



## **RECORD OF PUBLIC COMMENT PHASE 1 OUTREACH WEST OLYMPIA ACCESS STUDY February and March, 2007**

This document includes all public comments received during the Phase 1 outreach efforts of the West Olympia Access Study from February through March, 2007. That outreach included two general public workshops as well as the opportunity to submit comments via email or regular mail. Those comments are included here as they were received or recorded. No effort has been made to eliminate duplicate points or remove extraneous comment that is not relevant to the study.

Contents are organized by when or how they were received: workshop #1; workshop #2; or comments submitted directly to the project team. Additional comments received beyond the record date of April 3, 2007 will be included in a separate addendum.

These “raw comments” will be distilled into a synthesis of issues, opportunities, and key principles that the West Olympia Access Study will seek to address. Subsequent documents will present that synthesis derived from the comments included in this record.

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West Olympia Access Study – Phase 1  
Record of Public Comments

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Jefferson Middle School

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## West Olympia Access Study – Workshop #1

March 7, 2007 – Jefferson Middle School

*Notes captured from the small group breakout discussions*

### WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS SCOTT'S GROUP

- Make sure all modes of transportation (not just cars) are considered when developing any plan.
- Make it safe to walk so people will leave their cars at home. We need more sidewalks, more lighted crosswalks, more transit, etc.
- Need public transportation instead of more roads – i.e. park n ride and bus service.
- Consider building a trolley line up 4<sup>th</sup> Ave. to the Capital Mall to accommodate easy travel between downtown and the mall.
- Consider building a gondola to shopping areas from a parking facility. Similar to the one that operates in Portland.
- Add more stop signs in SW neighborhood to slow down traffic and increase safety for pedestrians.
- 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.
- Add more crosswalks to make it easier for children to get to Garfield.
- Add Dash bus service to mall from hospital, neighborhoods, park-n-ride etc, so frequent, free transit is available.
- Need longer IT bus service hours, and more service on weekends.
- 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.
- Need to improve Percival Canyon Trail so people can walk to West Olympia from Capitol Lake area.
- Improve trail network so people have the option to leave their cars at home.
- Suggestion for Black Lake south at Cooper Pt. intersection; make right lane thru only, middle lane optional left turn or straight, and the left lane - left turn only.
- Traffic will always be an issue on West Side as long as vehicle dependent – big box retail continues to be built. Either find another revenue source, or require big boxes to provide funding for transportation fixes or provide public transportation.
- Provide frequent shuttle buses from Park n Rides to retail.
- There are four or five disabled kids on Thomas SW/15<sup>th</sup> who use Decatur. DO NOT confine them to their homes!
- WSDOT should return Kaiser to an interchange with 101 as it was in the past.
- 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.
- We need more sidewalks if you want us to use transit or walk to shopping. We don't currently feel safe walking to shopping on roads that are missing sidewalks.
- We need a traffic light at Caton and Cooper Point.
- We need flashing crosswalks along major arterials
- IF they are opened – open Decatur and 16<sup>th</sup> together and they would need sidewalks.
- Make Decatur and 16<sup>th</sup> reversible one way roads to ensure they are used by Neighborhood only.

- Increase frequency of IT service by using smaller buses, where they can, to cut costs.
- IF Decatur opens require bus service.
- Only allow bike, pedestrians, and transit service on Decatur if it opens. No private vehicles.
- Post on the West Olympia Access Study website, a list of jurisdictions of similar size that we are comparing out transportation needs with.
- Taking global warming into consideration, are we seriously making an effort to get people out of their cars?
- Need to run smaller buses at non-peak hours more frequently.

## WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS STEVE'S GROUP

- Concern that the Delphi Bridge may collapse during an earthquake blocking US 101
- South Puget Sound Community College (SPSCC) is seeking ways to have fewer cars on campus, better bike routes, alternative transit
- Problem with accessing SPSCC campus is limited by the freeway location.
- Need improved pedestrian/ bicycle access throughout the study area. Need safer places for bikes, bike lanes, dedicated bike corridor, safe places for pedestrians.
- Pedestrian safety on 9<sup>th</sup> Avenue is a concern today. How's walkable will areas like this be in the future?
- Improvements to key intersections – Evergreen Parkway needs to be modified to work with traffic.
- Preserve the ability to walk to work (in downtown Olympia) from the West Olympia neighborhood – keep it that way.
- Get the Crosby Road/ Cooper Point Road signalizes timed together across Highway 101
- Add a right lane for better ramp access onto Highway 101 from south bound Cooper Point Road between the freeway and Evergreen Park Drive.
- What is the plan for High speed transit in West Olympia? Need a plan now for areas along I-5 and US 101 – Light Rail.
- Problem - US 101 merge to I-5 (NB) – “It’s a mess” - Additional lanes(?)
- Crosswalk in front of SPSCC across Mottman Road needs improvements – lighting, etc.
- Need a roundabout at the intersection of Mottman Road and RW Johnson
- Study area lacks of North-South traffic connections. Only has Evergreen Parkway and Cooper Point Road access from Freeway. Is Kaiser Road a possible alternative?
- Driver going southbound on Kaiser Road north of Mud Bay Road, avoids Black Lake / Cooper Point Road and diverts to Evergreen Parkway.
- Encourage more drivers and pedestrians to use Deschutes Parkway
- Increase bus access to and from SPSCC. Also need service from SPSCC to The Evergreen State College.
- Evergreen Parkway interchange needs to merge into a new interchange east or west of it. Incorporate Kaiser Road south of freeway into Tumwater.
- Need a Park and Ride lot near the Capitol Mall.
- Expand access to park and ride lots. Only one in the area is on Madrona Beach Road.
- Need s bike lane/path for Harrison to downtown.
- There are no bike lanes along Cooper Point Road (in the area of the Auto Mall). Disconnected bike facilities hurt access to SPSCC.
- East - west neighborhood traffic is limited along Evergreen Parkway.
- Mud Puddles on Black Lake Boulevard affect use of sidewalks during heavy rains

WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS  
**KAREN'S / SUSAN'S GROUP**

- The priority should not be only focused on car traffic. There needs to be attention also paid to pedestrians, bikes, and buses with a the goal of system sustainability.
- Emphasis on walking, biking to alleviate traffic problem.
- Black Lake / 101 Interchange is a problem. There is no place to cross or walk and also poor visibility.
- I avoid bad areas like Black Lake/ Cooper Point at the busy times of day. I am able to get around okay.
- Not everyone can avoid bad areas.
- If there were something like IT Dash I would use it.
- Drivers don't see walkers at intersections. They often fail to yield to pedestrians on right.
- At Ken Lake and Black Lake light – drivers on Black Lake run through it. Need an early warning (blinking light).
- Interchange areas are not pedestrian friendly.
- Preserve quality of older neighborhoods. i.e. walkability, historic character.
- Need more sidewalks.
- Local access streets being used as connectors are a problem because drivers speed and run red lights. There is a need for traffic calming.
- Congestion encourages bad driving behavior.
- Mud Bay and 101 is not a functional interchange.
- There is a lack of enforcement of traffic rules i.e., running red lights.
- Traffic calming devices can add to problems – not solve. Example-- 4<sup>th</sup> and Percival Emergency vehicle access on this is a concern.
- New housing is adding to congestion. Concerned about how the planned access routes from new developments impact system
- Better transit will solve some of the problems.
- Black Lake/Cooper Point – the problems there seem hopeless.
- Downtown access from West side is limited to 1-5, 101. and Harrison.
- Concerned about environmental impacts of intense development on watersheds/water and air quality.
- Landscaping on planter strips impedes vision for bikes/cars.

Planning Process

- Comments are so important. We give our time to attend. Please take our input into account.
- Sidewalks. Consider importance of a good sidewalk network to promote walkability. Is LID a useful tool?
- Concern about lack of walkability in Mall area. Large parking lots are not safe for walkers.
- The new design requirements that require buildings to face the street with parking in the rear impedes walkability (example new addition to Capital Mall). That new strip is not walkable. You still have to cross a large parking area on foot to get to some of the businesses.

WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS  
**KATHY'S GROUP**

- 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.

- Capital Mall Dr/ Cooper Point - Have to wait for multiple lights during rush hour. 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.)
- 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.
- 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.
- Yauger Way – New connection from US 101 would help get some traffic out of Black Lake/Cooper Point interchange.
- Concerned that WSDOT / City will protect their own turf – want them to work together.
- Widen Harrison Avenue all the way through to US 101 (Beyond Planned Kaiser Rd Improvements).
- Finish Grid – Kaiser to 7<sup>th</sup>.
- More Transit options that go further down Mud Bay for folks to access downtown.
- Want a Trader Joes
- Access/Response times for emergency services – Access to Ken Lake is limited and depends on getting through the Black Lake/Cooper Pt. interchange – can't respond very quickly.
- Emergency access on Westside is bad, especially to and from Black Lake.
- Crosby Boulevard – US 101 exit – Access to Cooper Point from SPSCC is terrible.

#### WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS LYNN'S GROUP

- West side transportation focuses on thru traffic instead of people who live there.
- Congested arterials cause cut through traffic on Milroy
- The current focus is more on moving cars and not people.
- There aren't enough bike paths, the network is not finished.
- Need better Mud Bay access.
- Need better connection from US 101 to Mud Bay Rd.
- Like the roundabouts on Harrison.
- 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 4<sup>th</sup> Avenue, and inhibits 4<sup>th</sup> Ave's use by thru traffic from Black Lake to Kenyon
- Does not want neighborhood connection.
- Buy Evergreen Christian Center Rd to use as a public road to increase connectivity.
- Develop interchange at Kaiser Rd and US 101.
- Evergreen Parkway I/C is underutilized, could carry more traffic.
- New development doesn't do a good job of connecting to existing network.
- Narrow streets in subdivisions make you feel unsafe.
- Shuttle buses or short route buses could help relieve congestion by providing alternative to using cars.



WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS  
**SOPHIE'S / BONNIE'S GROUP**

- 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.
- At Top Foods, it is difficult to cross the street as a pedestrian because of vehicles turning right on red.
- Cooper Point and Black Lake is an unsafe intersection for bicycles.
- Division and Harrison – checking for pedestrians – same issues about waiting for pedestrians, but less because there is a turn arrow.
- Division and Harrison/Cooper Point/ on all big streets, bikes must be on sidewalk as there are no bike lanes.
- Lack of bikes lanes in general is a problem
- Mottman Interchange horrible – wait time for cars too long. There is a bottle neck with SPSCC traffic – limited to noon and end of day. – back up into college
- Gloria Day Church/Harrison at Perry left turn onto Perry - holds up Harrison traffic
- 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 can't turn left on to Cooper Point some times of the day.
- Trying to get to SPSCC from the West Side is difficult – people use Deschutes Parkway from northwest Neighborhood.
- There is no good connection from the Westside neighborhoods to Deschutes and Capitol Lake
- Off ramp from 5<sup>th</sup> to Deschutes needed.
- People are using KFC parking lot as a roundabout.
- Trail near Mud Bay Rd at overpass is not connected North and South.
- What other urban neighborhood outside of Olympia can we use as a model –a neighborhood that has high traffic volumes but still has livable streets . Queen Anne might be an example: high volume but livable streets.
- Using Black Lake south of 101 is an underutilized route to get to Mottman and SPSCC.
- Straight thru traffic Black Lake and 101 is ok
- What are the future plans at Division with new movie theaters. Could open up 4<sup>th</sup> to more traffic – which could be problem.
- 4<sup>th</sup> Avenue traffic calming devices need to slow traffic even more.
- Does the City have data on how many people use freeway vs. driving thru town? People think freeway faster.
- Getting on freeway at Cooper Point / 101 is scary and traffic is very fast – must merge fast. The weave will get more difficult with more traffic.
- Deschutes is underutilized – but great for biking and walking.
- Need another off ramp west of Cooper Point and Black Lake and before Evergreen.
- Question: When does the City change neighborhood streets classifications? How is a street upgraded? (Answered by Sophie)
- Question: When does the City decide that a traffic backup is okay – what is the limit? (Answered by Sophie)
- When do you start to limit left turns on Harrison? Would like it considered – use devices to limit turning.
- Look at funneling traffic to Perry (rather than Harrison)
- City need to explain process on how decisions are made to change traffic flow.
- Concerns about opening Decatur Street.
- Revisit traffic calming on 4<sup>th</sup> Avenue – especially device at Percival.
- Traffic calming has re-directed more traffic to Rogers and Hayes
- Ramp from 5<sup>th</sup> to Deschutes would access 101 from Deschutes.

- Roundabouts work great.
- Roundabouts work because you don't have to wait longng
- When Dept of Corrections moved out of downtown, traffic got better.
- Roundabout is needed at Bowman and Division please. Bad intersection in morning for and because of kids getting to school.
- School related traffic on Conger is a problem.
- Question: Do we put a price on what the choices cost.
- Need to consider the broader benefit of opening Decatur – impacts to other areas not just what residents on Decatur.
- People coming in on Black Lake Boulevard turning west is a problem – instead of using Evergreen exit.
- Many people like/prefer to drive through town instead of use 101- its nicer experience, more interesting.

### WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS PETE'S / BHANU'S GROUP

- 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.
- I live in Ken Lake – I am not experiencing traffic problems. The City needs to focus on walking/biking. Not enough transit options; only one line to downtown.
- I am concerned about Decatur. I like to walk to work. We need sidewalks and bike lanes.
- There are two ways from Harrison/Division intersection to Highway 101. Black Lake Boulevard is too hard, so usually go out Mud Bay. Cooper Point Road is just as bad. There is a bottleneck at Top Foods all the time, even on the weekends.
- Don't repeat Black Lake/Cooper Point intersection mess. Do a new Highway 101 interchange design; e.g. a fly-over ramp to Yauger.
- 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.
- Need a right turn lane at SE corner Harrison and Division.
- I drive Black Lake Boulevard to Highway 101 daily. Need to improve interchange and road. Add lanes for Highway 101 access by taking them from other movements. One option is to take one of the thru-lanes from southbound Black Lake for third 101 access lane. Doesn't seem to be enough demand on Black Lake for two thru-lanes southbound. Relieve some burden by adding right turn lanes at Black Lake and Cooper Point. Stagger lights or adjust signal timing to favor the major flow. It would be nice if you could eliminate left turn lanes from Black Lake but that may not be practical.
- 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 9<sup>th</sup> 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.
- Make Highway 101 interchange a cloverleaf and get rid of the lights to make it free flow.
- 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.

- 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.
- 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.
- 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.
- 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.
- Don't let kids drive until they graduate from high school.
- Don't waste space on bike lanes where no one uses them; e.g. on Black Lake Blvd. at Highway 101, where it is dangerous anyway.
- Bike lanes and sidewalks are needed in areas like Black Lake Boulevard at Highway 101, especially south of that interchange.
- Find another route for log trucks – not Harrison. Loaded trucks are too big and too much risk of dumping their loads.
- If the City builds roundabouts, they need a double lane.
- The freeway should be for long trips, not local ones. Local travelers drive slower than long-distance travelers, and don't need same speed; their added trips plug up the freeway.
- Limit developers' rights, not residents' rights

## **Input on Key Evaluation Principles and Supporting Comments Workshop #1**

### General Comments:

- Ask "Are these the right evaluation principles?"
- On the whole I think Olympia does a great job of traffic management. I'm grateful for all those pedestrian crossing lights!

### **Principle 1: SAFETY**

#### Comments and Ideas:

- On arterials promote "u" turns at signalized intersection or provide more roundabouts for right turns into driveways.
- Bikes don't feel safe whizzing past driveways when on the sidewalk.
- Greater residential and business densities will produce more conflicts between different transportation options coming into conflict with each other (ex. Bikes, cars & trucks). Dedicated non-arterial bike lanes would be useful (ex. 4<sup>th</sup> Avenue, east and west; Decatur Street, north and south).
- No facility (except shoulder of road or at some intersections (Kaiser and Mud Bay) for pedestrians on Cooper Point Road north of Harrison and on Mud Bay west of Yauger.
- Unless you solve the problem of traffic flow, it will never be safe for cyclists – you should probably put them on a designated lane on a side street.
- No one walks on Harrison – put sidewalk only on one side.
- Overhulse Road and Kaiser Road access to Harrison/Mud Bay.
- Yes! In places there is no shoulder – very hard to bike/walk.
- Mud Bay interchange is dangerous.
- Ken Lake Boulevard – Black Lake intersection has been site of a number of serious accidents because people drive south on Black Lake fast and do not notice the light –

can there be a warning yellow light to alert drivers to intersection. There is also awkward lane changing and access to the businesses.

- New strategies needed for ensuring pedestrian safety at high volume intersections (4 way stop lights – pedestrian bridges, etc.)
- Separate corridors for bikes/pedestrians, also short-cuts for bikes/pedestrians to avoid high traffic areas.
- Provide sidewalks and dedicated bike lanes without taking away from driving lanes.
- Existing downtown “improvement:” sudden alignment changes, poor “designer” surfacing. Not safe.
- It gets more dangerous for pets, too.
- Livability – human scale development.
- Neighborhood streets should not be “thoroughways!!!”
- The principle needs to promote pedestrian safety and access first. The city policy of keeping car traffic flowing at all time must be reversed. More stop signs, crosswalks, longer “walk signs” on traffic lights.
- Sidewalks are needed to increase pedestrian safety and the feeling of safety.
- If you don’t feel safe turning left, don’t turn left!
- Yes, everyone must be more careful.
- Turn lanes are not long enough. Building is being done too close to the streets. Move planting strips in center of roads back farther from intersection.
- Cars (and large trucks) don’t always respect bike lanes – and they are frequently interrupted by right turns for cars. Physically separate bike lanes and complete sidewalks.
- Need left turn lane off Harrison/Mud Bay onto McPhee. Widen street from Yauger to 101 interchange.
- Right turn from Black Lake to Harrison is dangerous – hard to see left, people rush it.
- Safety: Add street crossing
- Safety: Group feels this is an important element

## **Principle 2: CIRCULATION**

### Comments and Ideas:

- Complete arterials and major collectors to new construction standards. Provide as many connections as possible to existing street system.
- There is an illusion of access, but bike lanes disappear.
- Kaiser Road needs to connect south into Tumwater.
- Route choices are so limited that congestion is BAD no matter the route.
- Need a major alternative for east/west traffic.
- Need to have alternatives for Cooper Point Road and for Division/Black Lake – use Evergreen Parkway as an express lane to Cooper Point.
- What is the City going to stand for: Friendly neighborhoods or access to freeways?
- We do this [cut through neighborhoods or drive extra miles to avoid bad intersections] because during rush hour, it is the only safe way.
- I live in Ken Lake and have to go through Black Lake – 101 and Black Lake – Cooper Point intersection. It cannot handle more traffic from additional developments so all new developments need different freeway access.
- More important for “out-siders” transiting neighborhoods, rather than residents of such areas (“in-siders”).
- Problem is that people use local access roads as connectors.
- Connect Decatur – homeowners knew or should have known that Decatur was to be connected. This would help Black Lake and Cooper Point intersections.

- Circulation equates to Connections.
- More car connections = less bike and pedestrian travel.
- Should be Balance, not Circulation. Commercial impacts should be dealt with by the businesses that create the traffic. “Connectedness” has to take into account the unique topography of West Olympia’s separation from downtown.
- Slow down – you will get there!!
- Randy is so compromised he must be removed from this study. His sole intent is opening Decatur.
- Build wider roads. Use large roundabouts.
- Is there really a difference between circulation and mobility?
- You can build bike/hike paths without any road!
- More route choice will lead to more people driving through neighborhoods.
- Great idea from our group - encourage adjacent parking lots to connect between retail spaces.
- Circulation: (*Confusion among participants of difference between circulation and mobility*).
- Circulation is the system and mobility are the people and trips in the system
- Circulation: People feel can’t get where they want as quickly as they think they should.

### **Principle 3: MOBILITY**

#### Comments and Ideas:

- Too many cars.
- Add a new 101 interchange either at Kaiser or at Delphi Road, crossing 101 east of the McLane Elementary School (assuming the old Delphi bridge is replaced). Merge west bound off-ramp and east bound on-ramp into the new interchange from the Evergreen Parkway.
- People say congestion is getting worse and it will continue to get worse with continued development on the westside.
- Need a major alternative for east/west traffic.
- Need to have alternatives for Cooper Point Road and for Division/Black Lake - use Evergreen Parkway as an express lane to Cooper Point.
- Yes, [congestion is getting worse] and with all the development going in, we had better find solutions fast!
- Only two ways to get to downtown – freeway or Harrison. One easy way to get to Tumwater is freeway (or can weave and wind through neighborhoods).
- Pedestrians don’t walk in areas that are dangerous and inconvenient.
- Increase sidewalks and dedicated bike lanes without taking areas from driving lanes.
- Timing.
- Mobility equates to Level of Service or delay.
- Not a priority for me – I would move up #6 and #7 [travel modes and environment] and downgrade mobility.
- Don’t build more roads – more people will just come. Or move to public transit.
- Steve Cooper and Allied developers must not be allowed to override the welfare of entire neighborhoods.
- The number of buses is increasing, but they aren’t coming any closer to my house. It is still a half mile walk.
- Change density levels in new developments – make it less dense.
- Connect business parking lots whenever possible.
- Require students to graduate or get their GED before they can drive.

- People here don't know how lucky they are (of course, that is why so many of us are coming from places where it is much worse!)
- Mobility: Convenient way to get into places: need better access to get into business, needs to be more straightforward.

#### **Principle 4: ACCESS**

##### Comments and Ideas:

- For alternative transportation. If we focus mostly on car traffic we will have more access problems as population increases. If we provide alternative access there will be fewer access problems as population grows. Better access to Amtrak station.
- A DASH type bus system around the westside might encourage less driving to do westside business.
- Zoning often does not support convenience!
- Connect Decatur – homeowners knew or should have known that Decatur was to be connected. This would help Black Lake and Cooper Point intersection.
- People don't have many choices for getting where they want to go.
- Access as a multimodal construct. Any discussion of access has to include expanded trail networks, light rail, or even a gondola connecting Capital Mall, Red Lion/Courthouse, and the Capitol.
- Agree that access is an important principle. Need to provide more public transport – Dash buses from parking garages.
- The TRPC should not override City policy as it attempted to do in 2004 by granting funds to Decatur when Decatur was not a priority.
- Build clover leaf interchange. See No. 2 above. (Build wider roads, use roundabouts – large).
- Would like to see a denser transit network in West Olympia.
- True – people don't have many choices for getting to where they need to go. Need another 101 interchange off Yauger Road and complete the Evergreen Parkway exchange.

#### **Principle 5: TIMELINESS**

##### Comments and Ideas:

- Make as many improvements to existing interchanges as possible. Example not to current standards are the merges to 101 from Evergreen Parkway.
- Make bike paths now. Create a safe way for peds/bicyclists to cross over Highway 101 to get into Tumwater - this could eliminate some car traffic.
- Have developers contribute to funding solutions for added congestion if they don't already.
- Watch signals – more is not necessarily better; impedes flow (or can).
- Yes [Problems are mounting today so near-term strategies are needed]
- All new developments need different freeway access than Black Lake and transportation plans should be a requirement of any development.
- Fix transportation before density is increased.
- Coordination of land use planning and traffic planning.
- I'm into patience. You never undo something you have jerry-rigged.
- Short sighted – quick fix solutions.
- Disagree that timeliness should be a principle. If it isn't long term, don't do it!!
- Slow down traffic to allow pedestrian access.

- It's frustrating to learn that the study will take two years just to come up with "strategies." Seems like a lot of near term solutions could be implemented more quickly than that. We don't have to design everything for 2030 traffic today! Lots of things could change those forecasts.
- Timeliness: Feel this is important and already too late.
- Timeliness: opposed to solution that only work for 10 years – long term solutions not short term.

## Principle 6: TRAVEL MODES

### Comments and Ideas:

- Many key arterials and major collectors do not include bike and ped facilities.
- Major highways could accommodate for high speed mass transit, like light rail or train.
- No more roundabouts – bad for commercial trucks, emergency vehicles (fire trucks).
- Need LRT at least to airport. Would lessen I-5 north traffic and lessen strain on 101/I-5.
- We need to prepare for light rail or other forms of mass transit.
- We need to not just accommodate, but also promote and encourage alternate forms of transportation in how we plan and design roads.
- Yes! More mass transit options on Overhulse/Mud Bay.
- If we decrease congestion, drivers will be less reckless at intersections. May need to curb red light running to make intersections safer for walkers and bikers.
- Priorities should be stated in this order here and throughout the study: [Streets need to accommodate] pedestrians, bikes, buses, cars and trucks.
- Make streets wide enough to accommodate traffic and bikes.
- Accessibility for wheel chairs, etc. not just the lip service that is paid to it now. 1) poor accessibility to crosswalk light controls, 2) new yellow round bump ramps worse than old concrete ones with grill pressed in it for texture.
- Travel modes = Bikes.
- See #4. (Access as a multimodal construct. Discussion of access has to include expanded trail networks, light rail, or even a gondola connecting Capital Mall, Red Lion/Courthouse, and the Capitol.)
- Agree, especially with need to accommodate buses.
- The westside is being used by the city as a traffic dependent sales tax farm and roundabouts create auto congestion. Reverse policy.
- Streets need to **safely** accommodate cars.....
- Change lanes for bikes so that they ride facing traffic. This will do the following: 1) bike and car will be past each other in moments, 2) bike will see oncoming car and know if the driver is paying attention to the roadway. People are going to drive – make it easy for them.
- Provide sidewalks for pedestrians – don't expect them to use the streets!
- Separated bike lanes on major streets would be helpful.
- [...accommodate...bikes and pedestrians] where they want to go and will go, not where they won't go. Just not cost efficient to have for no purpose if not used.
- Travel modes: unless the bike plan is comprehensive, it doesn't work – need a network.
- Travel modes: Need to make sure it is safe for pedestrians especially crossing.
- Travel modes: Need to build in pull out area for buses, buses back up traffic every 30 seconds (on Division for example).
- Travel modes: What about smaller buses if large ones not full.

## Principle 7: ENVIRONMENT

### Comments and Ideas:

- Stormwater is major factor to all development.
- Too many f.... cars. They stink, pollute – fumes, oil. Driving is stressful and alternatives should be easy – to get the stressed drivers off the road and into a vehicle that they aren't driving.
- Preserve Ralph Monroe's pedestrian/bike corridor through McLane Elementary up Evergreen Parkway.
- Add "Sustainability" to Environmental principle.
- Noise, unwanted night glare.
- Watershed areas must be protected with the paving of the westside. This is a problem.
- Protect watersheds. Removal of large blocks of trees causing increased winds.
- Environment = Habitat.
- Need to reduce car use – what are we doing to get people out of their cars? Don't add any more stores to mall.
- Developers working directly with Steve Hall have more power than fully mobilized neighborhoods.
- As with all things we need to balance the impacts. We as humans are a natural part of nature and we will impact our surroundings, however we can do so with thought and care.
- Of course....
- Face it roads and access are not "green." Get over it, this is a city.
- Environment: Should be called "quality of life" or make it a separate principle.
- Environment: Comfort and feel is important like Deschutes

### **Other Principles?**

- Efficient use of taxpayer funds.
- These are good evaluation principles.
- Timing – land use and transportation.
- Preservation / Heritage – preserving the character of existing neighborhoods.
- Tranquility?
- All future land use considerations should be worked out before deciding on transportation needs in order to avoid a transportation plan that becomes obsolete due to later unplanned growth.
- Construction supervision.... To ensure correct staging and signing.
- (outside of scope, likely). Whatever happened to telecommuting and staggered shifts as many are state workers (not all I know). Farfetched: better interagency electronic security so instead of working for an agency work at a state facility near you for any agency.
- Ambiance – cars make for isolated people. Let's support bike paths and people paths so people connect more, not less.
- Equity. If West Olympia provides the bulk of the city's revenues, it should get a bigger share of the transportation investment.
- The definitions are confusing. Example: mobility?
- Economy – as in \$.
- New principle: Think of the greater, common good.



## West Olympia Access Study Evaluation Form Comments Workshop #1

1. How would you rate this workshop?

5 Exceeded My Expectations	4	3 Met My Expectations	2	1 Did Not Meet My Expectations
1	3	4	3	

2. What portions of the workshop did you find most useful? Do you have suggestions for future workshops?

- The background/history to project.
- Small group work.
- Most useful: Discussion Groups/No preset issues or solutions.
- Suggestions: Group work to suggest solutions.
- Wasn't what I expected. I live in the southwest neighborhood. I thought we were already a step ahead of this meeting.
- Screen workshop tables – very noisy – hard to hear.
- Workshop section with staff (Kathy) great.
- Small group discussion – input of problems, etc.
- Opportunity for input – very open.
- Separate Decatur issues.
- Noise level was high. Find a location where each discussion group could be assigned a room.
- Get someone who can do a great job to get your tech. equipment working. Your picture/powerpoint was way too small – if it was bigger your screen would be too low. Your sound system didn't work. You couldn't control the lighting in the room! Please hire some people to get it straight.

3. Do you have ideas, comments or questions about the West Olympia Access Study?

- The public needs to be provided details of the various impacts to existing traffic flows based on the forecasted population increases of Olympia.
- Want a Kaiser Road off-ramp to increase access.
- All good – except how did Randy do with the Decatur group?
- Get your AV act together. 2x or 3x size of image, sound.
- More bicycle access. Safe bicycle access. Bicycle access into neighboring towns. Bicycles should be able to efficiently go anywhere and everywhere in the area. Make separate lanes for mass transit. Wider bike lanes or bike paths. Better storm water drainage so peds and cycles don't step in puddles. Get high-speed mass transit.

**West Olympia Access Study – Workshop #2**  
**March 15, 2007 – Evergreen Christian Community Center**  
*Notes captured from the small group breakout discussions*

**WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS**  
**THERA'S & VICKI'S GROUP**

- 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.
- South of 9<sup>th</sup> 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.
- Agree about Decatur.
- Yauger Way Interchange should be located between Black Lake and Evergreen Parkway.
- 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. Not in favor of opening Decatur.
- Interchange problem with the outside collector/distributor lane from Plum Street on I-5 to US 101. Always slow with lots of fender benders. Suggest looking at a "thru traffic middle lane" signing on the US 101 hill that comes up to the Mottman Interchange. Keep right lane for exiting traffic only. Lots more accidents exiting US 101 to I-5 in PM.
- When 21<sup>st</sup> 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.
- 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.
- 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.
- It makes sense to extend Kaiser Rd to Black Lake Boulevard
- Also, consider extension of 32<sup>nd</sup> Avenue to Black Lake Boulevard in Tumwater. This would provide more connectivity between Mottman and the highway.
- Need a light at Kaiser and Mud Bay
- The light at Delphi and Mud Bay has negatively affected Mud Bay traffic since it went it. 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.
- Is there an option for US 101 on-ramp at Kaiser?
- South Puget Sound Community College is always working to reduce cars by increasing Transit service. The free bus pass is widely used, but buses don't have enough routes or park-and-ride. Need a park-and-ride lot or transit facility at Capitol Mall.
- You cannot take the bus from Harrison / Mud Bay in vicinity of Kaiser and get to the SPSCCC campus. You have to go downtown first, then transfer to come back to SPSCC. it takes 1 ½ hours to make a 15 minute trip. Need more local bus service.
- Quality of life in Decatur neighborhood will be negatively impacted in Decatur is connected.
- Keeping Decatur closed affects traffic problems in the rest of the study area. Question: who decides what streets stay closed and what streets will be opened? And what factors are considered when making this decision. (Thera replied that this is a City Council decision) Jerry requests clarification as to how decisions regarding street openings and closings are made.

- Look at traffic calming devices in neighborhoods. How does this process work?
- 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.
- Where does the traffic at Mottman interchange come from? How much is from the Mottman Industrial area and how much from other areas?
- Starting at 3 o'clock I-5 interchanges are blocked. Ramps cause awful merge problem – weave is an issue.
- Is it time to consider development moratoriums on the westside? City assumes that current plans will not be changed. Is that reasonable?
- Bus routes on the westside don't seem efficient. Buses circle the mall and make many stops at the mall. If the buses were speedier and made fewer stops more people might use transit.
- Need to think about bike lanes and pedestrian facilities. Major problem to get pedestrians and bikes to the college (SPSCC) and Top Foods.
- 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.
- Need pedestrian access to Decatur Westside Park.
- The access to and from Top Foods is a serious issue and needs to be re-visited. It must impact their business. The sidewalk ends right at the street so people can't walk there. And signal coordination between the Top Foods entrance and Black Lake / Cooper Point needs improvement.
- It is very dangerous to walk to the post office and grocery store.

**Things to consider when evaluating options:**

- Whatever model is used must be appropriate and real. Needs to be realistic for Olympia. Sensitive to the context of this community.
- Sidewalks are really important.
- 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.
- We have to understand that big box stores help pay for essential services. Must consider how we grow.
- The decision makers must realize that all the malls are regional destinations – the bus and sidewalks are not the only solution. Local/Regional balance must be considered when developing the road system.
- Growth is the problem but growth is also the answer. The challenge is in how to make growth work for us.

**WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS  
SCOTT'S GROUP**

- Black Lake Blvd, south bound, is a problem because traffic backs up at Cooper Point intersection.
- There is not enough bike and pedestrian access to SPSCC and Capital Mall from Westside neighborhoods. Other modes of transportation could relieve car traffic issues.
- There is too much traffic at 101 access points.
- Consider converting 101 Black Lake interchange to a clover leaf design to be more efficient.
- Traffic at Harrison and Division is dangerous due to traffic volume.
- 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.

- Decatur connection needs to be made at the same time as the 16<sup>th</sup> connection while accounting for the chaos it will create in the neighborhood. i.e. traffic calming.
- Make Decatur and 16<sup>th</sup> connections for bike/pedestrian traffic only. Our neighborhoods should focus less on cars.
- Increase number of neighborhood connections over the entire study area so that no one neighborhood carries the burden of more traffic.
- 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.
- In general, traffic lights don't seem to stay green long enough to allow enough traffic to go through intersections.
- Consider adding roundabouts at the busy intersection if they will improve traffic flow.
- Use long range – sustainable design that includes public transportation – give public transportation priority over single occupancy vehicles.
- Add a 101 interchange between Black Lake and Kaiser to relieve the Black Lake interchange.
- Add a Frontage road from Black Lake interchange to Yauger Way.
- Extend the Evergreen Parkway exit to connect to 7<sup>th</sup>.
- Add more connections between commercial parking lots so vehicles don't have to use surface streets to travel from store to store.
- Need continuous bike lanes across 101 at Cooper Point.
- Should we consider modifying building codes to push buildings to the back of the lot to allow for future road improvements?
- City of Olympia should work with SPSCC to improve and promote alternative modes of transportation. i.e. more park-n-rides, more transit service.
- Olympia City Council should focus more on West Olympia issues. West Olympia generates half of the City's sales tax and deserves as much attention as the down town receives.
- More bus service for Westside neighborhoods to access west side shopping. If the local residents have frequent bus service available, they can use transit and reduce traffic.
- Make West Olympia more pedestrian friendly. Currently not good walking conditions through the mall parking lot. It's easier for West Olympia residents to walk downtown to shop than to the west side.
- Promote dense residential development to accommodate alternate modes of transportation.
- In order to improve safety, make a drivers license dependant upon a high school diploma, age of 21, or a GED.
- Consider adding bus pull-outs on major arterials to get the buses out of the lane of traffic.
- Would ring roads or bypass system work for West Olympia so freeways work as major highways and not shortcuts to get around town?
- We should look to Portland for examples of ways to incorporate new transportation and land use designs into a mature city.
- Build park and rides that would feed a transit network of roads that accommodate transit only. – Similar to the airport tram systems.
- We need to develop an incentive program of some kind to encourage people to leave their cars when traveling around town.
  - Tax incentives
  - More park and rides – they need to be more convenient.
  - Work with mall to promote mass transit. Less parking mean more shops.
  - Install a street car system.
- We need smaller buses that don't pollute as much. Light weight/small/frequent.
- Put a pdf of the large map on the website for people to download.

WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS  
**KAREN'S GROUP**

- Nightmare on Fern Street. Too much traffic. No connected streets.
- As opposed to older neighborhoods, new development has narrow streets and no sidewalks.
- There is an existing private street behind the Evergreen Christian Center that could help with traffic problems if it was available for public use. Does the City have any right of way here?
- The City is continuing to allow growth without planning for traffic solution. As the growth continues, the problem gets worse.
- We need more public transit in neighborhood. Because lots of people are biking and walking, we need more sidewalks, especially on 8<sup>th</sup> – there is so much speeding on 8<sup>th</sup> – it's like a freeway.
- There should be more focus on pedestrian facilities – including trails – rather than on cars.
- Congested traffic is not necessarily a problem. We can't build our way out of congestion. t.
- Trails are needed to provide more access to the downtown. For example: Percival/Vine Avenue area (Ravine).
- Need increased transit frequency.
- 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.
- 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.
- The City's planning process is fatally flawed. I feel pandered to. Rather than the "feel good" exercise of asking the public what they think, the City should have a clearer vision of what they want and use their staff expertise to design something that works.
- There is a housing development planned for this area with 300 units and probably 500 cars. However, there seems to be inadequate planned access either to the major streets or within the development.
- I am concerned that the City is giving in to pressure from the development and business community. Originally the City said they shouldn't widen Harrison/Mud Bay and then with public pressure, suddenly they are widening it. Who's in charge?
- Developers run the process. This is wrong!
- Single occupancy vehicles (SOV) should not trump all other modes.
- Economic development should not be primary driver in decision making.
- We should be in "get out of car" stance when planning.
- Kaiser Road RAB should work – revisit the decision to put in a signal.
- This ain't Kansas – Olympia area is extremely constrained and we need to plan accordingly.
- 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. .
- The above comment (re: exemptions to 5-lane maximum) is the very philosophy that got us into the problem – it is sacrificing livability in an attempt to build our way out of traffic problems.
- Traffic jams can lead to people choosing other modes. Congestion is good.
- Encourage biking/walking/trails.
- Consider dedicated lanes for transit.
- Not everyone chooses or can bike/walk, so we need balance in the system, so it works for cars too.
- Yauger Way 101 intersection: with an additional 1,000 homes may not work.

- The state says there must be a one-mile distance between interchanges? Any exceptions? I think there are places in Seattle area with less distance between. What does this requirement mean for the area between Mud Bay and Kaiser? NOTE: WSDOT staff indicated that eliminating an existing interchange to allow a new one in a better location might be part of the solution
- Elected officials are trying to get people to move here faster. Evidenced by:
  - Encouraging subdivisions
  - Funding the Economic Development Council
  - Funding tourism efforts
- We need a moratorium on development during this study – or until all the transportation issues – for all modes – are resolved.
- Evergreen Parkway is good example of shared use facility. Consider this as a standard.
- Trails need to be maintained at same level of other facilities

### WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS PAUL'S AND JEFF'S GROUP

- 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
- Need a new frontage Rd paralleling Highway 101 west of Top Foods to improve circulation and freeway access
- 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.
- 1, 092 miles extra year 60 gallon gas to drive around to Black Lake Boulevard to get from Tumwater to SW Olympia (3 miles round trip extra). *See attached Pastor's notes on environmental implications associated with longer drive; Decatur St opening could mitigate this.*
- Traffic queues make it difficult for emergency vehicles to get through the intersection of 9<sup>th</sup> and Decatur during peak periods.
- Because of limited access to arterials from the SW Olympia neighborhood, motorists are often forced to go downtown to access to I-5.
- Difficult to make left turns onto 9<sup>th</sup> Avenue from Bank of America driveway (corner of Black Lake and 9<sup>th</sup>). 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 9<sup>th</sup> and Decatur for U turn to travel west on 9<sup>th</sup> Avenue.
- What happened to idea of grid street pattern for Division/Fern to connect to Auto Mall? Current construction and development is prohibiting future opportunities for increasing access and circulation.
- Public transit transfer point at Mall, rt. 44 commonly has a lengthy wait - ½ hour or more – bus is consistently late. Possible solutions could include changing routes 43 and 44 and increasing headways. Current construction and parking lot design at Westfield Shopping Center does not look like it will improve timeliness for transit services at and around the mall.
- Overall need to Increase transit efficiency on West Side – need more coverage and increase headways.

- Connections between Capital Mall and other commercial centers are either non-existent or not pedestrian friendly – disappointed that the new construction on the north side of the mall did not improve pedestrian mobility/access between the core mall and the promenade – one needs to get in their car to drive across the parking lot to reach their other destination safely – this increases vehicle traffic around the mall.
- Should add a slip ramp at Mud Bay/101 exit to provide access to new development at College Station.
- Will need a stoplight at College Station/Harrison Ave driveway
- Future multi-family high density residential development in UGA will create more traffic impacts.
- Need park and ride facility on West Side.

*(From Post-it Notes on the Map)*

- Need a bike route/trail to run parallel along Highway 101
- Need more greenways (trails) with landscaping
- Too much congestion at Cooper Point and Black Lake Blvd Intersection
- Do the new office buildings at Caton Way affect future opening of Decatur Street?
- What potential is there for new road connections from Fern Street toward the Evergreen Christian Center/Black Lake Blvd?
- Consider low impact connection up Percival Creek to SW neighborhood like trail or electric buses/trolley

#### WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS PETE'S & BHANU'S GROUP

- 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. 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 9<sup>th</sup> from 101. Coming home from the south on I-5, I will use Deschutes Exit 103 to get to West Side.
- Congestion on Cooper Point and on Black Lake makes it hard for busses. Maybe let transit extend the green (“transit priority”). No provisions now for Park and Ride for express services except small old lot at Mud Bay. Maybe add one at US Forest Service office (next door). Route 47 goes along 9<sup>th</sup>.
- Roundabouts help some conditions.
- 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. Open a connection south bound to Deschutes from 4<sup>th</sup> Avenue Bridge.
- Can use railroad right-of-way for road alignments. Could put bike route up Percival Canyon, or light rail to serve Lacey-Olympia-Tumwater, or shared use with both.
- Should extend proposed Mud Bay improvements west from Kaiser to Evergreen Parkway.
- Bus access to Mud Bay Rd. – No stops now. I-5/101 weave is big issue.
- Weaving at Mottman interchange to south-bound 101 is a problem. Many lanes merge into one.
- There are few ways to get between Capital Mall and downtown. More connections would reduce 101 bottlenecks.
- 101 interchange itself handles traffic well.
- City has planned Decatur connection for 20-30 years. How to make that work?
- Concerned about Kaiser Heights. Will affect water flows to Ken Lake. How will it affect traffic? Very steep, the developer will rip out all trees, blast a lot. Park Drive is too narrow for the proposed traffic.

- Decatur connection would alleviate some traffic at Cooper Point and Black Lake. Connecting Yaeger fly-over would too.
- Black Lake corridor has too few crossings for pedestrians. Also Cooper Point at Central Park Apartments. Could narrow lanes at crosswalks. 5-lane corridors not pedestrian friendly.
- Many accidents at skateboard park crossing. Not everyone stops for pedestrians.
- Not pedestrian friendly to walk on arterials.
- But it's not really dangerous.
- Need safer way to walk through 101 interchange, and cross Cooper Point Road.
- 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.
- Forest service workers jog through Ken Lake at lunch. This is a good thing for neighborhood security. I use Mottman Road a lot as alternative route.
- Mottman is jammed at times. New Residents nearby, new jail, SPSCC.
- Hard to get to Ken Lake by bike. Have to work hard to avoid getting run over.
- To get from Ken Lake to Capital Lake, we avoid Black Lake and Cooper Point. We use road through Tumwater to Deschutes Parkway.
- More residential coming West of Yaeger Park. Senior housing, nursing home, etc.
- Impact on environment is very important measure.

WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS  
**DEBBIE'S & YVETTE'S GROUP**

- Decatur and 15<sup>th</sup> punch-thru is a temporary solution to long – term problem.
- Taking away cul-de-sac at Decatur and 15<sup>th</sup> will take away family friendly neighborhood.
- Want to keep small narrow street.
- When 15<sup>th</sup> was open locals felt impact of through traffic.
- Like area the way it is.
- Synchronize lights on main arterials.
- Don't want transit to use opticom (7 people opposed to this).
- Too few people using transit.
- 8<sup>th</sup> Avenue has no sidewalks. Only if Decatur Street is reopened, 8<sup>th</sup> Avenue and the surrounding area streets will need stop signs and sidewalks.
- 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.
- Pedestrian light at Cooper Point and Evergreen Park Drive is long.
- US 101 Crosby Blvd exit turning onto Cooper Point is difficult.
- Evergreen Parkway Dr intersection is not safe due to conflict with right turn lane.
- When are you putting in Yaeger Way Interchange access to US 101?
- Pedestrian crossing at Black Lake and Cooper Point intersection is not long enough. Participant witnessed a little old lady trying to cross at this intersection. The little old lady was walking so slow that when the pedestrian light changed, she was stranded out in the middle of traffic with cars zooming around her. Thankfully, a good Samaritan ran out into the intersection and guided her to safety.
- Black Lake Boulevard and 4<sup>th</sup> Ave W. by the Dept. Of Licensing building pedestrian crossing isn't safe. The cross walk is close to a blind corner and motorist tend to travel over the posted 25 mph
- Adding US 101 highway interchange access will alleviate traffic congestion.
- 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.
- 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.

- Locals aren't notified when city narrows a street.
- Pedestrian crossing needs "tweeter" sound for blind people.
- 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.
- Need an additional interchange to handle the traffic.
- Need pullouts for Transit buses.
- Is it possible to make one-way streets?
- When 15<sup>th</sup> was open it was used a lot by the Auto Mall to test drive cars.
- Concern with environmental impact to Decatur and 9<sup>th</sup> Street.

## WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS JAILYN'S GROUP

- Through traffic thru neighborhoods, including Decatur
- Black Lake/Cooper Point intersection is the only/shortest route from 4<sup>th</sup>/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. 9<sup>th</sup> 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.
- Make 16<sup>th</sup> one way east bound and open Decatur & Caton Way. Provide local access to neighborhoods and take some traffic off Black Lake.
- 4<sup>th</sup> and Division - no light and difficult to cross. Ordinarily, can only turn right.
- Connect Kaiser Road to US 101.
- Pressure with new homes on Evergreen Parkway to US 101 – need a long on-ramp like at College Street/Slater Kinney. Would provide congestion relief on Harrison and Black Lake/Cooper Point interchange.
- Access to 9<sup>th</sup> not a problem for homes further east than Fern Street.
- Hard to get from Rogers to the Court House – Could walk but quite a drop – need a zip line! Difficult to go east bound on 5<sup>th</sup> to Deschutes Parkway. With railroad abandonment, make a new access at 5<sup>th</sup> to Deschutes, even one way connector. Perhaps this is being considered in Capital Lake estuary study.
- Or make another connection – 9<sup>th</sup> to Deschutes. Too steep?
- West side access (from down town / US 101) very limited routes.
- Concern about new roads/connections in the west area of the study. How can we serve existing development needs without encouraging more driving? Urban growth boundary's always expanding. Snowballing.
- Intercity Transit does not have enough frequency of service in whole study area. Poor service to Capital Mall. Any solution needs to include beefing up Intercity Transit. Will assist many areas. Like bike racks, especially up steep hills. 1 ½ hour commute by bus: from 9<sup>th</sup> to Olympia transit center (½ hour wait) then to Capital Campus. No convenient way to walk. Perhaps walk on Percival Canyon along railroad. Problem with homeless/sex offenders living in surrounding wooded areas.

- Establish a walking trail from the Mottman industrial area to Capital Lake along the railroad.
- Harrison/Cooper Point intersection – center south bound lane. Make it a straight/left/right turn option at light. Backs up behind light are lengthy. (PICTURE)
- North bound 101 exit at Mud Bay – and onto 2<sup>nd</sup> – no one uses signal going onto freeway versus staying on 2<sup>nd</sup>. Turns off McKenzie difficult.
- Morning (and comment applies for reverse direction in the evening) - South bound 101 exit at 2<sup>nd</sup> 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.
- Evergreen Parkway interchange needs southbound 101 access.
- 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.
- Capital Mall is busy in evening, causing congestion on Black Lake Boulevard.
- Need variable direction am/pm connections.
- 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.
- Concern about foot traffic accidents. Lots of pedestrians from east of Black Lake Blvd crossing Black Lake Blvd. Need overhead foot bridges. Dark clothing makes pedestrians not visible at night. No pedestrian access from Capital Mall Blvd to Cooper Point or Black Lake.
- Percival Canyon would make a great bike route. Provide access to downtown and SPSCC. No bike lanes, especially uphill, on Black Lake Blvd. Using road or sidewalk not good options.
- Cooper Point Rd bike lane disappears 15 feet too soon in the vicinity of the Auto Mall just before Caton Way. Forces bicyclist into road. No easy way to get on the sidewalk there.

**WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS  
SOPHIE'S & BONNIE'S GROUP**

- Live in Ken Lake and want to walk to Top Food – smelly – yucky, too much cement – so feel have to drive.
- Why is there so little grass – needs to be softened
- Westside not pedestrian friendly.
- No bike trails.
- Need bus service we can rely on. Sometimes bus not an option.
- Bus service seems too infrequent. Stops running early (for the SPSCC and Southwest neighborhood).
- Dash-like service to Mall – park and take transit.
- What about Park and Rides – could use one – in combination with other things.
- Interest in looking at directional volumes – maybe reversible lanes on 101.
- Kaiser Road overpass (on/off) – expand it.
- Put access road to funnel traffic from Black Lake to Kaiser
- Question: What is the plan for the west side land use?
- 4th Avenue Bridge beautiful.
- Have bus service originate from a park and ride. This would give more route options.
- Question: Auto Mall – are we evaluating street connections? Answered by Sophie.
- Question: Opening access near/around Ken Lake?
- Neighborhoods have done things to defer traffic by traffic – calming. (Answer Sophie – meant to slow down, not redirect)
- On Decatur Street, worried about parking near park. Increasing traffic with street connection – may conflict with children and Park. Concerned about 9<sup>th</sup> and Decatur back-ups at T intersection.

- Like consideration of opening 16<sup>th</sup>.
- Division and Harrison intersection horrible
- Division and Harrison - put in right turn lane use vacant lot.
- Question: What is the plan for Friendly Village trailer park?
- Be nice to have planner here to explain developments and land use plans.
- Back ups at Black Lake and Cooper Point – go to Evergreen Parkway instead to avoid. Obvious but needs to be said.
- Pedestrian access – short trips impossible – because unpleasant 101 and Black Lake – also difficult to ride a bike there.
- Would like to be able to walk more.
- Good to have bus service to Tacoma – connect to Sound Transit.
- A commuter train station on west side – interface with transit.
- Concern about street connection by Ken Lake as there are no sidewalks, same with Decatur
- Need sidewalks both sides of Decatur.
- If street connections near Ken Lake brings more traffic, then it will affect the water quality of the lake.
- Want to direct good water into Ken Lake.
- Like Yauger Way extension idea to help alleviate Black Lake and Cooper Point, especially for new developments and medical needs
- Like the traffic light at Red Robin.

**WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS  
TJ'S & DEBBIE'S GROUP**

- Lives on 15<sup>th</sup> – 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.
- City plans are insufficient – how is City going to keep Decatur/16<sup>th</sup> as local streets not major thru-fair.
- Look back – earlier study? At opening Decatur would only be a short term fix.
- How will people in new development Kaiser/US101 get on freeway?
- Interchange behind Top Foods could be helpful.
- Allow no new development until traffic problem is fixed.
- Weaving at 101/I-5, don't want duplicate on US 101 North of Black Lake.
- Martin Way Park and Ride (PNR) is operated and maintained by WSDOT – will there be one on the Westside? Needed! Multi-story PNR.
- City's priority should be safe – family oriented neighborhoods.
- If development does occur- develop connectivity Kaiser to Black Lake Boulevard.
- Division/Harrison intersection – pinch point – backs up due to left turn actions.
- Are there plans to widen the Harrison/Division intersection?
- Lane configurations – more than 5 lanes – doesn't get you through the intersection any faster. Less roadway = pedestrian/bike travel.
- If having more lanes – need to establish other routes for bike/pedestrians – other than main through fares (neighborhood street).
- People don't do speed limit on Harrison to the first roundabout – speed is a big issue in this corridor. Enforcement would be nice.
- Eliminate left turns.
- Median section added on Harrison – from round-a-bout to Black Lake Boulevard.
- Center turn lane on Harrison?
- Division/Harrison – put roundabout.
- Doesn't mind time getting to places if neighborhood is quiet, safe – lack of through traffic.
- Make Evergreen Parkway/Mud Bay intersection – improve to handle increased volumes from Mud Bay to US 101.

- Don't improve Cooper Point/Black Lake Boulevard – build improvements to force demand to Evergreen Parkway.
- Improve Percival Bridge on Cooper Point to accommodate bikes and pedestrians.
- Evergreen Park Drive/ Carriage Drive backs up. Consider roundabouts.
- Double left turn lane on Black Lake Boulevard north of Cooper Point.
- Do not deviate from 5 lane max. policy!
- More lanes not better.
- Complaint at 9<sup>th</sup> – improvements- sidewalk only on one side – not on bus stop side – bike lanes are on both sides.
- Bike lanes – on major roads – speed limit is 35 – but commonly going faster – having lanes for bikes make it safer for both bikes and cars.
- 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.
- Improve Mud Bay and Evergreen Parkway.
- Have “they” planned for all the new buildings county (ARC building and 3400 building). Traffic from these buildings – Crosby interchange and Black Lake/Cooper Point intersection.
- Decatur neighborhood – allow local connectivity – with extreme traffic calming solutions.

**WEST OLYMPIA TRANSPORTATION ISSUES/PROBLEMS/SOLUTIONS  
KATHY'S & LYNN'S GROUP**

- US 101 / Cooper Pt. / Crosby area traffic problem growing with added offices / businesses / SPSCC activity
- Tumwater Hill development will add pressure to Crosby and Black Lake area traffic
- Black Lake from Capital Mall to US 101 backs up
- Cars turning left onto Cooper Point from US 101 interchange – light at Top Foods causes back ups. Signal timing issue?
- Quality of life in older neighborhoods – Decatur Street. Pets hit.
- How does opening connecting streets work with traffic calming? Concerned about relationship between traffic calming, connections and speed.
- If connections need to be made, need to use methods to maintain safety and quality of life.
- Likes traffic calming on 4<sup>th</sup> Avenue – appears to work even for transit.
- Concern for emergency vehicle access in traffic calmed areas.
- Mass transit and emergency vehicles could have access to a separate network which would not allow general traffic.
- All logical connections should be made given topography.
- All connections made – multiple connections would help prevent impacts on one or two streets
- Would having one-way streets lessen the impacts?
- Share the burden by having multiple streets connected. One-way streets possible option to spread impacts?
- One-way every other street?
- 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.
- New developments should access US 101 and city system without impacting older neighborhoods
- US 101 interchange at Kaiser?
- Make new Kaiser interchange like Lacey interchange. Driver has choice of College or Sleater Kinney from one interchange - offers parallel access options

- Narrower lanes slow traffic (noted speed difference before and after bike stripes were added on road with shoulder but no striped bike lane or sidewalk) Widen sidewalks.
- Bicycle friendlier streets continue out further. Connect the bicycle network inside and outside of City.
- Kaiser / Mud Bay needs proposed traffic signal light.
- Noise factor impacts quality of life
- Increase in freeway noise as we lose trees.
- Diminished quality of life leads to increased crime
- Rather sit thru light at Cooper Point / Black Lake than have 16<sup>th</sup> / Automall connector
- When you open connection people will come to the path of least resistance
- Traffic pressure will increase on RW Johnson and Black Lake Boulevard due to new jail facilities and homes on Sommerset Hill)
- Light on RW Johnson and Black Lake?
- Biodiesel transit that runs regularly would help. Frequency is HUGE issue to encourage riders. Air quality would improve. Establish mini park & rides.
- If Decatur is opened need signal at Cooper Point / Caton Way
- Appears that project should look at other connectors in vicinity of Decatur
- Division and Harrison, and Decatur and 4<sup>th</sup> – traffic problems there, too
- Real feeder streets nice as they are the easiest way to go – Most direct so you don't weave thru neighborhoods
- 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

### **Input on Key Evaluation Principles and Supporting Comments Workshop #2**

General comments and things to consider when evaluating options:

- Whatever model is used must be appropriate and real. Needs to be realistic for Olympia. Sensitive to the context of this community.
- Sidewalks are really important.
- 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.
- We have to understand that big box stores help pay for essential services. Must consider how we grow.
- The decision makers must realize that all the malls are regional destinations – the bus and sidewalks are not the only solution. Local/Regional balance must be considered when developing the road system.
- Growth is the problem but growth is also the answer. The challenge is in how to make growth work for us.
- Landscaping to enhance visual aesthetic and mitigate storm water.
- Residential street parking should be considered, especially if Decatur St opens; this may limit future residential parking spaces

## Principle 1: SAFETY

### Comments and Ideas:

- Safety is the #1 priority.
- Consider safety (and access) for pedestrians and bikes. Pedestrian (and bike) friendly roads.
- Important, but not just to prevent accidents between vehicles. Important not to turn residential streets into high traffic areas.
- Bike lanes at a minimum are critical to safety of bicycles and provide necessary alternative.
- Use benefit/cost analysis to assure rational allocation of funds to projects that will produce the most safety per dollar spent. Go easy on speed bumps; they're being installed where not needed.
- Residential area roads wide enough and sidewalks so people don't have to walk on the road. Also apartments should provide enough parking so people don't park on road – limiting space for people to pass through the main road.
- Duh.
- Make bicycle commuters obey vehicle traffic laws when using vehicle lanes. (stop sign running).
- Sidewalks, barriers to protect pedestrians.
- Turning radius at intersections are problems in some areas for transit buses.
- Need better pedestrian safety when crossing larger roads (5 lanes).
- More pedestrian crossing. Some foot bridges.
- Narrow lanes of vehicle travel and wide sidewalks calm traffic and improve pedestrian safety. Trees improve quality of life.
- This [safety] needs to be primary concern.
- Slower traffic is safer – especially through neighborhoods.
- Traffic calming devices for neighborhoods and helped paid for by developers.
- Bike and pedestrian routes should be located on smaller, lower flow streets, and vehicles confined to the larger thoroughfares for travel across town.
- Of course! But not at loss of our neighborhood.
- Safe streets and neighborhoods should be a priority! Always! Specific: Decatur and 16<sup>th</sup> Ave.
- Obviously, safety is important
- Especially look at pedestrian safety
- Visibility limited by buildings and trees.

## Principle 2: CIRCULATION

### Comments and Ideas:

- Important to have some alternative (except for short dead ends, etc), but alternative does not need to be efficient, just available during a temporary blockage of the usual route.
- Critical to think of modes of traffic other than SOVs. Bicycles, pedestrians, etc., should have equal consideration. Roundabouts e.g., are ideal devices for bicyclists and cars. Consider them for several more locations, both on main arterials and surface streets.
- Roundabouts are a fundamentally safe, effective and efficient way to move traffic, bikes through an area. These should be considered at all cost, especially as they might affect future growth, not just patching problems.
- Have multiple access for people coming in from different areas. Roads wider at congestion areas.
- [Circulation: Ability to distribute] SOV and vehicular car [traffic efficiently on a variety of routes.]
- Anything that would relieve the burden of heavy traffic on the few main routes currently available (Black Lake, Cooper Point, Harrison).
- Priority for all modes, including SOV's.

- This is the absolute top priority. Without numerous logical circulation routes nothing else will work well. I would very much like to open Decatur and other collectors. Light at Decatur/Caton and Cooper Point Rd.
- If new subdivisions will negatively impact traffic (i.e. add significantly) then alternative on/off ramps to freeways e.g. 101 need to be considered.
- I'm for widening main arterials over opening residential streets like Decatur for heavy traffic.
- Because of existing growth patterns, the west side lacks adequate routes to allow sufficient inter-connectivity to efficiently distribute traffic. It's too late to start. Old neighborhoods should not be compromised to accommodate the increased traffic.
- Not with loss of SW neighborhood.
- Don't sacrifice safe, family-friendly neighborhoods to have just 5 minutes quicker to freeway. It's just not worth it.
- Key word is variety – bikes, peds, not just routes but modes

### Principle 3: Mobility

#### Comments and Ideas:

- Mobility is #2 priority.
- Mobility for various modes is important, but not all have to be efficient. Pedestrian and bike traffic can be encouraged if they are more efficient than auto traffic.
- Also high priority, but again, consider pedestrians (trails in addition to sidewalks) and separate bike lanes, i.e., those removed by at least a few feet from the vehicle road.
- More connections! Consider more lanes at bottlenecks between gridded areas, e.g. just on bridges over 101 and I-5 – to allow the 5 lane maximum grid to work.
- Better bus routes would do a lot to help with mobility issues.
- Provide more than one logical way.
- This will come naturally if the 1<sup>st</sup> two principles are met.
- Please include as desired travel modes in neighborhoods walking, jogging, cycling, skate boarding etc.
- If Decatur has to be connected please use many traffic calming devices.
- Mobility is not necessarily a high priority because making travel by car easier will merely encourage more car travel.
- How can we encourage the use of existing on/off ramps? Example Mud Bay and South Puget Sound exits.
- Seems the same as safety
- Should look at how long it takes to get from A to B
- Mobility refers to efficiency
- Have reasonable expectations for mobility

### Principle 4: Access

#### Comments and Ideas:

- There are a number of areas where this is a safety issue.
- Important, but not at the expense of community. Too much surface traffic on Westside neighborhood streets such as Decatur is not a worthy trade off for ease of access.
- Better access from Fern St. to freeway. Instead of having to circle around Black Lake Boulevard and Cooper Point Road through more traffic and traffic lights.
- Very important. Too many areas (neighborhoods, businesses) have very limited access to and from the area efficiently.
- Needs to be reasonable, but perhaps not unlimited.
- Major problems with on/off ramps for both 101 and I-5 corridors.
- Left turns poorly planned can ruin an otherwise great plan.

- This should be put to developers of subdivisions and corporations like Costco.
- Roads designated as higher throughput should have fewer driveways to allow smoother flow.
- Encourage residents to use existing on/off ramps and look seriously at adding another access (Kaiser) at 101.
- It seems to me the only connections are those where high traffic will flow through family oriented neighborhoods.
- When interchange at Black Lake was constructed, felt like held hostage. Construction should be coordinated.

## Principle 5: Timeliness

### Comments and Ideas:

- Roads you can travel faster than 35 mph to promote getting from A to B when A and B are some distance away. Helps prevent road rage.
- Would like to see things fixed promptly, but much more important to do the right thing, and do it well.
- Place a moratorium on approval of additional development until solutions and the time of implementation is known.
- Plan ahead – when plans are made to build more homes or apartments, plan the roads to accommodate the added vehicles and people.
- Take care of the obvious smaller things – signs, signals, etc. that might make a start.
- Identify funding needs and sources now.
- Yes. But as to connectivity, opening several roadblocks concurrently (16<sup>th</sup> Ave same time as Decatur and poss a 3<sup>rd</sup> and 4<sup>th</sup> link) will share the burden.
- If three roads are considered to share impact, don't just decide on one because of lack of funding – for example.
- Additional growth should not be encourage or allowed unless the new growth areas provide for their traffic increases.
- As long as this is in consideration of long term impacts (i.e. children's future).
- Look for long-term solution; don't use short-term solutions (e.g. Decatur) that will ruin our neighborhood.
- By keeping Decatur and 16<sup>th</sup> closed...It only takes me 13 minutes to get to where I'm going anywhere on the west side and this would be during high traffic times (7:30 – 8:00 am and 4 – 5:30 pm). This is not a problem.
- More important that work is done right than fast. Prevents re-work.

## Principle 6: Travel Modes

### Comments and Ideas:

- Road building encourage more development and more driving, encourages more road building, etc., etc. We need to increase all the alternative travel modes (IT, bike lanes and trails, pedestrian paths) on the west side to decrease car travel.
- To encourage fewer vehicles inside the study area, consideration might be given to limiting parking/garage spaces at new high density projects.
- Very important. Connectivity of bike lanes is a problem. There are a lot of bike lanes, but they don't connect well at all. Bike lanes exist, and then disappear just before a major hazard. Gone when they are needed most!
- Please do not leave pedestrians or cyclist out of the equation. New trails for both, especially if separated from streets would encourage lower vehicle traffic.
- Complete the bicycle network, especially 18<sup>th</sup> Avenue (old Fones).



- Very important – as the area expands with more housing and business it is essential that we emphasize alternative modes of transportation. Safe passage for pedestrians and cyclists can make an impact in quality of the area over all environmentally, and in general quality of life on the west side.
- Pedestrian sidewalks needed more than bicycles lanes (example-9<sup>th</sup> Avenue SW between Decatur and Black Lake Boulevard).
- Buses are not the primary travel mode for regional destinations (example-Capital Mall).
- This needs to be a priority for sustainability, safety, and environmental impact – i.e. alternate modes of transport to not over privilege cars, especially single occupancy vehicles.
- Take all the modes listed here and apply the other principles to each of them.
- Very important.
- Great. But let's be realistic. Most people travel in cars. Cars need parking. Cars need diverse routes.
- Work this as this will help reduce strain on the roads.
- Prioritize life style. Prioritize people, not vehicles.
- I like the idea of safe bicycle routes, not necessarily on main streets. Don't improve car travel too much, with easier bike travel and difficult car travel – maybe people would drive less.
- Important to take all into consideration. Need to promote bus/bike/pedestrian.
- Incentives/Design for alternate transportation modes
  - More or cheaper public transit.
  - Pedestrian/bicycle facilities

## Principle 7 Environment

### Comments and Ideas:

- This is my number one priority because we, our children, and the environment has to live with whatever we decide. What needs to drive our decisions is our vision of what we want West Olympia to look like/be like.
- The residential environment is actually a safety issue. Increased traffic through a neighborhood harms neighborhood environment.
- Of course, this should be the primary concern. Let's try our best not to simply build our way out of this problem. Wider lanes will simply mean more vehicles.
- Storm water should be infiltrated for all new streets first, then for old ones.
- Minimize impacts, but not at the expense of capacity and safety.
- Very important.
- A good plan will naturally be good for the environment.
- City parking added and city transit provided to dissuade people from driving.
- Community/quality of life – keep heavy traffic out of old neighborhoods – like Decatur St SW.
- If Decatur and 16<sup>th</sup> became open what kind of environmental impact will it have on 9<sup>th</sup> St with cars idling, waiting to turn onto 9<sup>th</sup> Street?
- Feel this is important – if we get this right, it will contribute to aesthetics of the community.

## Other Principles?

### Comments and Ideas:

- I'd love to see a safe bike/pedestrian trail along Percival Creek, with side paths to SPSCC, Cooper Point Road
- Connectivity of pedestrian and bike routes. Major auto traffic often isolates areas.
- Long term consequences.
- What is the long term consequence of any solution?

- Need proactive vs. reactive planning.
- Cost effectiveness.
- Cost effective solutions!
- Values – core neighborhood character should not be sacrificed to big business interest.
- Sustainability – long range planning for local quality of life/livability and global sustainability – lessening ecological footprint.
- What is best everyone. NIMBY–ism has no place in this access study. Just because one neighborhood association has a strong history of mobilizing members does not mean they have a more valid concern. All needs (not just those of neighborhood residents) should be considered. Businesses need customers. Employees need to get to work. All people need to get where they are going.
- Good principles.
- Principle of relationship – ability to relate elements of solutions for effective result. (i.e. opening two neighborhood connectors simultaneously to offset stress of single opening).
- Quality of life in the Westside neighborhood. Accountability and responsibility of developers and corporations. e.g. Capital Mall and housing developers.
- Responsibility for impact – get developers, Capital Mall etc. to bear brunt of extra costs of the traffic they’re inviting.
- Encouraging travel by bike, bus, pedestrians is of great importance.
- Priority – safety in neighborhoods instead of quick access to freeways.
- We need to look for a long term solution. Destroying (newer) neighborhood and kept up older neighborhood is a short term solution. After 16<sup>th</sup> was open the traffic study showed that it only made a difference for a short time. After awhile the traffic was back to normal. The neighborhood was grossly covered with traffic.
- New principle? Consider consequences. Example – turn lane is too short to accommodate bus and car.
- Livability – noise/property values (quality of life).
- Crime – vehicle prowls.
- Consider unintended consequences. Example – turn lane is too short for bus and car.
- Cost.
- Aesthetics

## West Olympia Access Study Evaluation Form Comments Workshop #2 – March 15, 2007

1. How would you rate this workshop?

5 Exceeded My Expectations	4	3 Met My Expectations	2	1 Did Not Meet My Expectations
5	14	10	0	0

2. What portions of the workshop did you find most useful? Do you have suggestions for future workshops?

- Staff briefing.
- Round public talks.
- Suggest a larger room or more sessions. Overview and historical perspective very helpful.
- All of it! From maps to overview to facilitators and bottled water, it was helpful and informative.
- Small group discussion, introduction of ground rules, very open, relaxed, friendly approach used by Sophie and Bonnie.
- Table discussions. Needs improvement – powerpoint segment trying to highlight different roadway types was confusing.
- Discussion around map lively, civil, responsive. Suggestion – have map or overlay one can mark up. Also suggest having quick introductions around each table.
- Reviewing principles.
- Good maps, hand outs and etc.
- Group discussion – explanation of plan.
- The presentation and workshop were good.
- Discussion over maps and tagging some with ideas.
- I really enjoyed hearing other input and ideas. Surprised that my problem with my nightmare on Fern Street is shared by many on other streets. I really learned a lot.
- Discussion Groups.
- The discussion process.
- Presentation and workshops with coordination.
- I really appreciate the group conversation and process and the maps are a great guide for the conversation.
- Discussion group – questions answered – more questions occurred! Opening presentation overview very good, but very fast. Would like more hardcopy of presentation points. Needed more time.
- Breakdown session.
- Break out sessions (facilitator, notetaker, etc.).
- Other neighbors' views were insightful.
- The roundtable discussion. It would be useful to have traffic counts on the various roads indicated somehow so that one can see what the areas by is.
- Small group discussion/brainstorming.
- The introduction was very helpful – as someone who's not already familiar with the overall issue, I found it informative and accessible.

- Group discussion.
  - Overall summary at beginning, tons of collaboration, be open to all ideas and opinions. Good facilitation.
3. Do you have ideas, comments or questions about the West Olympia Access Study?
- Submitted in small group. It would have been helpful to mention that a new Yauger Way/101 interchange would require removal of Evergreen Parkway interchange.
  - Source of city money for this study? Impacts fees.
  - 16<sup>th</sup> Avenue and Decatur are obvious interests to many people. Once this study is complete please focus on these streets without delay. I appreciate the elected officials that took the time to attend. I am disheartened that developers were not here. I suggest personally inviting everyone who is pulling permits.
  - Keep up the good work! Thank you for your efforts.
  - I hope you will really take into consideration the input you are gathering.
  - Include cost options early in the process.
  - Introductory talk had great substance delivered at great speed (too great, I'm afraid).
  - Would like to have some stats to utilize. More than perception or experience and to understand actual traffic counts for citizen input to problem areas.
  - I'm very concerned about the possible loss/impact of the old neighborhoods. Decatur (traffic on) streets being opened would have an enormous negative impact on the old west side.
  - Increase access point from West Olympia to downtown Olympia.
  - Appreciated your telling us how to contact you by e-mail, etc.
  - Plan ahead – When new building is planned – they should build the roads and sidewalks to accommodate the extra people
  - Please see comments handed in.
  - Please continue the public process.
  - Would hope for continuing community involvement and communication.
  - I didn't get a clear idea of how our neighborhood can protest the connecting of Decatur Street to make it a main artery.
  - Please send regular updates regarding opening Decatur.
  - Looking forward to hearing more about it!
  - As a southwest Olympia resident, I maintain my interest in seeing Decatur opened for emergency/mass transit/public works/bike and pedestrian and possibly HOV. Also open to residential traffic if volume/speed can be managed to preserve what is a neighborhood environment. That should stay that way. Preserved property values = maintained tax assessment = revenue too.
  - Mass transit/emergency/bike pedestrians occur at Decatur.
  - Unclear how future street connection could be made through south border of southwest neighborhood given way recent development has been done.
  - Air quality modeling associated with current and potential poisons.
  - Percival Creek as two lane parkway.

**West Olympia Access Study – Phase I Public Comments**  
Comments Submitted Directly to Project Team  
As of 04.03.07

These are comments submitted directly to the project team, primarily through email although some are from letters submitted to the process. Each new respondent is indicated by a black bullet. Every effort has been made to present the comments as they were presented.

- 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 Pt. 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 Pt Rd. and Black Lake interchange to the much less traveled Mud Bay / McLane interchange would be a HUGE help.

- Please prioritize bikes, transit and pedestrians in your re-design of the Cooper Point-Black Lake intersection and surrounding area. We must do everything we can to make it easier for people to use these forms of transportation. The energy, environmental, economic and health benefits to our community are substantial and will be even more valuable over time. I use these alternatives but find the major intersections on the Westside very difficult – nearly impossible – to navigate on foot or bike.
- It may help to point out that what most benefits the community, may not benefit you personally and vice versa, what benefits you personally may not benefit the community. I found that it was very hard to keep that in mind when offering my opinion. I definitely have my opinions on what will “help” and I have no illusions about a “magic fix all”.
- I began raising this issue [westside mobility] with TRPC in the late 1980's. My efforts resulted in yawns. The County continued to approved virtually unlimited development in the urban growth areas on the west side. Little or no consideration was given to the effect on traffic. At this stage, I am not interested in solving problems resulting from such fatuity. My response: "I told you so." My solution: I am moving.
- 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.

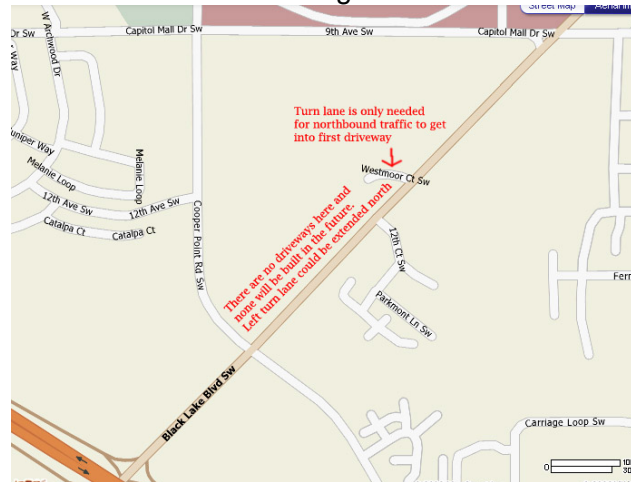
While the city has added a stoplight at the intersection of Mud Bay and Delphi Road, I also think an additional stoplight should be added at the intersection of Kaiser Road and Mud Bay. With no light there, it makes it difficult to attempt to make a left from Kaiser onto Mud Bay. And forget about it 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.

- 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.



I know it is hard to describe without a visual, but hopefully you understand this. 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. [Map submitted by commenter]

- West Olympia, Harrison St., Division St. intersection, Cooper Point Rd. from Harrison in the north to U. S. 101 intersection in the south, are gridlocked: for 1 - 2 hours in the a. m., 7:30 to 9 a. m., and for 3 to 4 hours in the afternoon (school let out, e. g., Garfield Elementary one block north of Harrison and Perry) until after state workers go home, 6 p.m. or later. Danger faces these school moms and their children in and out on Harrison and its environs.

Long term needs:

1. 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.

2. If you can relieve the heavy auto traffic, you automatically provide easier access -- more road space -- for buses, bicyclists, pedestrians. So do not highlight the latter first. Take

care of the autos first. There is no time here for political correctness! No rose colored glasses, please. Time is of essence.

3. 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.

4. The traffic circle at the east foot of Harrison hill and its meeting with Westbay Drive, is 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!

- It was apparent then and the symptoms are acute now: There are few ways for traffic to go to and from the West Side. By contrast, the Northeast Side has a number of options, some unexploited. A number of points emerged from our work.
  - 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.
  - The state made a mistake on the Black Lake Blvd intersection with US 101. South on BL Blvd to east on 101 should have been a continuous flow overpass. That would match the continuous flow west on 101 to north on BL Blvd. I wrote the state on this, before the current intersection was installed. The reply was that their design would handle all the BL Blvd/CP Road could feed to it. I thought that reasoning weak inasmuch as who was to say that the BL Blvd/CP Road intersection would stay the same. Sure enough there is great pressure on this intersection and improvements there likely would overburden the current BL Blvd/101 intersection.
  - What the city has done to the 4th and 5th Avenue routes, with the two traffic circles and the new bridge, has improved the situation greatly and probably is as much as can be done to these routes without a huge expenditure.

The only other meaningful ingress/egress to/from the West Side is via 101. The situation there, 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 n 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.

I want to minimize the need for left turns. Right in, right out corresponds as it relates to a parcel. I want to convey this as a philosophy in overall traffic management. For instance, as I recall there was an exit from 101 westbound at Kaiser Road, which enabled right turns onto Mud Bay Road and thence another right turn into the west side medical complex. Removing the Kaiser Road exit was a mistake, in my mind. If that exit were still there, I think right in, right out could have applied to the whole of the parcel between Mud Bay Road and 101 bounded by Kaiser Road and Black Lake Blvd.

- I am really concerned the way things are progressing on the West Side. I am a skeptic when it comes to the bureaucrats' motives and intentions. I believe that WOBA needs to take a very aggressive stand, even perhaps learn a lesson from the more successful special interest groups and be prepared to tie up any unacceptable or adverse plans in the judicial system and do every thing to give the business side of a situation and how it impacts the tax revenues and to educate the voters in Olympia.

As an example, I was apparently the only one that objected to all of the trees being planted along Harrison. I pointed out they posed and increase traffic hazard for pedestrian and vehicles. The city only admitted that studies have shown that they did slow traffic, isn't that what we are trying not to do? Also the addition of the dividers in the turn lanes along with the crosswalks have slowed traffic, crosswalks are necessary but not the cement barriers. At that meeting we had at least two different opposing forces working on the Westside and neither care what the other is doing.

That meeting was a real eye opener, among other impressions, I got the distinct impression that the downtown association is very active and influential and have motivated the city planners to a misguided attempt to move business downtown by trying to gridlock the Westside. When questioned the city points to the interpretations that they have made of what they believe the majority of voters want, I question their interruptions and the disclosures they made to the public so the voters could make an informed decision. Have they installed unused bike lanes downtown and eliminated parking as they have on the Westside? Did they explain that the planning they have done for the last 15 years and the plans for the future is to create gridlock? There was a time when we could park along Harrison but I guess we need unused bike lanes more than we need parking or another vehicle lane. Utopia would be wonderful but the reality is we live in America and we will never force people out of their cars onto bikes.

When I first moved to this area Olympia was the center of the county and the center of business, the fact is all that planning has accomplished to date is to push growth and business to Lacey, Tumwater and Hawks Prairie. Olympia is now just a bedroom community to the other three.

It is without doubt already decided what they are going to do and they are now only going through the mandatory steps of public meetings to make it legal.

- 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.

- The current situation affecting traffic in West Olympia appears to be as follows:
  - Currently there is only one east-west arterial and two north south arterials in West Olympia; one of which (Division) is two lane and speed restricted due to school zones and residences.
  - Access to East Olympia is limited to a round-about serving two bridges, the "courthouse hill" route via the Deschutes parkway (across one of the bridges), Highway 101 and Tumwater surface streets.
  - Developments in Northwest Olympia are characterized by limited platting, canyons and, west of Division, disjointed developments with few linking streets. Fourteenth/Walnut Road is the only street that runs from Division to Keiser Road and 21st /Elliot is the only street from West Bay (through residential areas) to the middle and elementary schools near Goldcrest. Conger is essentially viable only from Division to Cooper Point Road.
  - Southwest Olympia, while well platted, is characterized by strong neighborhood resistance to through streets and connectors. Twelfth/Capital Mall Drive changes from a restricted, two lane street to four lanes and then to three after Cooper Point Road. The intersection of Cooper Point Road and Black Lake Boulevard is the busiest in the city due to the other factors and its relationship to the two viable entrances to US 101.
  - Significant growth is anticipated in the area, particularly in the western and northwestern portions of the area.

All of the above factors seem to be just fine with the City Government of Olympia, which seems to rely on the freeways for vehicle traffic, and little is being done to plan for growth other than to hope people will take the bus or ride bikes. What process is proposed to make any changes in the status quo?

The following are some initial suggestions in your planning process:

- Observe the "utilitarian" model, e.g, what options provide the greatest good for the greatest number?
  - Avoid the temptation to engage in social engineering or wishful thinking. Don't assume significant growth in transit ridership or bicycle use because you (or someone) would like it to happen. Base your conclusions on fact.
  - Be cognizant of pedestrian and cyclist safety and the need to respect restricted speeds in, or abutting, residential areas. Currently, some of the more heavily traveled connectors lack sidewalks and/or bike lanes.
  - Come up with a practical solution to the need for increased access to US 101 between Black Lake Boulevard and the Evergreen Parkway.
  - 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.
- The area along Cooper Point Road SW extending from the freeway entrance to Black Lake Blvd. plus the entire "wedge" bounded by Black Lake Blvd., Cooper Point Road and the first block north of Harrison is almost 100% commercial. The rest of the area, other than "courthouse hill", is primarily residential. In the residential areas there are almost no stores, businesses, restaurants, etc. to serve the residential areas. This concentration of commercial activity in one zone greatly reduces the likelihood that added sidewalks and bike lanes will

alleviate congestion. Also, unless some really innovative use of transit is developed, such as free, circling, off-on buses, added bus routes will do relatively little to resolve the problems. The big problem is and will continue to be, automobile travel coming in to access the commercial core. It seems to me that this aspect needs to be given top, not secondary, priority.

- 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 9<sup>th</sup> 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 9<sup>th</sup> 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 9<sup>th</sup> 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 9<sup>th</sup> Avenue.

- At least 4 times in the last year I have spent 20 minutes plus traveling from 9<sup>th</sup> and Decatur, through 9<sup>th</sup> 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.

- [Regarding need for a parking garage, despite the cost per space] I work in Tacoma and have taken the bus to my job since September of 1999. I first started parking in downtown Olympia by the bus barn, but then all the spaces were hit with parking meters. My next option was to park at the park-and-ride located at Martin Way. I can tell you that I have not had a legitimate spot in months. I have to park against the curb, and I know there are buses after mine, and I'm sure there are no spaces left for other bus riders to park in. Let me further tell you, there are some mornings that the lot is completely full and I have no choice but to drive to work. I don't think this is right. I have talked to some of my co-workers who commute from Olympia to Tacoma and they say that because of the problems with the bus (not enough routes and horrible parking), the bus is too inconvenient to take to work. I can't argue with them.

I'm not asking that a palace be built for a parking garage; it doesn't even have to be an enclosed building, but please make the investment and get people out of their cars and onto the bus. The 101 interchange to I-5 north is getting more and more crowded in the a.m. How much will that cost to widen? I don't think we can build our way out of this. Please think of us bus people and offer a viable option.

As an aside, my commute used to be three miles one way to park in downtown Olympia; now, it's eight miles one way. Please help.

- Workshop form on Key Evaluation Principles, returned by mail

Principle 1: SAFETY

All new road plans to include bicycle lanes in approved areas. All cyclists (by law) to wear bright clothing and lites for night time travel. Same lanes could be used by pedestrians in certain areas.

Principle 2: CIRCULATION

Due to growth. We cannot disrupt the road system. (repair and other maintenance only) Costs are now beyond reach. Increased taxes will not do the job.

Principle 3: MOBILITY

Promote doubling up DRIVER ONLY CARS ie – doubling up 30% in the category would eliminate traffic tie-ups.

Principle 4: ACCESS

Make it possible – park-n-rides across cities (Tumwater, Lacey, Olympia) to outlying county points. Bus schedules must cover peak hours. Not only for cars for pedestrians and bikes.

Principle 5: TIMELINESS

Park-&-rides. Here we must move **PEOPLE NOT CARS** if we are discussing traffic.

Principle 6: TRAVEL MODES

[Streets need to accommodate cars and ~~trucks~~, buses, bikes, and pedestrians] **??** (question marks, strike-out, and emphasis added by respondent)

Yes and no. Street renewal plan is needed. Once again here we are not talking people but cars. Why are we talking on SO MANY subjects at the same time???

Principle 7: ENVIRONMENT

Last consideration. Building codes changes. High rise buildings with parking area. Stop the County sprawl in construction of houses OR it will just add to present conditions.

Other principles?

Q – How do you get PEOPLE out of their cars?

Q – How do you sell another form of transportation?

Q – How do you show overall savings to motorists?

Q – Here we are talking one area – this portion of Olympia also involves all other areas of the city – A TIE IN – with park & ride points where they will serve all. [Suggested park & ride areas depicted on a map] Black Lake Boulevard at the Barnes and Noble shopping complex; Crosby Boulevard across from entrance to South Puget Sound Community College; Division at Harrison in the vacant lot. Also, sites needed at Evergreen Parkway/Kaiser Road; Walnut at Division; and locations east of downtown.

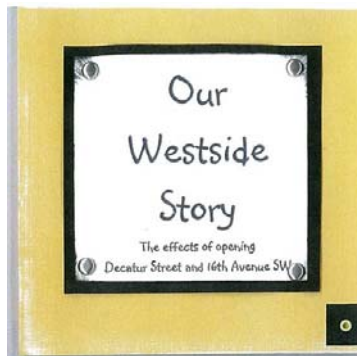


Dear Kathy McCormick,

I'm the president of Wellington West Homeowners Association phase One. Although I'm writing to you on behalf of all Wellington West Neighborhood.

I attended your West Olympia Access Study workshop. You said you would like to hear from us. But I thought it would be more effective to show you. So I put together pictures of our neighborhood and what WE are all about. I'm sure your department realized that the majority of the people who live in the southwest neighborhood would like to keep Decatur & 16th streets closed to through traffic access.

Our neighborhood (WWHAP1) really felt the impact of traffic when the 16th street access was opened. This effect traveled all the way over as far as 6th street. In 2004 our neighborhood had asked for a traffic count (# of cars traveled on Fern St.SW) to be done. We heard what the numbers were and we were all *shocked*. However, we never received a document of those numbers. Could you please send us one and possibly post it on the web for others to see? Thank you for the opportunity to speak out on this situation.



Debra Trujillo  
President of  
Wellington West Homeowners Association phase 1

P.O. BOX 13073 OLYMPIA, WA 98502-2433  
COMPRISED OF 39 HOMES ON 14TH AVE SW, FERN STREET, 13TH AVE SW & 15TH AVE SW



Yes, the westside of Olympia has a small traffic problem.  
 And yes, it's not going to just go away.  
 But, we on the southwest side of Olympia don't mind  
 waiting at the traffic lights. Don't sacrifice our family,  
 friendly neighborhoods for a temporary fix.



At Wellington West (Fern, 13th, 14th & 15th Ave.) we  
 have had 8 annual neighborhood barbecues. Rain or shine  
 we always get a great turn out of adults and children.  
 What a great thing to bring neighbors together for fun  
 conversation and games.



If Decatur and 16th were open this event would be  
 almost impossible. Even when 16th was open it was very  
 difficult to keep the traffic off our streets. And we even  
 had barricades provided for us from the police Dept.



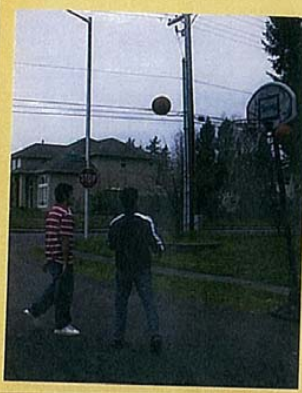
Can you see layers  
 of traffic on this  
 street, polluting the  
 air, contaminating  
 the noise quality?



Children at play!!! In the 70's Olympia decided to create cul-de-sac neighborhood. This meant smaller backyards and an area in front for children to play. By connecting the streets you would be taking away those areas.  
Where will the children play?



When you drive through our family, friendly neighborhood you can count at least 10 basketball hoops. If Decatur & 16th were open these kids would not be able to play anywhere. What would happen to the next Michael Jordan.



Lots of people in Southwest Olympia walk to downtown, the mall, the postoffice, banks, churches and various other places. Why should we who use other means of getting around be bombarded with heavy loads of traffic? So our story isn't about two neighborhoods against each other. It's about a family, friendly neighborhood wanting to provide quality living for the future.  
And this isn't The End