

Summary of Phase 1 Public Comments Regarding Local Streets West Olympia Access Study

Many comments about Olympia's local streets were generated during Phase 1 discussions for the West Olympia Access Study. Detailed comments generated during Phase 1 follow the summary.

A review of comments reveals some common areas of interest.

- **Intersections**

Intersections are typically the first place where a local transportation system shows signs of strain. That is clearly evident in the comments received. Intersections generated more comments than any single other element of the transportation system during Phase 1 discussions.

Not surprisingly, many comments were directed towards the Black Lake / Cooper Point intersection, of which the following is typical:

"Cooper Pt and Black Lake interchange is the biggest problem. Why have to wait 2 or 3 to get through?"

Many comments offered detailed suggestions for how to improve the intersection. Ideas varied widely. Following is an example:

"From Cooper Point Road (by Top Foods driveway) and turning right onto Black Lake Blvd, there should be two right turn lanes, not one as it is currently. The far right lane would remain Right Turn Only but we could add a Right Turn onto the current Straight Only lane next to the right turn only lane so that both lanes could have drivers turning right. That would prevent the backup that occurs in the Right Turn Only lane. So the new lane (second from right) would be Right Turn and Straight. Drivers could only turn right when the light is green but it would relieve some of the congestion. Black Lake Blvd has three lanes so there would be enough lanes to turn right onto."

Overall, though, people had more to say about the other intersections on Olympia's west side than about the Black Lake / Cooper Point intersection. Intersections on Mud Bay Road, Harrison Avenue, and Cooper Point generated extensive input.

"Harrison Avenue mobility is impacted by left-turning cars. We need at least 2 left turn pockets on Harrison between Division and West Bay – one at Perry and at least one other."

"Harrison/Cooper Point intersection – center south bound lane. Make it a straight/left/right turn option at light. Backs up behind light are lengthy."

"Left turn from Overhulse onto Mud Bay almost impossible to take safely. Have to sneak through new development (Grasslake Village) to get to light at Yauger Way."

Roundabouts were one of the most frequently offered strategies for improving intersection mobility.

"There are too many traffic signals. Roundabouts should replace signals at major intersections to keep traffic moving – Cooper Point at Mud Bay; Harrison at Division. Roundabouts eliminate bumper-to-bumper line-ups."

“Existing roundabouts in Olympia function very well. We are concerned with the plan for a stoplight on Mud Bay Rd/Kaiser and suggest the City install a roundabout there. While the city believes one would not function well there because of uneven traffic flows; it seems that with all the future growth in that area, the flows would be balanced within a few years.”

“Division/Harrison – put roundabout.”

- **Street Connections**

Just behind intersections, local street connections generated a considerable number of comments and suggestions. This included comments about street connections in general as well as those specific to connections in the south Westside and Wellington West neighborhoods. Comments indicate both support for and concern with street connections.

“Increase number of neighborhood connections over the entire study area so that no one neighborhood carries the burden of more traffic.”

“Make the street network connect, but make it a pain to cut through neighborhoods.”

Suggestions were made for new connections in several places but by far most comments were focused on the southwest neighborhood and the proposed connections at 16th Avenue, Fern Street, and Decatur Street.

“Decatur is not wide enough to be used as a connection – too many children, no sidewalks. Would have to keep everyone from north of 9th Avenue from using it.”

“Need to consider the broader benefit of opening Decatur – impacts to other areas not just what residents on Decatur.”

“Don’t favor opening Decatur at all, but if going to open it, don’t open only one option – Decatur or Fern. Opening many connections is preferred over opening one connection.”

“City has planned Decatur connection for 20-30 years. How to make that work?”

“Make Decatur and 16th connections for bike/pedestrian traffic only. Our neighborhoods should focus less on cars.”

“Nightmare on Fern Street. Too much traffic. No connected streets.”

In addition to connections serving residential needs, several suggestions were offered concerning improved connectivity in commercial areas. The following are representative:

“Business parking lots should inter-connect so people don’t have to get back on the street just to go next door. An example is the “Toys R Us” parking lot.”

“Add more connections between commercial parking lots so vehicles don’t have to use surface streets to travel from store to store.”

- **Traffic Calming**

Most comments about traffic calming seemed to be associated with concerns about local residents speeding through the neighborhood and cut-through traffic. Traffic calming generated positive and negative responses from people.

“Like traffic calming on 4th Avenue – appears to work even for transit.”

“Traffic calming devices can add to problems – not solve. Example-- 4th and Percival. Emergency vehicle access on this is a concern.”

- **Street Widening**

Most public comments were focused on intersections and street connections. Few comments were offered regarding the need for street widening. The most commonly cited need was the western extent of Harrison Avenue / Mud Bay Road.

“Extend proposed Mud Bay improvements west from Kaiser to Evergreen Parkway.”

- **Access Management**

Access management refers to restricting the ability to turn in or out of a driveway or street, often by means of a median or other device to restrict turns. It is done to improve the flow of street traffic. Phase 1 generated a number of comments supporting greater use of access management techniques to improve west side mobility.

“Right turns should be emphasized and left turns minimized. An example, the new development on the NW corner of Harrison/Mud Bay and Cooper Point should emphasize entry from Cooper Point Road and exit onto Mud Bay Road. Admittedly this won't eliminate all left turns, but should minimize them.”

How will these comments be factored into the West Olympia Access Study (WOAS) preferred alternative?

Comments regarding problem intersections were in line with traffic data and analysis. The study has put a priority on evaluating and resolving intersection chokepoints during its scenario development process. The most commonly identified problems – Black Lake at Cooper Point; Harrison at Division; Harrison at Cooper Point – were the most evaluated intersections during scenario development.

Street connections were also a key element of the scenario development process although the scale of some suggestions – such as connecting retail parking lots together – were beyond the scope of this study. Comments like those are forwarded to City staff for use elsewhere in their planning process. The study is considering a wide range of street connections and included all those identified in the Phase 1 outreach as well as some additional ones during scenario development. Additional work will be done to understand how they contribute to overall improved travel flow on the west side. However, detailed analysis of specific street treatments and appropriate use of traffic calming will not be done as a part of this study. The City will follow up on those details upon conclusion of this study. Additionally, WOAS traffic analysis will be used by the City to help decide outstanding questions about the south Westside and Wellington West neighborhood connections (16th Avenue; Fern Street; Decatur Street). A City decision on those connections will not occur until the study is concluded.

A compilation of all comments received during the Phase 1 workshops is available on line at www.trpc.org/westolympia.

Public Comments Specific to Local Streets West Olympia Access Study - Phase 1 Outreach in Early 2007

Intersections – Signals and turn lanes

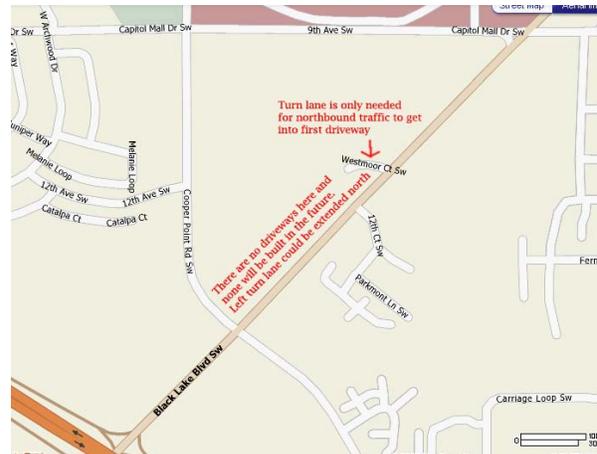
- Get the Crosby Road/ Cooper Point Road signalizes timed together across Highway 101
- Crosswalk in front of SPSCC across Mottman Road needs improvements – lighting, etc.
- Need a right turn lane at SE corner Harrison and Division.
- Add pavement turn arrows and a light at Cooper Point and Conger to accommodate southbound trips turning left to go to Capital High School. Also add a longer left turn lane for southbound at Cooper Point and Harrison. These are needed so left-turning traffic does not cause southbound back-ups.
- Remove part of the planting strip on Mud Bay just east of Cooper Point and use the space for needed turn lanes into/out of Safeway and Rite Aid.
- I work for a new medical clinic at Harrison and McPhee. That is a dangerous intersection for left turns; the City needs to widen Harrison and make a turn lane.
- At Ken Lake and Black Lake light – drivers on Black Lake run through it. Need an early warning (blinking light).
- We need the traffic lights to allow more time to cross at intersections in West Olympia – especially on Harrison. Currently, it is difficult to make it all the way across the intersections within the time allotted.
- Improvements to key intersections – Evergreen Parkway needs to be modified to work with traffic.
- Black Lake/Cooper Point – the problems there seem hopeless.
- Left turn from Overhulse onto Mud Bay almost impossible to take safely. Have to sneak through new development (Grasslake Village) to get to light at Yauger Way.
- Black Lake Boulevard / Cooper Point - Find Way to reduce traffic – Find alternative, some additional connection/s.
- Backups North of Black Lake/Cooper Point and I-5 – SB Traffic backs up thru several light cycles – more in evening hours but also mornings.
- Cooper Pt and Black Lake interchange is the biggest problem. Why have to wait 2 or 3 to get through?
- At Cooper Point and Black Lake, vehicles making a right turn on red must wait for pedestrians.
- Gloria Day Church/Harrison at Perry left turn onto Perry - holds up Harrison traffic
- Capital Mall Dr can't turn left on to Cooper Point some times of the day.
- Up the Harrison hill, people make left wherever there is a gap in traffic, even if it is not the exact street they need.
- Capital Mall Dr/ Cooper Point - Have to wait for multiple lights during rush hour.
- Harrison Avenue mobility is impacted by left-turning cars. We need at least 2 left turn pockets on Harrison between Division and West Bay – one at Perry and at least one other.
- At Cooper Point and Conger, add a left turn arrow south onto Cooper Point and a right turn arrow from Conger north bound onto Cooper Point.
- Add a right turn only lane on north-bound Cooper Point at Conger to access Capital High School parking lot.
- Double left turn lane on Black Lake Boulevard north of Cooper Point.
- Improve Mud Bay at Evergreen Parkway.
- Lives on 15th – Bulk of traffic goes to mall. Quick Fix – light Black Lake Boulevard/Capital Mall Dr. Left turn from Black Lake Boulevard to Capital Mall Drive keeps going – cars run red lights – need camera during rush hour times.
- Need a light at Kaiser and Mud Bay
- Will need a stoplight at College Station/Harrison Ave driveway
- Division and Harrison - put in right turn lane use vacant lot.
- Kaiser / Mud Bay needs proposed traffic signal light.
- Light on RW Johnson and Black Lake?
- If Decatur is opened need signal at Cooper Point / Caton Way
- Buy the vacant lot at Harrison and Division and widen the intersection with a right hand turn lane heading east on Harrison. Make remaining area of that vacant lot a park/open space.
- Harrison/Cooper Point intersection – center south bound lane. Make it a straight/left/right turn option at light. Backs up behind light are lengthy.
- Center turn lane on Harrison?
- Lights at Mottman and Crosby are not coordinated appropriately to allow traffic to flow. People coming from Mottman trying to turn left onto freeway can't make it through the chain of lights in time. They end up blocking the intersection. This is still a problem even now that the construction is

complete.

- The light at Delphi and Mud Bay has negatively affected Mud Bay traffic since it went in. Currently it limits the ability to turn left from Mud Bay onto US 101 because cars back up and prevent left turns. We need ability to get to Mud Bay and US 101.
- Black Lake Blvd, south bound, is a problem because traffic backs up at Cooper Point intersection.
- Traffic at Harrison and Division is dangerous due to traffic volume.
- In general, traffic lights don't seem to stay green long enough to allow enough traffic to go through intersections.
- Evergreen Parkway Dr intersection is not safe due to conflict with right turn lane.
- Intersection at Harrison and Black Lake – better synchronization of turning movement signals. Participant would like turning signals at all 4 segments of the intersection timed for the same length. Participant felt that vehicles turning onto Harrison from Black Lake Blvd didn't have as much time to turn as the vehicles turning from Harrison onto Black Lake.
- 4th and Division - no light and difficult to cross. Ordinarily, can only turn right.
- North bound 101 exit at Mud Bay – and onto 2nd – no one uses signal going onto freeway versus staying on 2nd. Turns off McKenzie difficult.
- Morning (and comment applies for reverse direction in the evening) - South bound 101 exit at 2nd avenue access to Mud Bay. Is that a problem? Delphi/McKenzie is developing. T-bone problems. Safety issue. Also a problem for turns onto Madronna Beach Rd.
- Left turns in/out of Evergreen Christian and other businesses on Black Lake Blvd a big problem. Black Lake worse in the evening. People trying to get out of the area. Concern about impact if roads open to Auto Mall.
- Division and Harrison intersection horrible
- Back ups at Black Lake and Cooper Point – go to Evergreen Parkway instead to avoid. Obvious but needs to be said.
- Like the traffic light at Red Robin.
- Division/Harrison intersection – pinch point – backs up due to left turn actions.
- Cars turning left onto Cooper Point from US 101 interchange – light at Top Foods causes back ups. Signal timing issue?
- Division and Harrison, and Decatur and 4th – traffic problems there, too
- Synchronize lights on main arterials. Too much congestion at Cooper Point and Black Lake Blvd Intersection
- I live in Ken Lake. Black Lake/Cooper Point Rd. intersection is locked up at times. People go through red lights regularly; e.g., at the light at Ken Lake, also at Black Lake/Cooper Point.
- Intersection of Cooper Point and Evergreen Park Drive is congested at lunch time—participant routinely waits through 3 traffic signal sessions before making it through the intersection.
- Don't improve Cooper Point/Black Lake Boulevard – build improvements to force demand to Evergreen Parkway.
- Concerned about 9th and Decatur back-ups at T intersection.
- We need a traffic light at Caton and Cooper Point.
- The one thing that I have been advocating for several years is that a turn signal be added to Cooper Point Rd. at Conger. Even if it only operated as a turn signal during the morning, lunch and afternoon rush hours, it would certainly help eliminate congestion and reduce accidents at this intersection. A turn signal would also assist w/ the flow of emergency vehicles.
- Another idea that would help funnel traffic OFF of Cooper Point Rd. would be to have stop lights on Mud Bay Rd. so that those trying to reach Hwy 101 (to get to I-5) could actually cross Mud Bay to get to the highway onramp at Mud Bay / McLane fire-station area. Right now, it is almost impossible to cross Mud Bay from Kaiser or any other cross road to get onto the onramp. Moving freeway travelers off of the Cooper Point Rd. and Black Lake interchange to the much less traveled Mud Bay / McLane interchange would be a HUGE help.
- While I am not able to attend either one of the workshops offered, I have at least one solution which would greatly alleviate some congestion on the Westside. While the city has added a stoplight at the intersection of Mud Bay and Delphi Road, I also think an additional stoplight should be added at the intersection of Kaiser Road and Mud Bay. With no light there, it makes it difficult to attempt to make a left from Kaiser onto Mud Bay. And forget about it if it's "rush hour"; one almost needs to make a right just to get going. The only stoplights on Harrison/Mud Bay are at Yauger and the next stoplight is the NEW one at Delphi. That's a big gap on Mud Bay and a lot of traffic passes there daily. I also noticed that on Cooper Point between Harrison and Capital Mall. And then lo and behold, they installed one in the form of 'Capital Mall Loop'. (*Well needed, by the way.*) As a fairly new resident on

the Westside, and since I drive that particular stretch of road enough, that's what sticks out for me at this time.

- From Cooper Point Road (by Top Foods driveway) and turning right onto Black Lake Blvd, there should be two right turn lanes, not one as it is currently. The far right lane would remain Right Turn Only but we could add a Right Turn onto the current Straight Only lane next to the right turn only lane so that both lanes could have drivers turning right. That would prevent the backup that occurs in the Right Turn Only lane. So the new lane (second from right) would be Right Turn and Straight. Drivers could only turn right when the light is green but it would relieve some of the congestion. Black Lake Blvd has three lanes so there would be enough lanes to turn right onto.
- As you head south on Black Lake Blvd from the direction of Harrison toward Cooper Point, immediately prior to getting to Cooper Point, there are five lanes: two northbound, two southbound, and one turn lane which becomes an exclusive left turn only lane where Black Lake meets Cooper Point. This exclusive left turn lane can be extended quite far to the north, because there are no driveways on the west side of Black Lake onto which any northbound traffic would turn. So what you have is a dual use turning center lane that would never be used by northbound left-turners because there is nowhere for them to turn. By changing this into a longer left turn only lane to be used by southbound traffic going onto Cooper Point, it will allow for more traffic to enter into their correct respective lane earlier, which in heavy traffic times will prevent traffic from backing up all the way to the corner of 9th and Black Lake.



By extending the left turn only lane for those headed south on Black Lake bound for Cooper Point, you will allow that lane to fill up and allow traffic to get into their respective lanes, reducing blockages all the way to the previous intersection or on the driveways entering Black Lake.

Intersections – Roundabouts

- Need a roundabout at the intersection of Mottman Road and RW Johnson
- Roundabout is needed at Bowman and Division please. Bad intersection in morning for and because of kids getting to school.
- There are too many traffic signals. Roundabouts should replace signals at major intersections to keep traffic moving – Cooper Point at Mud Bay; Harrison at Division. Roundabouts eliminate bumper-to-bumper line-ups.
- Like the roundabouts on Harrison.
- People are using KFC parking lot as a roundabout.
- Roundabouts work great.
- Roundabouts work because you don't have to wait long
- If the City builds roundabouts, they need a double lane.
- Evergreen Park Drive/ Carriage Drive backs up. Consider roundabouts.
- Division/Harrison – put roundabout.
- Existing roundabouts in Olympia function very well. We are concerned with the plan for a stoplight on Mud Bay Rd/Kaiser and suggest the City install a roundabout there. While the city believes one would not function well there because of uneven traffic flows; it seems that with all the future growth in that area, the flows would be balanced within a few years.
- Kaiser Road roundabout should work – revisit the decision to put in a signal.
- Consider adding roundabouts at the busy intersection if they will improve traffic flow.
- Roundabouts help some conditions.
- The situation there [Black Lake / Cooper Point intersection], coming and going, could be substantially improved with a triple roundabout at the BL Blvd/CP Road intersection. I think space is there to do it. Northbound would use outer lane for right turn, the center lane for continuing on BL Blvd, and the inner lane would be for continuing around to north on CP Road. Southbound from BL Blvd, middle circle to inside lane of BL Blvd and inner circle to head for the Auto Mall. From CP Road, outer lane

to outer lane of BL Blvd and center circle to the Auto Mall. From the Auto Mall, outer circle to north on BL Blvd, middle to north on CP Road, and inner to south on BL Blvd. There would have to be some crossover, but that would be with a minority of circle entrants. The other essential piece of this improvement is the ramp over 101 that would enable continuous flow southbound on BL Blvd to east on 101.

Street Connections

- Incorporate Kaiser Road south of freeway into Tumwater.
- Finish Grid – Kaiser to 7th.
- Open strip mall all the way through without having to get on Cooper Point (in front of – or behind - Post office/ Toys R Us etc.)
- Buy Evergreen Christian Center Rd to use as a public road to increase connectivity.
- Off ramp from 5th to Deschutes needed.
- Ramp from 5th to Deschutes with access 101 from Deschutes.
- Business parking lots should inter-connect so people don't have to get back on the street just to go next door. An example is the "Toys R Us" parking lot.
- There should not be a presumption that any local streets will be connected as a result of this study since staff stated there is no presumption that 101/access will be added.
- No local access streets should be connected without a guarantee that it will be for local use only. Any plan to connect local streets should include traffic calming devices and address other Westside problems.
- East - west neighborhood traffic is limited along Evergreen Parkway.
- Downtown access from West side is limited to 1-5, 101, and Harrison.
- Wellington West all use facilities in this area – running into congestion – few opportunities to access services on west side without using main roads such as Cooper Point.
- Wellington West – Don't like connection with Auto Mall because the Auto Mall uses it as their connection or test driving cars and others cut through.
- New development doesn't do a good job of connecting to existing network.
- There is no good connection from the Westside neighborhoods to Deschutes and Capitol Lake
- Concerns about opening Decatur Street.
- Need to consider the broader benefit of opening Decatur – impacts to other areas not just what residents on Decatur.
- Need to build a grid with new development. West Harrison gets crazy because there are too few alternate routes. A grid helps people walk, bike, etc. There's still opportunity with the vacant parcels. Keep the grid at a human scale to promote biking and walking.
- Makes sense to connect Decatur; it relieves that neighborhood's access to the south. Make it accessible just for the people who live there.
- Decatur is not wide enough to be used as a connection – too many children, no sidewalks. Would have to keep everyone from north of 9th Avenue from using it. People testing cars would use it if it was connected to the Auto Mall.
- Make the street network connect, but make it a pain to cut through neighborhoods.
- Does not want neighborhood connection.
- South of 9th Ave 500-700 dwelling units built in last 20 years. But no new access has been built to provide access to Highway. Decatur should be an option for local access.
- It makes sense to extend Kaiser Rd to Black Lake Boulevard
- Also, consider extension of 32nd Avenue to Black Lake Boulevard in Tumwater. This would provide more connectivity between Mottman and the highway.
- Add a Frontage road from Black Lake interchange to Yaeger Way.
- Need a new frontage Rd paralleling Highway 101 west of Top Foods to improve circulation and freeway access
- Make another connection – 9th to Deschutes. Too steep?
- Put access road to funnel traffic from Black Lake to Kaiser
- If development does occur- develop connectivity Kaiser to Black Lake Boulevard.
- Decatur neighborhood – allow local connectivity – with extreme traffic calming solutions.
- Add more connections between commercial parking lots so vehicles don't have to use surface streets to travel from store to store.
- Make Decatur and 16th connections for bike/pedestrian traffic only. Our neighborhoods should focus less on cars.

- Open to the idea of opening Decatur Street with sufficient traffic calming. Preferably to provide access only to transit, emergency, and public works vehicles and pedestrian and bicyclists. If traffic volumes move slow enough and a sufficient grid is in place, would also be acceptable to allow residential motorists to use Decatur St.
- A 2 lane parkway along Percival Creek connecting up to Carriage loop would help facilitate circulation of west side traffic to and from downtown Olympia.
- Open a connection south bound to Deschutes from 4th Avenue Bridge.
- Make 16th one way east bound and open Decatur & Caton Way. Provide local access to neighborhoods and take some traffic off Black Lake.
- Difficult to go east bound on 5th to Deschutes Parkway. With railroad abandonment, make a new access at 5th to Deschutes, even one-way connector. Perhaps this is being considered in Capital Lake estuary study.
- Need variable direction am/pm connections.
- Keeping Decatur closed affects traffic problems in the rest of the study area.
- Kaiser Rd connection could help with growth to the west. Who would that connection impact? What affect would that have? Need to consider Ken Lake neighborhood. Also, practicality due to grades and topography.
- Decatur connection needs to be made at the same time as the 16th connection while accounting for the chaos it will create in the neighborhood. i.e. traffic calming.
- Increase number of neighborhood connections over the entire study area so that no one neighborhood carries the burden of more traffic.
- Not in favor of opening Decatur. However, if that decision is made, the city should open more than one access point at that time and install heavy traffic calming facilities on all.
- Need more connected streets, which will relieve traffic and provide more travel options.
- Because of limited access to arterials from the SW Olympia neighborhood, motorists are often forced to go downtown to access to I-5.
- Current construction and development is prohibiting future opportunities for increasing access and circulation.
- There are few ways to get between Capital Mall and downtown. More connections would reduce 101 bottlenecks.
- City has planned Decatur connection for 20-30 years. How to make that work?
- Decatur connection would alleviate some traffic at Cooper Point and Black Lake. Connecting Yauger fly-over would too.
- Traffic will always go by somebody's house. 2001 cut-through to Auto Mall lasted about a month. How to do it with least impact? Need many connections to spread impact.
- Decatur and 15th punch-thru is a temporary solution to long – term problem.
- When 15th was open it was used a lot by the Auto Mall to test drive cars.
- Black Lake/Cooper Point intersection is the only/shortest route from 4th/Rogers to Irving St/SPSCC
- Not enough access on the east side of the project area and same for west side, especially for the new neighborhoods.
- Fern Street collects all the traffic from neighborhood. Too much traffic and not designed to handle. 9th is collector. Prefers to avoid this route and go by way of downtown.
- No easy/no functional access to US 101 without going through Cooper Point/Black Lake intersection.
- West side access (from down town / US 101) very limited routes.
- Doesn't favor opening Decatur at all, but if going to open it, don't open only one option – Decatur or Fern. Opening many connections is preferred over opening one connection.
- Like consideration of opening 16th.
- City plans are insufficient – how is City going to keep Decatur/16th as local streets not major thru-fair.
- Look back – earlier study? At opening Decatur would only be a short term fix.
- Limited access between West Olympia and Downtown Olympia – only one way – needs to be more connectivity from Downtown to West Olympia and vis-a-versa.
- If connections need to be made, need to use methods to maintain safety and quality of life.
- All logical connections should be made given topography.
- All connections made – multiple connections would help prevent impacts on one or two streets
- Share the burden by having multiple streets connected. One-way streets possible option to spread impacts?
- East-west connections appear okay. North-south not so good.
- What is new development doing to address the gridded street network? College Station has only two connections to grid.

- Rather sit thru light at Cooper Point / Black Lake than have 16th / Automall connector
- When you open connection people will come to the path of least resistance
- Appears that project should look at other connectors in vicinity of Decatur
- Nightmare on Fern Street. Too much traffic. No connected streets.
- Taking away cul-de-sac at Decatur and 15th will take away family friendly neighborhood.
- When 15th was open locals felt impact of through traffic.
- Not in favor of opening Decatur.
- Quality of life in Decatur neighborhood will be negatively impacted if Decatur is connected.
- I generally do not involve myself directly in political matters, but the impact of Decatur being closed has hurt me financially and poses a threat to public safety.

Economically irresponsible

3 miles extra round trip x 7 = 21 additional miles per week

21 miles x 52 weeks = 1,092 miles per year

1092 miles / 18 miles per gallon = 60 additional gallons per year

60 gallons per year x \$2.60 per gallon = \$157

- I have done this for the last 4 years. Therefore, I have paid \$630 to sit in traffic at Black Lake and Cooper Point.

- 40 families from Hidden Creek are forced to go the circuitous route generally 2 times a week. Conservatively, that is 240 miles per week and 12,480 miles per year. Using the same formula, this is 693 gallons of wasted gas at a cost of \$1,803.

Ecologically irresponsible

- Multiply this gas usage by the number of other drivers who are forced to use Black Lake and Cooper Point and thousands of gallons of fossil fuels are wasted.

- Multiply this gas usage by the number of other drivers who are forced to use Black Lake and Cooper Point and thousands of dollars are being wasted.

Irresponsible from a community perspective

- There should be an equal distribution of traffic.

- The residents along 9th Avenue are forced into bearing the brunt of traffic coming out of the neighborhood.

Inhibits Emergency Response

- From my office I watch rescue vehicles travel up 9th and turn right on Decatur a number of times each month. Firefighters and police officers have expressed their desire to see this street connected.

Inhibits disaster relief

- Hidden Creek is slated to be a disaster relief staging location. The current traffic pattern will inhibit disaster relief distribution and emergency management.

Inhibits social services

- Hidden Creek is a satellite distribution site for the Thurston County Food Bank serving 50 plus people per month. The current traffic pattern causes needy families to unnecessarily put extra miles on their vehicles.

The illogical traffic flow creates hazards for drivers and pedestrians

- Bank of America – While waiting at the light at 9th and Black Lake, people regularly struggle to turn left out of Bank of America. Many end up turning left and making a U-turn in the apartments or in the middle of the street. Some of these folks (including me) could use Decatur to go home.

- Forces traffic to clog 9th Avenue.

- At least 4 times in the last year I have spent 20 minutes plus traveling from 9th and Decatur, through 9th and Black Lake and through Black Lake / Cooper Point to the Auto Mall. (Christmas shopping season, wind storm, summer construction of 2006). Had Decatur been open, the trip home would have been 5 minutes tops.

Economic, ecological, social and civic responsibility dictates that Decatur be opened to more directly access Cooper Point and 101. Keeping this connector closed is an unjustifiable position when these factors are taken into consideration.

- I'm sure your department realized that the majority of the people who live in the southwest neighborhood would like to keep Decatur and 16th streets closed to through traffic access.

Access Management

- Make Decatur and 16th reversible one way roads to ensure they are used by Neighborhood only.

- Only allow bike, pedestrians, and transit service on Decatur if it opens. No private vehicles.
- When do you start to limit left turns on Harrison? Would like it considered – use devices to limit turning.
- Cooper Pt. is a problem between Black Lake Blvd and Capital Mall Drive because of the number of retail driveways and only one right hand turn lane onto Black Lake to get on freeway.
- Limit accesses to businesses on Cooper Point and Black Lake Blvd to reduce traffic hold ups for vehicle slowing down to turn into businesses. Also do it on other roads to improve traffic flow. Allow places for u-turns.
- Eliminate left turns.
- Median section added on Harrison – from roundabout to Black Lake Boulevard.
- Difficult to make left turns onto 9th Avenue from Bank of America driveway (corner of Black Lake and 9th). Need better access management for this bank. Could be other access management issues around West Side that have similar problems that create long traffic queues. - As a result of this traffic queuing, motorists are turning right out of the Bank of America Driveway and using the church parking lot at 9th and Decatur for U turn to travel west on 9th Avenue.
- Right turns should be emphasized and left turns minimized. An example, the new development on the NW corner of Henderson/Mud Bay and Cooper Point should emphasize entry from Cooper Point Road and exit onto Mud Bay Road. Admittedly this won't eliminate all left turns, but should minimize them.

Street Widening

- Widen Harrison Avenue all the way through to US 101 (Beyond Planned Kaiser Rd Improvements).
- Should extend proposed Mud Bay improvements west from Kaiser to Evergreen Parkway.
- The City should move beyond the 5-lane maximum standard under certain specific Conditions: i.e., where 3-lane nodes cross. Providing a short section of 6-7 lanes would allow the 3-lane areas to function better.
- Do not deviate from 5 lane max. policy!
- More lanes not better.
- Consider extending four-lane status to Mud Bay Road all the way to US 101.
- Consider upgrading Capital Mall Parkway to a major arterial feeding a connection to US 101 and reducing the funneling of traffic to Mud Bay Road.

Traffic Calming

- Add more stop signs in SW neighborhood to slow down traffic and increase safety for pedestrians.
- Local access streets being used as connectors are a problem because drivers speed and run red lights. There is a need for traffic calming.
- 4th Avenue traffic calming devices need to slow traffic even more.
- Revisit traffic calming on 4th Avenue – especially device at Percival.
- Traffic calming has re-directed more traffic to Rogers and Hayes
- Likes traffic calming on 4th Avenue – appears to work even for transit.
- Traffic calming devices can add to problems – not solve. Example-- 4th and Percival. Emergency vehicle access on this is a concern.

Other Observations and Suggestions

- Not everyone can avoid bad areas.
- Congestion encourages bad driving behavior.
- There is a lack of enforcement of traffic rules i.e., running red lights.
- Landscaping on planter strips impedes vision for bikes/cars.
- Trying to get to SPSCC from the West Side is difficult – people use Deschutes Parkway from northwest Neighborhood.
- Using Black Lake south of 101 is an underutilized route to get to Mottman and SPSCC.
- School related traffic on Conger is a problem.
- Many people like/prefer to drive through town instead of use 101- it's a nicer experience, more interesting.
- Put new construction buildings at the back of lots and put the parking lots at the fronts of businesses to leave room to expand the street in the future.

- Find another route for log trucks – not Harrison. Loaded trucks are too big and too much risk of dumping their loads.
- Narrow streets in subdivisions make you feel unsafe.
- Would having one-way streets lessen the impacts?
- One-way every other street?
- When 21st St. was closed it took ½ hour just to get off SPSCC Campus. Could take 1 hour to get to campus any time of day.
- The general flow should be able to get from point A to point B predictably. System is too limited for such a large area that is being developed.
- Traffic pattern – the road network is so restricted it contributes to problem. Realizes we are going to grow and change. Willing to give up something in that process to get a transportation system that works better.
- Traffic jams can lead to people choosing other modes. Congestion is good.
- Heavy traffic on Capital Mall Drive with new development – have concerns about increase in traffic on West Side.
- Capital Mall Dr. congested when hospital changes shift – 3 pm
- I sometimes take 101 to Evergreen Parkway to get to Rite-Aid. Now we are getting some large churches with traffic.
- I live at North end of Rogers. Often go through downtown to avoid Black Lake. Traffic can back up all the way to 9th from 101. Coming home from the south on I-5, I will use Deschutes Exit 103 to get to West Side.
- I bought a house on NW side to be in walking distance to downtown. I bike a lot too. The only big problem is at Cooper Point/Black Lake/101. Can take Exit 103 to Deschutes Parkway.
- Mottman is jammed at times. New Residents nearby, new jail, SPSCC.
- Black Lake from Capital Mall to US 101 backs up
- Congested arterials cause cut through traffic on Milroy
- Problem with cut through traffic in the South Westside neighborhood.
- Congestion drives traffic thru neighborhood at high speeds.
- Mall expansion puts more congestion on Harrison and 4th Avenue, and inhibits 4th Ave's use by thru traffic from Black Lake to Kenyon
- From Cooper Point to western study limits Harrison/Mud Bay Road becomes increasingly congested. Part of the problem is speeders prevent people from pulling out onto Mud Bay. Can't get out/in of driveway. Speeding on Harrison / Mud Bay is a problem.
- People do not obey the traffic signals. They run the red all the time.
 - Red light running
 - Left turn red light running (Worst is NB on Black Lake turning left into Top Foods; also at Division.
- There is so much speeding on 8th – it's like a freeway.
- People don't do speed limit on Harrison to the first roundabout – speed is a big issue in this corridor. Enforcement would be nice.
- Lots of kids in Decatur neighborhood. Already a problem with speeding cars. More cars will be more of a problem. If opened some kind of speed control will be needed.
- Most homes in the Decatur Street neighborhood don't have much of a backyard. This causes the people to use the streets in front of their houses. There is a group home in the Decatur neighborhood. The group home tenants are in wheelchairs. They routinely play basketball in the street. The Concern is more traffic could be safety issue for the wheelchair users and their neighbors.
- Through traffic thru neighborhoods, including Decatur
- On Decatur Street, worried about parking near park. Increasing traffic with street connection – may conflict with children and Park.
- Don't mind time getting to places if neighborhood is quiet, safe – lack of through traffic.
- Quality of life in older neighborhoods – Decatur Street. Pets hit.
- Direct access but with traffic calming – allow access but discourage to limit heavy usage
- Be sensitive to not cutting neighborhoods in two
- Keep traffic slow and discourage traffic thru neighborhoods, including Decatur
- New by-pass highway north around Olympia. Bridge over southern Budd Inlet, e.g., east-bound down Brawne, etc., or westbound down San Francisco from the east side. Genuine long-term planners like yourself must envision a TUNNEL under Budd Inlet. You cannot waste time by looking at a new east-west route in the south. That area is now overloaded and restricted by Capitol Lake, the State

Capitol grounds, the crowded U.S. 101 and I-5 interchange at Tumwater. THERE IS NO CHOICE BUT TO PLAN FOR A NEW EAST-WEST BY- PASS IN THE NORTH OVER BUDD INLET OR UNDER BUDD INLET. A TUNNEL IS ENVIRONMENTALLY FRIENDLY IF BORED DEEP IN BEDROCK.

- One way streets must be developed now For example. Rogers St. Northwest should be one-way to the north. It is a bus-route and already it is the only N-S street with parking only on one side. Garfield Elementary traffic exits on to Rogers St. for north bound moms. With the latter a two-way street, I have seen too many accidents there.
- The traffic circle at the east foot of Harrison hill and its meeting with Westbay Drive is a GRIDLOCK at both rush hours. The only solution is to get the car volume off Harrison St. and that hill. Alternatives: HOV lanes on all of Harrison St. and its hill, from Division down to the Westbay Drive circle, 2 hours in the a.m. and 3 hours in the p.m. (You will have to do the same with West 5th (hospital hill) to avoid a simple re-routing downhill by single passenger autos.) Single passenger cars will have to work their way down Brawne onto Westbay Drive., or other routes, e.g., use courthouse hill; or use 101 -- especially by motivating single driver cars, going from west to to east, to head west on Mud Bay Rd. to get on to the Evergreen Pkwy entry on to 101 eastbound; this latter on- ramp is underused. By showing single driver cars that going on to Mud Bay Rd. headed west, then on to Evergreen Pkwy headed south onto 101, they can cross town, west to east, faster. Do it now: make Harrison St., from Division St. eastward down hill to Westbay Drive, HOV-only, 5 hours each day!