic analysis would be done, some of the things we would be looking at during the study, and some of the issues and opportunities that had been mentioned by other stakeholders. Randy Wesselman added some of the history behind the study, including the decision by the city about the number of lanes the community felt were appropriate for its character.

BPAC members were interested in what types of data was being collected for the study, and the factors and assumptions that were being made during the traffic modeling. They were interested in whether bicycle and pedestrian traffic was included in the traffic model, and whether it accounted for transit trips. The peak hour data includes pedestrian crossings, and the simulation will take into account the number of crossings. Class 1 trails can also be modeled in Vissum.

One observation is that bicycle travel from the south westside Olympia area is impacted by Cooper Point Road and Black Lake Boulevard. Connectivity in West Olympia is poor. Bicyclists often try avoid these two congested roads. Black Lake Boulevard and Cooper Point Road are very difficult for riders, and the Black Lake Boulevard/US 101 interchange location is virtually impossible for a bicyclist to negotiate. The traffic in this area is very much driven by the US 101 access and geared heavily toward the use of cars. It is very difficult for a bicyclist to ride from the north side of US 101 to the south side of US 101. There are limited corridors, and it is difficult not to use Black Lake Boulevard and Cooper Point Road when traveling north/south in West Olympia.

The major retail areas are unfriendly to pedestrians and bicyclists. Many of these establishments have vast parking lots, and there may be good walking or biking access to the driveway of the retail center parking lot, but no good access through the parking lot for walkers or riders to get the store or mall door.

Another avenue to address congestion would be to develop ways to get people out of their cars. Because West Olympia has regional retail and educational drawing power, we can expect it to continue draw large numbers of people. What could the community do to make it more bicycle and pedestrian friendly? What types of treatments are needed? What alternative means of transportation would work?

Washington State Department of Transportation (DOT)**Interview Meeting Notes**

Dick Albin

Bob Jones

Pasco Bakotich

Randy Wesselman

George Kovich

Marty Garman

Steve Kim

Randy Hain

Neal Campbell

John Nisbet

Becky Hawkins

Barb De Ste Croix

There was some discussion about what obstacles might exist as local network improvements are considered. Over the years, several improvements such as connecting Kaiser Road to Black Lake Boulevard, and opening Decatur Street to through traffic have been considered or attempted with mixed results. Are these ideas still under consideration or are there political roadblocks to implementing them? Work that would be done as part of a proposed subdivision to the west of Ken Lake would complete the connection of Kaiser Road to Black Lake Boulevard, and Decatur Street may still be opened but its use limited to the neighborhoods it serves (east of Black Lake Boulevard and south of Harrison Avenue).

What is generating the idea of a new access onto US 101 from West Olympia? The driver appears to be the volume of traffic getting on and off US 101 at the Black Lake interchange, and the severe congestion at Black Lake Boulevard/Cooper Point Road intersection. When studying the design of the Mottman (Cooper/Crosby) Interchange, a 7-lane design was considered to accommodate future volumes. However, capacity at this location was determined not to be the real problem for westside mobility. The real problem was that all the traffic has to go through the intersection of Black Lake Boulevard and Cooper Point Road. Regardless of whether this study recommends a new access for Yauger Way to US 101, the city intends to pursue the Yauger Way extension to the vicinity of Top Foods to improve local connectivity and provide an alternative to using Cooper Point Road or Black Lake Boulevard for some trips.

There is a concern that if additional access to US 101 is provided that it would exacerbate the problems for motorists traveling from I-5 westbound on US 101. Making access to and from US 101 more convenient might divert trips that are currently using the local

system onto the highways creating an even heavier burden on the state system. It was pointed out that our study area map should encompass the entire city center/port interchange. Some of the ramps are currently shown as outside the study area. It was intended that all the ramps be included in the study area, and the map will be changed to reflect this.

As this study begins, there needs to be no presumption that the outcome will be the recommendation for another access to US 101. Interchange and ramp spacing and weaving distance standards are in place because of safety considerations. Any alternatives that result in negative impacts to existing highway facilities will score low as far as being a preferred option. The importance of I-5 as a regional facility needs to be stressed. Also, even if a new access is the recommendation, there is no guarantee of construction funding, and no promises about when the additional access could be built. Appropriating funding for projects is the prerogative of the legislature.

The larger regional picture of commuters, traffic generators and origins and destinations needs to be taken into account when modeling traffic in the study area. A sub-area model wouldn't capture the reality because West Olympia draws traffic from longer distances, and there are external to external commuters traveling through the area. These elements need to be considered along with traffic within the sub-area. The public involvement will be tailored to capture the ideas of not only the people who live and work in the study area, but also to capture the ideas and concerns of those who go to West Olympia to shop or for recreational opportunities but live elsewhere.

US 101, I-5 and Harrison/Mud Bay Road are major arterials for traffic. West Olympia has a lack of north-south connectors between US 101 and Harrison/Mud Bay. Opening Decatur Street through to Cooper Point Road could help with north-south connectivity. Also, Deschutes Parkway is an underutilized connecting route due to accessibility constraints in the vicinity of the State Street/Fourth Avenue bridges. If it were easier for traffic to access Deschutes Parkway in the vicinity of the bridges, it could draw traffic as an alternate route to using Harrison Avenue or going through downtown for some destinations.

If the outcome of the study is a recommendation to add an access point or modify a current access point on US 101, the assumptions regarding the Interchange Justification Report should be agreed upon early. They need to be consistent with the IJR assumptions that are associated with the processes that are currently underway in Tumwater and Lacey for access modifications to I-5.

Some early thoughts regarding increased traffic volumes included the possibility of metering the ramps to I-5 from the city center/port interchange. Perhaps ramp metering should be considered for the interchange ramps on US 101 as well. Ramp metering at the Cooper Point/Crosby Boulevard and Black Lake Boulevard Interchanges might encourage more use of the currently under-used Evergreen Parkway Interchange.

WSDOT's funding for the West Olympia Traffic Study was provided through the 2005 Transportation Partnership Funding package and requires progress reporting to the legislature. The website and materials for public circulation are standardized for TPA projects, and the public involvement team is working with the public information officers from both WSDOT and City of Olympia to be sure the standards of both organizations will be met.

Intercity Transit - Interview Meeting Notes

Dennis Bloom - Planning Manager

Phi Early - Fixed Route Manager

Kathleen Hutchins - Dial-a-Lift Manager

Roger Dean

Some particular intersections that back up and affect Intercity Transit are Cooper Point/Black Lake and Evergreen Parkway/Overhulse Road. These back ups aren't so much a problem for Dial-a-Lift who can go around, but they can be a problem for the fixed route drivers. Traffic also backs up at Black Lake and Harrison, making a left turn onto Harrison very hard.

The back ups at the Black Lake/Cooper Point intersection is a particular problem for buses going south on Cooper Point. The buses must stay in the right lane to serve their stops, but that is also the lane that the traffic queues in to go to US 101. They have seen traffic backed up past Capital Mall Drive in the right lane of southbound Cooper Point Road.

Buses also face delays on northbound Crosby approaching the Cooper/Crosby Interchange. IT serves the college at 15 minute headways during the peak. Sometimes buses must sit through 3 cycles of the traffic signals to get from the south side of the freeway to the north. Lack of synchronization of the lights may be a problem. There is a light at Irving, light at Mottman, and more across the overpass to Evergreen Park Drive. They may belong to different jurisdictions, we can check into signal ownership and opportunities to coordinate these signals. The left lane shifts across the interchange southbound for traffic heading east on US 101 is not a problem for the buses because they stay in the right lane. One thing that might help are light priorities (queue jump).

SPSCC has the bus stop for the college through the entrance off Crosby. It would be better for the buses to use the Mottman entrance (by SPSCC's new arts center). This would help them avoid the more congested areas. Also, when exiting onto Crosby from SPSCC, there is an incline that can be challenging for a bus when it is icy. Trying to get onto Mottman from the college can be challenging because of traffic, especially when turning left. It seems a lot of trucks use Mottman to get to the interchange at Cooper/Crosby. A better way for them to get to Black Lake Boulevard and the interchange there might lessen the traffic on Mottman by giving them the option of reaching either interchange.

New IT stops have to be ADA accessible, but buses can use previously established stops whether they are ADA or not. Many of the more rural roads can not accommodate the pads for ADA due to ditches or other roadside features. The infrastructure is not there for stops. Transit service really starts with pedestrian accessibility. One place they would like to have a stop is Harrison and Division, but there is not much right of way there to

establish an ADA stop.

Many of the new developments are focused on themselves...they have just one entrance/exit. This is not conducive to bus service. Buses don't do U-turns easily.

It would be nice if the city would coordinate better with IT. Many times the city does not want to put in temporary things like pads that will be taken out later because of planned improvements such as widening.

A way for bus riders to cross the roads where there are stops are a big concern. Many of the stops are on very wide and busy roads, like Cooper Point Road. Central Park Villa is located on the south side of Cooper Point Road, and often bus riders who exit on that road (or want to catch the bus on that road) simply jaywalk (or jay-run) across to the bus stop instead of walking to the light at Black Lake or Carriage Loop. Harrison is another road where there are limited crossing opportunities, as is Capital Mall Drive in the vicinity of Courtside Apartments. There is a trend for cities to take out crosswalks because of the liability. There are legal issues if people get off the bus, cross the street and get hit. If IT approaches cities for crosswalks, they are told there is a process. If the warrants aren't there, there is no crosswalk. Some riders actually add miles to their ride in order to exit the bus on the correct side of the road.

Regarding geometrics, the turning radius at Harrison and Division and at Columbia and 5th are very challenging for buses. Also narrow lane widths aren't good for buses. Big buses don't fit in narrow lanes. Olympia is in the process of making 10 foot lanes the standard.

Capital Mall is still a transit center. IT would move it only if there is another attraction developed that would draw many people. There has been interest expressed by SPSCC students for a secure park and ride where they could catch the bus. IT says it would have to be in an already developed place. They would encourage SPSCC people to catch the bus from home. Some use Deschutes Parkway as park and ride and it has room and visibility. They don't see a traditional park and ride working. People don't want to drive 10 minutes to a park and ride, and then take a 15 minute bus ride to their destination.

IT does not have stops on Mud Bay. Does not want pull outs because traffic will not let them back into the stream, and the city said no to stops on Harrison. Grays Harbor Transit and Mason Transit come in on Mud Bay. They will make ad hoc stops there although there aren't any real bus stops.

IT is working on corridor studies that document drive times. It will advise them on how many buses they must deploy to maintain 15 minute service, and help document what deterioration in service has occurred due to congestion.

IT listed off several west side locations where there are concentrations of transit-dependent riders (typically low-income) or high use locations where there are no appropriate pedestrian street crossing opportunities. They identified:

- 505 North Division (also a concentration of Asian population);
- 1717 Cooper Point Road (low income);
- Evergreen Park Drive (low income); 9th Avenue at Fern Street;
- Harrison Avenue along most of its length;
- Capital Mall Drive at Courtside Apartments (seniors).

They said that lots of people will "ride the loop" to come back around on the same side of the street where they first boarded the bus because if they get off on the opposite side they have no safe way of getting back across the street.

IT noted that service to South Puget Sound Community College has doubled in the last few years. In addition to the college traffic it is also a transfer point. This makes the northbound congestion and delay that much more of an impact on their operations.

Despite all the CTR-affected worksites on the courthouse hill, IT had to modify their route and eliminate part of the route that used to pick up riders from the TRPC-side of the loop because the buses could not make a left turn at the Arco station reliably to go out to SPSCC.

Olympia School District – Interview Meeting Notes

Name: *Peter Rex*

Contact Information: *(360) 596-6104*
prer@osd.wednet.edu

Position or Stakeholder Interest: *Communications Director, Olympia School District*

Questions:

2. **Tell us a little about your business/organization/services. (Follow-up, if needed) What is your service area (or population served)?**

Response: We have four elementary schools, two middle schools, and one high school on the West Side, with a total student population of about 3,600 students.

3. **Are there specific issues for your business/organization/services/neighborhood associated with the west side transportation network?**

Response: Bus routes, traffic flows during morning school drop-off hours (8:00 a.m. to 9:00 a.m.) and after school dismissal (2:40 p.m. to 4:00 p.m.). Our bus depot is also on the West Side near SPSCC.

4. **As we study the area and look at a range of options in the area, can you identify some opportunities for your business/organization/services/neighborhood related to the transportation network?**

Response:

5. **What information or data do you have that might help us better understand the character of this study area?**

Response: Fred Stanley, Supervisor of Transportation, can share information; look at boundary information, pin maps relating to student enrollment, and bus

routes.

6. Insert special questions depending on person interviewed.

Response:

7. Who should be the contact(s) for your organization/stakeholder group/jurisdiction?

Response: *Peter Rex, Communications Director (360) 596-6104; Bob Wolpert, Director Facilities and Operations (360) 596-8560; Fred Stanley, Supervisor of Transportation (360) 596-7700.*

8. Who else in your organization should receive information updates, notices of events and the newsletter with information about reports produced throughout the study?

Response: *Bob Wolpert, Director Facilities and Operations (360) 596-8560; Fred Stanley, Supervisor of Transportation (360) 596-7700.*

9. We're talking to a variety of community leaders and interests in preparation for this study. Is there anyone in particular in the community who you think we should talk with to better understand the area's transportation issues and opportunities? [Whom else should we talk to get information?]

Response:

10. Is there anything else you want to tell us at this time about your hopes, your concerns, or other ideas about west Olympia's transportation system?

Response: *Some data you might want to look at would be:*

- *School boundaries and service areas (to get a picture of which neighborhoods are serving which schools and the transportation patterns that emerge from those assignments). Find school boundaries at <http://www.osd.wednet.edu> by clicking on "our schools" and then go to the "school boundary section."*

- *Bus routes; Pin maps with student enrollment information that we used during our boundary review process last spring. Bus route data will be updated by December.*

Interview Follow up: Additional Interviews to Consider

Possibly Bob Wolpert – district planner and those responsible for the school bus operations (contact Fred Stanley)

Olympia School District

– Transportation Supervisor and Bus Driver - Interview Meeting Notes

Fred Stanley – Olympia School District Transportation Supervisor

Gary McCracken - Substitute bus driver

Kevin Palmer - Bus Driver

There are not enough access points to US 101 in West Olympia.

There are too many on-ramp lanes eastbound onto US 101 from the Cooper Point Road/Crosby Boulevard Interchange. There is the main eastbound on-ramp from the interchange bridge, and the parallel eastbound on-ramp from Mottman Road that merges into the main on-ramp just before it meets US 101. Bus drivers are discouraged from using the on-ramp from Mottman Road, especially if northbound on I-5, as it adds an extra merge movement to an already difficult merge to get into the left lanes of US 101.

When Evergreen Parkway was reconfigured with the roundabout, there was an increase in traffic using Cooper Point Road as people avoided the improvements. It was also observed that there were a lot of pedestrian/auto conflicts on Cooper Point Road.

The intersection of Kaiser Road and Mud Bay Road was thought to one of the worst in West Olympia. A bus needing to cross Mud Bay Road on Kaiser Road has a very difficult time because of the volume of traffic traveling on Mud Bay Road. A light at this intersection would be very helpful. The intersection at Delphi Road and Mud Bay Road is also bad, but they feel the new signal will be a great improvement.

The connection between Kaiser Road and Black Lake Boulevard proposed by the Kaiser Heights development that will create a new connecting route will be very helpful to the bus drivers. Right now, they serve a neighborhood on the south side of US 101, and then cross back over US 101 at Kaiser Road, travel east, and use Black Lake Boulevard to travel to the south side of US 101 again to serve another neighborhood. This connector will facilitate their routes serving the south side of US 101. Twice a day, 25 to 30 buses travel through the Black Lake Boulevard/Cooper Point Road intersection. The Decatur Street connection would also facilitate traffic movements and help to decrease the congestion at the Cooper Point Road/Black Lake Boulevard intersection. The Yauger Street connection and flyover may also help the congestion at this intersection.

When 21st Avenue in the vicinity of the Mottman complex was blocked, it made it much more difficult for the buses because they all had to go through the intersection at Mottman and Crosby. Mottman Road needs sidewalks to serve the pedestrians.

Conger Avenue between Capital High School and Jefferson Middle School gets very congested at school dismissal time. There is not a complete sidewalk network in the

vicinity of these schools. It would be nice to have a signal at Conger Avenue and Cooper Point Road. Buses try to move their stops to the safest locations. If there are no sidewalks, they will pick up and drop off in driveways. They felt that the yellow lights at crosswalks worked well to make them safer and more visible to drivers.

The amount of money spent on bicycle lanes could be better used for other things. Bike lanes sometimes appear to be dangerous because bicyclists challenge drivers by riding very near the white line and otherwise ride with poor bicycle etiquette.

There is a sight distance problem at Overhulse Road and Evergreen Parkway for buses traveling from south to north on Evergreen.

With Cooper Point Road and Black Lake Boulevard being very congested, it would be good to educate drivers about alternate routes they could take, such as Evergreen Parkway. There are also other parallel roads on the city network that could be used as alternates.

South Puget Sound Community College – Interview Meeting Notes

Tony Simone - Security and Parking

Gerald Pumphrey - SPSCC President

Ed Roque - Dean of Capital Projects

Nancy McKinney - VP for Administrative Services

Traffic flow to the college is unique because of class and staff schedules. Peak traffic coming to the college is weekdays 7:30 am to 10:00 am. Students leave throughout the day because of their schedules, and the evening peak is when the staff leaves between 4:30 and 5:00 pm. The evening classes start between 5:15 and 7:00, with an end time of 10:00 pm.

The college is working to change their class schedules from 5 50-minute periods per week to a Monday/Wednesday or Tuesday/Thursday schedule with 2 1/2 hours each day. The conversion wouldn't affect 100% of the classes, but enough to change traffic patterns to the college.

The peak quarter for SPSCC is Fall, the quarters following are reduced by attrition. The college serves a diverse ethnic base, and we hope that they can assist us in reaching this population.

One issue identified by the college reps is the level of residential development off Crosby Boulevard. The exits from the college (3 of them) experience backups due to the heavy volume of traffic on Crosby. There is a light at the Crosby and Irving exit from the college that cars must wait through several cycles because of the traffic volume. The exit at Mottman has no light, but it also backs up sometimes because it is difficult for those turning left from the campus to enter this road. At the peak hour, it can take 15 to 20 minutes to get off campus. Emergency vehicles are sometimes advised to enter the campus through the "back" way (29th) to avoid the congestion.

Build out for the SPSCC campus is three more buildings. In June 2007, they will be doing the traffic study for the college build out.

Student concerns include getting on and off the campus. They would like improved bus service to and from the campus. Right now there is only one route that serves it. They would like a more circular route, perhaps on Harrison and Black Lake, that would have stops at the mall and The Evergreen State College. The college has a large ridership and would like more transit options. A safe, secure park and ride lot centrally located might help, perhaps in the vicinity of the mall. The student identification card allows free use of IT.

The college has bike racks, but there are not enough good bicycle routes to encourage students to ride. Crosby is not bad, but the area of the Black Lake interchange is difficult

to negotiate on a bicycle.

Although there is not a formal CTR coordinator, the college encourages carpooling via parking incentives, and the student body is good at setting up rides through word of mouth.

One of the things Nancy McKinney said she likes about West Olympia is the old neighborhood feeling. She feels that residents can walk to services and schools.

The observation was made that properly designed roundabouts work well. The question about plans for high speed service was raised. Rail and bus connections need to be made so there are more alternatives.

The college is willing to provide ways to get the word out about the study and public process. They also have rooms in which we could conduct some of the public outreach activities. Especially good times for these would be between quarters and in the evenings. After the 10th day of the quarter, the college schedule has established itself enough to allow for scheduling.

The Evergreen State College – Communications Manager – Interview Meeting Notes

Anthony Sermonti, Communications Manager

Anthony views the West Olympia area as the gateway to the larger metropolitan areas of Tacoma and Seattle for people living in Shelton, Aberdeen, and other locations west. Growth has put pressure on the area. Mud Bay Road is critical to the college. Increasingly, people are using the Evergreen Parkway interchange and road as an alternative to using the Black Lake interchange and Cooper Point Road to avoid the congestion there. Traffic volumes are growing, and while once the college was insulated from the increasing growth and traffic pressures, it now is becoming impacted by them.

The US 101/I-5 interchange is a bottleneck between West Olympia and downtown. Anthony knows many people who take the city streets to go downtown to avoid this congested interchange. Even more people would travel this route if there were better street connections. The city-installed traffic calming devices diminishes the use of the gridded streets on the west side and forces people onto a few main arterials.

Anthony is participating in a pedestrian and bicyclist safety awareness campaign in West Olympia. There have been increasing numbers of accidents involving pedestrians and bicycles in the vicinity of the intersection of Kaiser Road and Cooper Point Road. Some bicyclists and walkers are inexperienced in using lights and other safety measures.

The Evergreen State College has a robust commute trip reduction program for its students and staff. The administrator of the program is Susie Seip. She would be able to share some information regarding numbers and trip origins.

The Evergreen Parkway project that reduced the number of lanes was counter intuitive in its results. At first glance, it appeared to be a "take away," but the addition of the pedestrian and bicycle amenities, straightening of curves and improved lighting were definitely pluses. Travel time through the improved area is still the same, so it was a positive project for the college and a neutral one for the traffic external to the college.

The still-rural nature of some parts of West Olympia present a challenge to bus service. Some of the main roads, like Kaiser Road, need widening or other improvements to accommodate buses, and the population density in these areas does not support more trips. Students would like the bus service to run later into the evening (especially on weekends) to allow them to enjoy a nightlife in downtown Olympia and still have transportation back to the college.

It is important to recognize that there have been significant traffic impacts on the west side. It is important to enlist the help of many - developers, retail, governmental bodies - to tell their stories help with improving conditions.

The college has a minority student contact through Academic Support Services. Her name is Phyllis Lane. We may send our newsletter to Anthony, and he will forward as appropriate.

The Evergreen State College – Interview Meeting Notes

Interview with Paul Smith - The Evergreen State College Director of Facilities Services

The Evergreen State College has a population (staff and students) of approximately 6,000. Approximately 900 students live on campus September thru June. In the summer there are fewer students in the summer program, but they also host conferences, so although then number of people on campus is reduced in the summer, it is still busy. Tuesdays and Thursdays are the busiest days on campus, but the parking provided is still adequate.

At buildout, The Evergreen State College will accommodate 5,000 students. They expect to reach this number in 2014. There was a large increase in students at The Evergreen State College over the past 10 years, although enrollment has flattened recently. Many of their students are transfers from community colleges, and over the past few years there have been fewer graduates from community colleges (although the rate of high school graduations has increased). 2005 had the largest freshman class ever at The Evergreen State College, and most freshmen live on campus. The Evergreen State College is a competitively priced institution, and draws a fair number of out of state students.

Some transportation opportunities that affect the college are:

Improve intersections leading to the college in the Mud Bay/Kaiser Corridor. With growth, these intersections will become more problematic.

Improve bus routes to make it easier to take the bus to college. Paul lives in the vicinity of Tumwater Hill. Because of connections, it takes him 1 hour to get to work (because he has to ride to the downtown transfer station), and only 30 minutes to get home because he can transfer on the west side.

Make improvements that will encourage and facilitate bicycle and pedestrian travel.

Of the 1,040 acres of land owned by the college, 310 acres are developed.

Another issue is the traffic backup that occurs on northbound Crosby Boulevard (south side of the freeway) at the traffic light at the entrance to South Puget Sound Community College.

Paul said that a lot of his colleagues live west of the campus, like the Steamboat Island and Summit Lake areas.

Some other contacts for us at The Evergreen State College would be Anthony Sermonti, Communications Manager (could help with newsletters, emails and communications regarding public meetings, etc), Tom Womelsdorf (Curriculum - may want students to use the study as a learning tool), Susie Sipe, TESC parking and chair of the CTR program) and Chuck McKinney, Cooper Point neighborhood associations.

Thurston County Diversity and Human Rights Council - Interview Meeting Notes

Interview with Ruth Elder – Thurston County Diversity and Human Rights Council

Who They Are And What They Do.

The Human Rights Council has 18 members. There are 12 at-large members, 3 from the Board of County Commissioners districts, 1 representative of each city/town, and 1 representative of the Nisqually tribe (although the tribe has not kept the seat filled). Their mission is public education about community diversity and human rights. They are advisory to all jurisdictions and tribal council.

Help During The Project With Contacts

Ruth said that they have monthly meetings and mailings and can circulate information for the WOTS project. She is interested in touching base with us throughout the project and also debriefing at the end of the project about outreach approaches and ideas that worked – or at least what we learned through the process.

Outreach Ideas

Dr. Thuy Vu – He served on the Asian/Pacific Governors Affairs Council and is an instructor at TESC. He is a good contact for reaching out to the Asian Pacific community and suggesting asking him for ideas about how to engage people. Ruth noted the concentration of Asian Pacific residents at the Evergreen Village Apartment area.

Matt Grant (Olympia High School Principle) and his wife Eileen Yoshimo (sp?) have organized a Village to Village multicultural organization. She suggested that they may be an additional provider of outreach.

Gwenn Noble – SPSCC's Equity and Diversity staff

Paul Gallegos – TESC – Special Assistant for Diversity (to TESC President)

Ruth will send her outreach mailing list that includes some ethnic organizations that are not listed in the phone book.

Issues

Congestion. She works in Bldg. 4 of the Courthouse and notes that people park on medians and double park. She thinks there is a big parking problem around the Courthouse and noted that many employees question the courthouse expansion planning that contemplates siting additional buildings in the existing courthouse courtyard. She notes that the surrounding parking lots are not adequate to accommodate jurors and employees. Bill Phillips is the County Central Services Director.

Ruth noted that the homeless are a constituent group in this area since some live in the wooded areas. She thought that transit and safe bike accessible routes are important for this group.

Other Stakeholders In The Area

The Work Source Building at the Crosby/I-101 interchange has become a major destination as it includes agencies that serve displaced workers, underemployed and employment services. Pacific Mountain Workforce Consortium, the Economic Development Council and the Division of Vocation Rehabilitation provide services here.

A successful forum on emergency preparedness was held with the help of Bread and Roses, the Oly Fire Dept. (Kate McDonald – education program), and Kathy Estes (County Emergency Management) – she suggested these people may be good contacts.

Ruth also serves on a number of other community boards and commissions including the Board of Adjustments (property tax appeals) and asked if the Realtors were a stakeholder group that would be contacted.

Area Agency on Aging – Thurston/Lewis/Mason County - Interview Meeting Notes

Interview with Maralyn Trent

The office of the Area Agency on Aging is within the Department of Social and Health Services monitoring and coordinating services to disable adults 18-105 years old. The administrative office is located just east of Kaiser Rd. taking its access off of Mud Bay/Harrison. They are in a building which Jim Morris renovated for them (they were on Courthouse hill in another Morris Bldg.). They like the site since it is close to freeway access for employees and others who need to come to their offices. The Bayhill Subdivision is across the street from them.

They have 30 employees with a total staff of 50. Twenty of their employees are stationed in Mason and Lewis Counties (these are primarily case managers for clients in these areas). Both case managers and clients result in a lot of daily trips to and from their offices. Case managers arrive at the office from 7:30 to 8:00 and by late morning and afternoon they are out visiting clients (each case manager has a geographic area that they are responsible for.)

Issues for Area Agency on Aging Personnel

1. Difficulty making a left turn almost any time of the day onto Mud Bay/Harrison. They report waiting at least 5 minutes to make a left turn and from 4:30 to 6:00 p.m. it takes much longer than 5 minutes.
2. Capital High School peak periods were noted as exacerbating the problem as well as commuters to and from Mason County.

Issues for Area Agency on Aging Clients

1. Clients have the same problems that employees have with traffic and especially making left hand turns. They do have visits by ambulatory clients bringing in paperwork and having meetings.
2. The IT bus does not have a bus stop at their site and there is no sidewalk from the bus stop to their site. (Note: they were pleased to hear that the Mud Bay/Harrison improvements would be made and were in hopes that service and sidewalks to

their offices would improve.)

3. Traffic everywhere is an issue for clients – many use various transit, dial a lift, or other transportation options available to them. Their clients have a lot of access needs to medical facilities and services.

Opportunities

1. It was noted that it appears that the network sends everyone to a few entry/exit points and this appears to slow everything down – so recommended adding options to the network.

Contacts

The main contact will be Dennis Mahar mahardw@dshs.wa.gov. He will keep employees informed. In addition, they are installing a kiosk with information in their offices and are willing post flyers regarding the process.

Other Stakeholders Mentioned

Puget Sound Health Care – 4001 Capital Mall Drive SW

Westwood Assisted Living (it was noted that some of these people are quite ambulatory and like to get out and walk).

Senior Services for South Sound – Interview Meeting Notes

Interview with Eileen Mackenzie Sullivan

What They Do

They operate six programs

- Senior Centers in Downtown Olympia and Lacey – includes classes, programs, health care services and referrals
- Adult Day Care in Downtown Olympia and Lacey – seniors – most with disabilities come during the day – gives caretakers a respite
- Senior Nutrition – there are 8 sites in Thurston and Mason County – This is the “meals on wheels” program. One of their sites is at 505 Division where there is a concentration of Vietnamese elderly that meet from about 10 to 2 on Wednesdays. They are generally not English speaking. Norman Lee is a good contact for them.
- Social Services – support services for groups and for senior “shut ins”
- Care Connection – links seniors and their families with care providers
- Transportation Services – provides volunteer drivers to transport seniors who live outside the IT service area

Demand for services is increasing. In 2006 they served 56,000 home delivered meals (an increase of 17,000 over 2005). There are kitchens at the Olympia Center, the Lacey Senior Center and in Yelm. Tenino and Rochester residents receive meals from the other kitchens.

Westside Transportation Issues

Site managers in Olympia report that it takes longer to deliver meals due to traffic and threatens their ability to get hot meals to their clients. Traffic problems enhance their problem of delivery to a large escalation in demand from clients. They have discussed adding a site on the Westside since there is a perceived/real issue with seniors related to access into and out of downtown and parking. Some seniors are anxious about navigating the roundabouts. Most of the volunteer drivers that provide services are seniors themselves.

IT travel training works well for seniors willing to ride the bus. Some seniors think about – and chose to live close to bus lines that provide them the option for service as they get older. Others live very far away from transportation services and activity centers and then need transportation services to meet their day to day needs.

Communication and Newsletters

Eileen MacKenzie Sullivan will be the contact for Senior Services for South Sound. They have a quarterly newsletter and are willing to include articles/information about the project or upcoming events.

The Senior News is a widely read monthly published by the Council on Aging. This nonprofit's contact is Rick Crawford. Deadlines for this publication are the first week of the month since the paper comes out every 2nd Friday of the month.