

# Transportation



Bicyclists and an Intercity Transit bus share the road along Olympia's 4th Avenue Bridge

Olympia's future transportation system focuses on moving people, rather than just cars. Our ability to create vibrant urban areas, reduce our impact on the natural environment, and use our financial and energy resources wisely, is dependent on an increase in walking, biking and transit.

Our streets will work for all modes – with sidewalks, bike lanes, street trees, and crossing islands. We will build streets that are human scale, places that work for people, as well as motor vehicles. A more connected grid of smaller streets will shorten trips for people walking, biking and driving, and allow trucks, buses and emergency vehicles to have direct and efficient routes.



As an increasingly urban area, we are learning to look more broadly at mobility. A range of new tools will help us respond to growth and provide people with more choices. We know we will not eliminate congestion, but we are building a system that provides safe and inviting facilities for walking, biking and transit, and driving.

Our impact on the natural environment will be reduced, both in how we build the system and through the behavior it invites. Citizens will be invited to participate in transportation decisions, and the system will serve people better because they helped shape it.



Olympia's Gateway Corridor.

The Transportation chapter takes direction from state, regional and local plans, policies, and guidelines.

- The [Washington State Growth Management Act](#)  guides cities to link transportation and land-use planning; to develop urban areas, provide adequate public facilities as growth occurs, and build a multimodal transportation system, along with other planning goals
- The [Thurston Regional Transportation Plan](#)  describes how the region will work together to resolve regional problems and establish regional priorities. The plan emphasizes developing high-density mixed-use urban form in our cities, making new street connections, and reducing drive-alone commuting
- The [Transportation Mobility Strategy](#) provides overall guidance for achieving a multimodal transportation system. Policy areas of the strategy include system capacity, complete streets, bus corridors, connectivity, transportation demand management, and funding
- Studies are used to solve specific transportation problems, evaluate issues in more detail, and identify improvements. These studies have led to decisions relating to capacity, street connectivity, and street design, which have a long-term influence on the transportation system. Goals and policies in this plan reflect these decisions. Appendix A, Transportation Sub-Areas Planning, describes these studies



Olympia's 4th Avenue Bridge.

**CHANGE:**

New goals and policies draw from the *Olympia Transportation Mobility Strategy*, approved by City Council in 2009. Goals and policies are consistent with the prior plan, but are now grouped into categories.

## Street Design Creates Options

**CHANGE:**

The Complete Streets concept is emphasized in the *Olympia Transportation Mobility Strategy*. The prior plan policies reflect complete streets principles, without using the term “complete streets.”

Streets with wide sidewalks and street trees invite us to walk to the store or a friend's house. Bike lanes make it more appealing to bike to work. The design of our streets creates new opportunities for how we travel, and how we interact with one another.

Complete streets are those built for pedestrians, bicyclists, and transit riders, as well as cars, trucks and buses. Complete streets are needed to increase the number of people walking, biking and using transit, while meeting the safety needs of motor vehicles. Complete street policies complement other goals related to economic vitality, reducing congestion, increasing land-use density, and providing people more opportunities to be physically active.

Complete street principles apply to all types or classifications of streets; from the largest arterials to major and neighborhood collectors, to the smallest local access or neighborhood streets.





4th Avenue near City Hall redesigned with bike lanes and wider sidewalks.

## Goals and Policies

GT1

**All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human scale, while accommodating motor vehicles.**

**PT1.1** Retrofit major streets to be human scale and include features to make walking, biking and transit use safe and inviting.

**PT1.2** Build streets to be as narrow as possible in individual lane width and overall width, while facilitating the movement of larger vehicles, as needed.

**PT1.3** Preserve a human-scale urban form by limiting streets to five lanes at mid-block. If needed, turn lanes may be added beyond the five lanes, with careful consideration of pedestrian and bicyclist safety.

**PT1.4** Reduce motor vehicle speeds to create a safe environment for pedestrians and bicyclists, while maintaining motor vehicle traffic flow. Speed limits shall not exceed 35 miles per hour on the arterial and major collector streets and 25 miles per hour on neighborhood collector, local access streets and downtown.

**PT1.5** Mitigate the impacts of high traffic volumes by creating buffers between pedestrians and motor vehicles with parking and planter strips, building wide sidewalks, and creating interest along the street with amenities and building design.

**PT1.6** Provide attractive streetscapes with sidewalks, street trees, planter strips, and pedestrian-scale streetlights. In denser areas, provide benches, building awnings, and attractive transit stops and shelters.

**PT1.7** Build intersections that are safe for pedestrians, bicyclists, and motor vehicles. Use minimum dimensions for a human-scale environment, while maintaining vehicle access and safety.

**PT1.8** Use medians for access control and to keep the number of motor vehicle lanes to a minimum. Use medians for pedestrian crossing islands, and to enhance the beauty of a street.

**PT1.9** Build streets in a grid pattern to disperse traffic and provide direct routes for all types of users.

**PT1.10** Provide access to individual properties from the smallest type of street when a lot fronts more than one street.

**PT1.11** Minimize driveway curb cuts along major streets to reduce conflicts between vehicles and bicyclists and pedestrians. Use shared driveways, or provide access off side streets and alleys.

**PT1.12** Recognize the value of street trees to buffer pedestrians from motor vehicle traffic, to capture vehicle emission particulates, to shade the sidewalk for pedestrians, and to shade and protect asphalt. Proper selection, care and placement are critical to long-term maintenance of street trees, street pavement and sidewalks.



Bicyclist on 5th Avenue.

**CHANGE:**

These policies reflect the *Evaluation Guidelines for Olympia Streets* and the *Typical Characteristics of Street Classifications* (Table VI-1) of the prior plan. The table is proposed to be removed from the comp plan because it is also contained in the Engineering Design and Development Standards. New broader descriptions of street classifications replace the table; details can be found in the development standards.

**GT2**

**As new streets are built or existing streets are reconstructed,**

**multimodal features will be added. Features defined for different types of streets are specified in the City of Olympia Engineering Design and Development Standards.**

**PT2.1** Build arterial streets to serve as primary routes connecting urban centers and the regional transportation network. These streets include bike lanes, sidewalks, planter strips, pedestrian crossing features, and in dense areas, a high-quality streetscape.

**PT2.2** Build major collector streets to connect arterials to residential and commercial areas. These streets include bike lanes, sidewalks, planter strips, pedestrian crossing features, and in dense areas, a high-quality streetscape.

**PT2.3** Build neighborhood collectors to provide circulation within and between residential and commercial areas. These streets include sidewalks and planter strips. Selected neighborhood collectors include bike lanes, or signs and markings to designate a bike route. These streets may include pedestrian crossing features, and in dense areas, a high-quality streetscape.

**PT2.4** Build small local access streets to provide direct connections to properties. All new local access streets include sidewalks and planter strips. Local access streets may include signs and markings to direct cyclists to the larger bicycle network.

**PT2.5** Provide transit stops and service accommodations, based on the transit service on that street.

**PT2.6** Install traffic-calming devices on local access, neighborhood collector, and some major collector streets, where speeds, volumes and other conditions indicate a need.

**PT2.7** Add on-street parking to local access and neighborhood collector streets, to serve as a pedestrian buffer and provide direct access to properties.

**PT2.8** Build bulb-outs at street corners for shorter pedestrian crossings and traffic calming. Build bulb-outs on local access and neighborhood collector streets with on-street parking. Add bulb-outs to existing arterials and major collectors with on-street parking for the same reasons.

**PT2.9** Allow for modified street standards in environmentally sensitive areas.

**PT2.10** Use innovative features in transportation project design to reduce or eliminate stormwater runoff.

**GT3**

**Streets allow the efficient delivery of goods and services.**

**PT3.1** Design streets to allow the efficient and safe delivery of goods and services, providing access for buses, commercial trucks, emergency and other public service vehicles.

**PT3.2** Provide access on all streets for public and commercial needs, while keeping street widths as narrow as possible to maintain a human-scale environment.

**PT3.3** Consider large truck movement in the design of major streets, particularly streets in industrial zoned areas.

**PT3.4** Encourage alleys and retain alleys as public right-of-way.

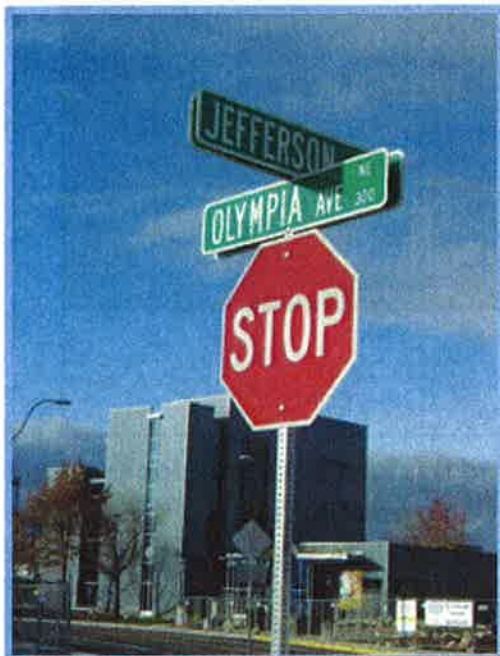
**PT3.5** Encourage alleys behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.

## Connected Streets Mean Shorter Trips

### CHANGE:

Connectivity is a concept emphasized in the *Olympia Transportation Mobility Strategy*, and a policy topic discussed by the Planning Commission during the plan update process. Goals and policies related to connectivity from the prior plan are restated here, with some clarification and simplification. Sections of Appendix A of the prior plan, *The Form and Function of Olympia Streets*, are incorporated into this goal area.

Street connectivity helps us meet many transportation objectives: safety, access, efficiency and mode choice. A well-connected network of smaller streets works better for walking, biking and driving and creates a more a human-scale environment. People walking, biking, and driving have shorter routes, and transit riders can access stops more easily. A connected street grid provides direct and efficient access for all types of service vehicles – transit buses, delivery trucks, and emergency vehicles, for example.



New street connections provide more route options for all users.

A 1994 planning study led to the fully-connected street network we are building. The study determined that instead of continuing to widen our major roads, we would build a connected grid of smaller streets. This study became the basis for our vision of a modified street grid and planned street connections. (See maps in Appendix H and the Transportation Sub-Area Planning in Appendix A to provide additional information.)

Street connectivity allows for direct routes and fewer miles to be driven, saving fuel and reducing pollution. During emergencies and major construction, the grid provides redundancies in the street network – if one route is blocked, other direct routes are available. The grid also provides several opportunities to turn left, reducing traffic back-ups.

In addition to the street grid, pathways and trails provide connectivity for bicyclists and pedestrians.



Pathways are short cuts in neighborhoods that provide connections to parks, schools, trails and streets. Trails allow longer trips to be made off the street system, benefitting bicyclists and pedestrians for transportation and recreation.



A neighborhood of gridded streets works better for all modes.

## Goals and Policies

GT4

**The street network is a well-connected system of small blocks allowing short trips that are as direct as possible for pedestrians, bicyclists, transit users, motorists, and all types of service vehicles.**

**PT4.1** Connect streets in a grid-like pattern of smaller blocks. Ideal block sizes should range from 250 feet to a maximum of 550 feet.

**PT4.2** Build new street connections to reduce travel time and distances for all users of the street system.

**PT4.3** Build street connections so that people walking, biking, or accessing bus stops have short route options, making these modes more inviting.

**PT4.4** Build new street connections so that motor vehicle trips are shorter; saving fuel, reducing travel time, and reducing pollution.

**PT4.5** Build new street connections so that if one route is blocked, due to an emergency or major construction, the grid network provides redundancy, and another direct route is available.



**PT4.6** Build new street connections so that transit and all types of service vehicles have direct and efficient access.

**PT4.7** Build a human-scale street grid of small blocks by defining required dimensions in the Engineering Design and Development Standards. Use street spacing criteria to define the frequency of different types of streets in the grid, and define block sizes on each type of street to keep blocks as small as possible.

**PT4.8** Build new arterials, major collectors and neighborhood collectors based on the general location defined on the Transportation Maps in Appendix H and using the guidance of the Engineering Design and Development Standards.

**PT4.9** Seek public- and privately-funded opportunities to make street connections in the network.

**PT4.10** Ensure new developments connect to the existing street network and provide for future street connections to ensure the gridded street system is built.

**PT4.11** Retrofit existing development into a pattern of short blocks.

**PT 4.12** Build bike and pedestrian pathways for safe and direct non-motorized access, where streets connections are not possible.

**PT4.13** Build an adequate network of arterials and collectors to discourage heavy traffic volumes on local access streets.

**PT4.14** Build a dense grid of local access and collector streets so that local traffic does not have to use arterial streets for trips within the neighborhood.

**PT4.15** Discourage cul-de-sacs and only allow their use as the result of topographic and environmental constraints. Cul-de-sacs that are built should have a maximum length of 300 feet and will be built with signed pedestrian and bike connections to adjacent streets.

**PT4.16** Use signs to identify planned but un-built street connections or “stub outs” and to indicate the type of street that is planned. This information should also be shown on maps of newly platted areas.

**PT4.17** Plan and identify street connections in undeveloped areas to ensure connectivity.

**PT4.18** Plan for adequate rights-of-way for future streets.

**PT4.19** Use traffic-calming devices to slow vehicles, where necessary, and especially when new streets are connected to existing neighborhoods.

**CHANGE:**

This is a new policy. This analysis will occur at the development review level, if a connection is opposed. Instead of the current practice of proving the need for a proposed connection, the assumption is all street connections are needed. This evaluation will be used to describe why a proposed connection is not considered valuable to the street network, and requires the opponent to make the case against a connection.

**PT4.20** Pursue all street connections. If a street connection is opposed, analyze how not making the street connection will impact the street network. At a minimum, this evaluation will include:

- Impact on directness of travel for pedestrians, bicyclists, transit users, and motorists

- Impact on directness of travel for emergency-, public-, and commercial-service vehicles
- Assessment of travel patterns of the larger neighborhood area
- Assessment of traffic volumes at the connection and at major intersections in the larger neighborhood area
- Identification of major topographical barriers or environmental constraints that make a connection infeasible
- Identification of potential mitigation measures for the new connection

**CHANGE:**

New policy.

**PT4.21** Develop measures to demonstrate the connectedness of an area and to help explain the value of new street or pathway connections. Measures may include intersection density, centerline miles per square mile, and a route directness index.

**GT5**

**Pathways enhance the transportation network by providing direct and formal off-street routes for bicyclists and pedestrians.**

**CHANGE:**


New policy.

**PT5.1** Establish and improve pathways in existing built areas.

**PT5.2** Require new development to look for opportunities to provide pathways and connect to adjacent developed properties in order to provide direct bicycle and pedestrian routes.

**GT6**

**A network of regional and local trails enhances mobility for bicycles and pedestrians.**

**PT6.1** Work with regional jurisdictions to develop the on- and off-street trails network, as identified in the [Thurston Regional Trails Plan](#) 

**PT6.2** Increase access to trails by requiring or acquiring pathways, easements, or dedicated rights-of-way from new developments adjacent to current and future trails.

## Finding Solutions to Congestion

**CHANGE:**

These goals and policies are consistent with the prior plan, and are needed to meet requirements of the Growth Management Act. A new concept for addressing concurrency is proposed, consistent with the *Olympia Transportation Mobility Strategy*.

Getting stuck in traffic is one of the things we like least about our day, and is one of the ways we gauge the quality of a community. We are looking for new ways to address congestion, ways that retain the human-scale character of our streets, instead of adding more lanes.



A neighborhood of gridded streets works better for all modes.

Level-of-service ratings describe vehicle congestion. Ratings range from A to F; A being no congestion, F being heavy congestion. The concept of concurrency means that as our community grows, the level of service that we consider acceptable for a specific street is maintained. To achieve this requires that we add capacity to the street.

The capacity of a transportation system has traditionally been thought of as the space needed on our streets to move cars. A broader understanding of capacity looks beyond just moving vehicles and instead looks at moving people.

The street system can move more people when trips are made by walking, biking, or riding the bus. On streets that have unacceptable levels of service, and where widening is not appropriate, capacity will be gained by building facilities to support all modes of transportation.

This is especially needed in the densest parts of our City, where roads cannot be widened further. These streets are considered "Strategy Corridors." On these streets, widening is not an option; because the street is already at the maximum five-lane width, there are environmental constraints, or the adjacent land uses are fully built out.

Actions to reduce auto trips, such as adding bike lanes and sidewalks, and improving transit services will be used to relieve traffic congestion and increase capacity on all major streets, but especially on Strategy Corridors. (See Appendix I, the Corridor Map, shows Strategy Corridors.)

The project list in Appendix B includes system capacity improvements for vehicles likely to be needed over the next 20 years. Appendix J is Traffic Forecast Maps of current and future traffic volumes.

## Goals and Policies

GT7

**Impacts of new development on the transportation system are**



**addressed by establishing level of service standards that indicate when improvements are needed.**


**PT7.1** Measure level of service using the average vehicle volumes that occur during the highest volume consecutive two-hour period. Use the two-hour level of service as a screening tool to determine capacity needs at intersections and along streets.

**PT7.2** Determine the need for, and feasibility of, motor vehicle capacity improvements by considering street hierarchy and street spacing criteria; environmental, social, and urban form impacts; and physical constraints.

**PT7.3** Ensure that no street will exceed the width of five general purpose auto lanes mid-block when adding capacity to the street system. Turn lanes may be added as appropriate, with careful consideration of impacts to pedestrians.

**PT7.4** Establish and maintain appropriate level of service using the following guidelines; (see maps in Appendix H and Appendix I):

- Level of service E will be acceptable on arterials and major collectors in the downtown and along Urban Corridors
- Level of service D will be acceptable in the rest of the City and Urban Growth Area
- Higher levels of service may be maintained in parts of the City because of low-traffic demand
- For some intersections, level of service is F is acceptable
- On Strategy Corridors, where widening is not an option, levels of service may exceed adopted standards

**PT7.5** Do not apply concurrency requirements to transportation facilities and services of statewide significance, per RCW 36.70A.070(6). Proposed improvements to state-owned facilities will be consistent with the Thurston Regional Transportation Plan  and the State Highway System Plan within Washington's Transportation Plan.

**GT8**

**The impacts of new land-use development on the transportation system are mitigated.**

**PT8.1** Require mitigation for new developments so that transportation level of service does not fall below adopted standards.

**PT8.2** Construction of improvements or contribution of funds may be required of new development to help the function and safety of the street, such as signals, bike lanes, turn pockets, and special lanes for buses.

**PT8.3** Ensure a fair distribution of costs to new developments through imposition of impact fees when possible.

**PT8.4** Use the State Environmental Policy Act to determine mitigation requirements for the impacts of new development on the transportation system.

**PT8.5** Consider complete street concepts to maintain an urban form that is human scale, when widening is necessary.



More trips on transit can add capacity to our streets.

#### GT9

**In designated Strategy Corridors, when road widening is no longer an option, system capacity is added through increasing walking, biking and transit trips.**

**PT9.1** Add bike lanes and sidewalks, improve transit services, and use demand management measures to ensure that transit, bicycle and pedestrian transportation are attractive and easy to use during peak travel periods on all streets, but especially Strategy Corridors.

**PT9.2** Review and update concurrency ordinances as appropriate to implement multimodal strategies in Strategy Corridors. (See Concurrency Report explanation in Appendix A.)

#### CHANGE:

New goal and policies.

#### GT10

**System capacity improvements move people, and congestion is minimized by replacing car trips with walking, biking and transit trips.**

**PT10.1** Pursue a person-trip concurrency program in order to allow construction of bicycle, pedestrian and transit system improvements as concurrency mitigation.

**PT10.2** Separate voluntary concurrency mitigation measures from other transportation mitigation measures required by either State Environmental Policy Act or the City's Transportation Impact Fee policies and programs.

## Linking Land Use and Transportation

#### CHANGE:

Land use and transportation integration is emphasized in the *Olympia Transportation Mobility Strategy*, the *Thurston Regional Transportation Plan*, and was an important topic to the public for the plan update. This plan provides continued emphasis on policy and planning integration. This plan also emphasizes the regional coordination needed to achieve land use and transportation goals for the Urban Corridors that connect Lacey, Olympia and Tumwater.

The transportation system helps to achieve the City's land-use vision; in dense mixed-use areas, it is often easier for people to walk, bike and ride the bus than it is to drive. In turn, dense, mixed land-use patterns help to achieve our transportation vision by reducing auto dependency.

Dense, mixed land uses are crucial to making walking, biking and transit truly viable. When attractive housing is close to jobs, services and stores, trips are short and easy to make without a car. Transit is close and convenient for longer trips outside the neighborhood.

When streets in dense areas include wide sidewalks, safe pedestrian crossings, and bike lanes, the decision to walk, bike, or take the bus is easy because those modes are inviting. The densities we are trying to achieve will not be pleasant or even be possible if people continue to rely on the auto: congestion will be bad, streets will be wide and unfriendly, and lots of parking will be needed.



In dense mixed-use areas, people's mobility needs will be met by making walking, biking and transit more attractive.

## Goals and Policies

GT11

**A viable multimodal transportation system allows densities to increase with a minimum of new car trips.**

**PT11.1** Build a multimodal transportation system to reduce car trips and help achieve our density and land-use goals.



## GT12

**Growth will be concentrated in our urban areas making walking, biking and transit viable modes for more people.**

**PT12.1** Promote infill and densification, in order to make the best use of the multimodal transportation network.

**PT12.2** Use zoning to create housing near places of employment, allowing people to live closer to where they work, reducing the length of trips and increasing access to walking, biking and transit.

**CHANGE:**

New goal and policies.

## GT13

**Greater density along bus corridors optimizes investments in transit and makes transit an inviting mode of travel. (See Appendix I, the Corridors map for Bus Corridors.)**

**PT13.1** Achieve transit-supportive density and land-use patterns along bus corridors, through zoning and other regulatory tools.

**PT13.2** Guide transit-dependent land uses to locate on bus corridors. This includes schools, public services, major employers, and multi-family housing.

**PT13.3** Enhance the gridded street network of small blocks adjacent to bus corridors to improve access to transit.

**CHANGE:**

New goal and policies.

**CHANGE:**

The term Urban Corridors is now used in place of the general use of the term High Density Corridors. Urban Corridors define the major arterials which are the backbone to the transportation system and a quarter mile of surrounding land uses. Urban Corridors overlap with most Strategy Corridors.

## GT 14

**The Urban Corridors of Martin Way, Pacific Avenue, east 4th and State Avenues, Harrison Avenue, Black Lake Boulevard and Cooper Point Road and portions of Capitol Way are vibrant mixed-use areas where a large portion of trips are made by walking, biking and transit. (See Appendix I for Urban Corridors.)**

**PT14.1** Retrofit City streets in Urban Corridors to attract new development and increase densities.

**PT14.2** Encourage the State of Washington to include Urban Corridors in the State's preferred leasing area, so that state buildings are easily accessible by walking, biking and transit.

**PT14.3** Encourage public agencies to build in the Urban Corridors, so that they are easily accessible by walking, biking and transit.

**PT 14.4** Partner with the cities of Lacey and Tumwater to pursue the land-use and transportation measures identified for the Urban Corridors of Martin Way, east 4th and State Avenues, Pacific Avenue and portions of Capitol Way.

**GT15**

**Streets are public space, where people want to be.**

**PT15.1** Design streets to enhance the sense of place of a neighborhood or district.

**PT15.2** Design streets as gathering spaces, as destinations, and allow streets to highlight cultural and natural features.

**PT15.3** Look for opportunities to create multi-use public spaces along streets and encourage public and private efforts towards place-making.

## Fast and Frequent Bus Service

**CHANGE:**

Transit-related goals and policies of the prior plan are reflected here. Sections of Appendix A of the prior plan, *The Future of Transit Service in Olympia and the Region* are incorporated into the introduction of this goal area.

Buses can serve a wide variety of trips we make, and significantly reduce congestion. As traffic increases, transit provides an efficient way to move more people on the same streets.

Intercity Transit is the public transit operator for Thurston County. Partnership between Intercity Transit and the City of Olympia is critical to meeting community transportation needs.




Partnerships with Intercity Transit are crucial to meeting our community transportation needs.

In the near-term, Olympia envisions a distinct system of bus corridors. Bus Corridors are major streets with high-quality, frequent transit service. The system of bus corridors would allow people more spontaneous use of transit. Along these corridors, people could potentially live with fewer vehicles in their household. The first priority for Bus Corridor development will be along Strategy Corridors. See the Corridor Map in Appendix I for Bus Corridors and Strategy Corridors.

Building Bus Corridors is a major new commitment to direct more trips to transit. The City and Intercity Transit will jointly invest in these corridors. Intercity Transit will provide fast, frequent and reliable bus service along these corridors.

Along these corridors, the City will provide operational improvements, such as longer green time at traffic signals so that buses are not stuck in congestion. Attractive streetscapes, pedestrian crossings and sidewalks will enhance people's access to transit. The City will also encourage a mix of land uses and increased densities along these corridors.

Ideally, these bus corridors will be regional. Bus Corridors will be developed in Olympia's dense urban area and, over time, connect with similar enhancements in Lacey and Tumwater.

Over the long-term, Intercity Transit and the communities of this region will collaborate to implement Intercity Transit's most current adopted long-range plan and the [Thurston Regional Transportation Plan](#) . These plans explore the potential for expanding traditional transit, trolley-like services, dedicated express service, bus rapid transit, and commuter rail to nearby cities, freight rail, and high-speed passenger rail in the broader region.



Bus corridors will have fast, frequent and predictable transit service.

## Goals and Policies

CHANGE:

New goal and policies on bus corridors, consistent with the *Olympia Transportation Mobility Strategy*.



**GT16 Bus corridors have high-quality transit service allowing people to ride the bus spontaneously, and easily replace car trips with trips by bus.**

**PT16.1** Develop a system of bus corridors with fast, frequent and predictable transit service.

**PT16.2** Increase the density and mix of land uses along bus corridors.

**PT16.3** Formalize bus corridors through a joint agreement between Intercity Transit and the City of Olympia, with efforts to include Lacey and Tumwater.

**PT16.4** Ensure pedestrian-oriented street, site, and building designs are incorporated into development along bus corridors.

**PT16.5** Integrate transit and bicycle network planning and require construction of bicycle end-of-trip facilities, such as bike parking, along bus corridors.

**GT17 Intercity Transit's short- and long-range plans are supported.**

**PT17.1** Support Intercity Transit's existing and planned services and facilities by ensuring that street standards, land uses, and building placement support transit along identified routes.

**PT17.2** Make access to all transit stops safe and inviting for pedestrians and bicyclists.

**PT17.3** Coordinate with Intercity Transit on operational improvements such as signal timing and bus stop placement to assure that buses can move efficiently on City streets.

**PT17.4** Consult with Intercity Transit in the development review process, so that new development on current and future bus routes is accessible by transit vehicles.

CHANGE:

New policy.

**PT17.5** Locate transit stops at major destinations such as worksites, schools, and shopping complexes where they are more convenient than the parking area at these destinations, to make transit more inviting than driving.

**PT17.6** Work with new development to provide facilities to support the transit rider, as they walk or bike to and from stops. These include such things as transit shelters, awnings, bike parking, walkways, benches, and lighting.

**PT17.7** Encourage Intercity Transit to provide service to passenger rail stations.

**PT17.8** Explore the possibilities for fixed route transit systems, such as trolleys, that would serve the Downtown and Urban Corridors.

**PT17.9** Implement traffic signal timing and transit signal priority so that buses are not delayed by traffic and can stay on schedule, making transit more inviting.

**GT18 The region is prepared to advance high-capacity transit.**

**PT18.1** Work with Intercity Transit to implement their long-range, high-capacity transportation concepts in Thurston County, including right-of-way purchase.

**PT18.2** Work with regional partners and the Washington State Department of Transportation to identify future high-capacity transportation alignment so that right-of-way is preserved.

**PT18.3** Preserve significant rail corridors threatened with abandonment as identified in the Regional Transportation Plan.

**PT18.4** Integrate land use and high-capacity transit planning so that dense urban centers are developed around future rail stations.

**PT18.5** Locate future passenger rail corridors adjacent to planned higher-density development.

**PT18.6** Work with the Washington State Department of Transportation to increase regional commuter rail service.

**GT19 The rail system is a cost effective and efficient method of moving materials regionally.**

**PT19.1** Work with regional partners and the Washington State Department of Transportation to support and expand freight rail in the region, because it can be efficient and extend the life of the street system.

## Inviting People to Walk

**CHANGE:**

These pedestrian goals and policies are consistent with the prior plan, but compiled in one place in this plan. There is greater emphasis on the value of pedestrian infrastructure.

This plan aims to make streets safe and inviting for walking for more people and to build an ethic toward walking. Designing streets that are human scale, with walking in mind, also has the affect of enhancing the character of a community. When streets are walkable and attractive, neighbors interact, businesses thrive, and people feel more engaged in their community.



Sidewalks separate pedestrians from motor vehicle traffic and make walking inviting.

Sidewalks are integral to a community's transportation network because they separate pedestrians from motor vehicles, and provide a flat, dry, and predictable surface for walking. For those with walking aids, sidewalks significantly enhance access.

Beyond just a transportation facility, sidewalks invite people to gather and interact in public space right outside their front door. Sidewalks provide safe places for children to walk, run, skate, and play.

Appendix C is a list of sidewalk construction projects consistent with the [City of Olympia Sidewalk Program](#) (2003)

Another important safety factor for pedestrians is to ensure that streets are easy to cross. Pedestrian crossing improvements that shorten the crossing distance and increase visibility of pedestrians to motorists and increase crosswalk law compliance, enhance the safety and comfort of pedestrians.





Improvements help remove barriers for pedestrians on our major streets.

Last, streetscape improvements, such as street trees, planting strips and decorative lighting, draw people to walking, support transit use, and create active street life. Building and retrofitting streets with these features can stimulate activity in an area, attract development to an area, and improve the quality of life in the area as population densities increase.

## Goals and Policies

**GT20 Walking is safe and inviting, and more people walk for transportation.**

**PT20.1** Encourage walking and educate people about walking safety and the benefits of walking.

**PT20.2** Ensure City street standards reflect the importance of walking for transportation and recreation.

**PT20.3** Build new streets and retrofit existing streets to be more inviting for walking with sidewalks, crossing improvements and streetscape enhancements.

**PT20.4** Consider pedestrians in street maintenance practices and traffic signal system operations.

**PT20.5** Use construction and maintenance practices that do not unnecessarily obstruct pedestrian travel.

**PT20.6** Require direct and convenient pedestrian access to commercial and public buildings from sidewalks, parking lots, bus stops, and adjacent buildings.

**GT21 Sidewalks make streets safe and inviting for walking.**

**PT21.1** Build all new streets with inviting sidewalks on both sides of the street.

**PT21.2** Focus City sidewalk construction on major streets, where heavy traffic volumes and speeds make it difficult for pedestrians to share space with motor vehicles. Priorities for sidewalk construction are based on street conditions and proximity to destinations.

**PT21.3** On smaller local access streets within neighborhoods, retrofit selected streets with sidewalks to address unique conditions, such as limited sight distance; to provide access to transit stops, schools and parks; and to create a safe walking route where no other parallel street exists nearby.

**GT22****Pedestrian crossing improvements remove barriers for pedestrians on major streets, especially wide streets with high-vehicle volumes.**

**PT22.1** Build new streets and retrofit existing streets with crossing islands and curb bulb-outs to reduce a pedestrian's exposure to motor vehicles as they cross the street.

**PT22.2** Use pedestrian-activated blinking lights and other systems at crosswalks to raise driver awareness of pedestrians on wide, high-volume streets.

**PT22.3** Add safe mid-block crossings for pedestrians to new or rebuilt streets. This is especially important on major streets that have long distances between signalized crossings.

**PT22.4** Design intersections to make pedestrian crossing safety a priority: minimize width, increase pedestrian visibility, and reduce curb radii (sharper corners instead of broad sweeping curves).

**PT22.5** Consider use of pavers or colored, patterned concrete on crosswalks in commercial or mixed-use areas to increase the awareness and safety of pedestrians, and to improve the appearance of an area.



Streetscape enhancements include awnings, street trees, and wide sidewalks.

GT23

**Streetscapes buffer pedestrians from motor vehicle traffic, enhance the experience of walking, and increase the attractiveness of an area.**

**PT23.1** Separate sidewalks from motor vehicle traffic by a buffer of street trees and landscaping.

**PT23.2** Where appropriate, allow on-street parking as a buffer between pedestrians and motor vehicle traffic.

**PT23.3** Build wide sidewalks in densely populated areas to create more public space and support active street life. In these areas, install benches, artwork and other features to make streets interesting and inviting.

**PT23.4** Use awnings along building frontages in densely developed areas to protect pedestrians from weather.

**PT23.5** Use pedestrian-scale lighting to make sidewalks feel safe and inviting at night.

**PT23.6** Use City investments to retrofit streets and add wide sidewalks and streetscapes, as a method of drawing development to targeted areas.

**PT23.7** Develop streetscape plans for commercial and mixed-use areas.

## Bicyclists Share our Streets

CHANGE:

Bicycle policies, which were not explicitly called out in the prior plan, are highlighted and compiled in one place in this plan. New policies have been added consistent with the *Olympia Bicycle Master Plan*, the City's comprehensive bicycle planning document.

Bicycling is clean, economical, efficient, and ideal for trips within our community. As with walking, the vision of this plan is that biking is viewed as a valuable mode of transportation, and the safety of bicyclists is a high priority. Bicyclists have access to the same streets and, therefore, have the same rights and same responsibilities as motor vehicle drivers.





Bicycling is ideal for short trips.

A strong facilities network is key to increasing bicycling for transportation. The bicycle network is composed of bike lanes, signage and markings, trails, pathways, and bicycle parking facilities. An effective network is also supported by maintenance and operations practices that remove barriers to bicycling.

Bike lanes are a cost effective way to provide a separate safe space for bicycling. They are important on streets with high vehicle volumes because they allow motorists and bicyclists to predictably share the street with one another. (Appendix D is the list of bike lane projects identified in the plan.)

Education, enforcement and encouragement activities improve the safety of and encourage bicycling. These programs are needed to raise awareness of the benefits of bicycling, teach adult urban cycling skills, teach children to be safe riders, and to communicate to all roadway users their responsibility to safely share the road.



Visibility is key to bicyclist safety.

## Goals and Policies

GT24

**Bicycling is safe and inviting, and more people bike for transportation.**

**PT24.1** Retrofit streets to provide safe and inviting bicycle facilities. Use the [Bicycle Master Plan](#) (2009) to guide facilities development.

**PT24.2** Build bike lanes on new major streets: arterials, major collectors and selected neighborhood collectors. Bike facilities planned for specific streets are defined in the [Engineering Design and Development Standards](#).

**PT24.3** Use signs and markings to enhance the bicycle network, to raise awareness of motor vehicle drivers of bicyclists, to guide bicyclist and motorist behavior, and to direct bicyclists to destinations.

**PT24.4** Consider bicyclists in street maintenance practices and signal system operations.

**PT24.5** Use construction and maintenance practices that do not unnecessarily obstruct bicycle travel.

**PT24.6** Require new commercial developments, public facilities, schools, and multi-family housing to provide end-of-trip facilities for bicyclists, such as bike racks and lockers.

**PT24.7** Use education, encouragement and enforcement programs to improve the safety of and promote bicycling.

**PT24.8** Encourage businesses, schools and employers to support bicycling.

**CHANGE:**

New policies related to safety and education.

**PT24.9** Educate people about biking and walking in order to make the best use of the City's investments in infrastructure.

**PT24.10** Encourage drivers to protect the safety of bicyclists and pedestrians.

**PT24.11** Educate bicyclists and pedestrians about their responsibilities as users of the street system.

## Fewer Car Trips, Big Benefits

### CHANGE:

These are very similar to the goals and policies of the prior plan, with a greater emphasis on schools and students. The parking policies here are those that are linked to reducing commute trips. Some parking policies have been moved to the Land Use Chapter.

When more people ride the bus, carpool, walk, and bike for their daily commute, we reduce growth in traffic congestion, air and water pollution, and energy consumption. We benefit as individuals, too, driving alone less means saving money and getting more exercise.

Many community efforts focus on helping people find options to driving alone to work and school. Ridematch programs link people for carpooling, or long-distance vanpools. Frequent bus service to centrally-located work sites makes commuting by bus more inviting. Bike lanes, bike parking and a complete pedestrian network of sidewalks, and safe crossing, encourages people to walk and bike.


Commute trip reduction efforts focus on employee and student commute trips because these trips are made at the same time by large numbers of people, and a successful change in these travel habits can have a positive impact on our streets.

Students and parents driving to and from school can create congestion and cause safety issues for students. School-based programs, as well as bicycle and pedestrian-friendly streets, are needed to encourage students to walk, bike, carpool and take the bus to school.





State law calls on employees to reduce drive-alone commuting.


The Commute Trip Reduction Law  calls on workers to reduce drive-alone commuting. Commute Trip Reduction programs focus on large worksites in the most congested areas of the state.

When we reduce drive-alone commuting, we make the best use of the street system, and offset the need to add costly new lanes. In addition, if more people walk, bike, carpool and ride the bus, more land use density can occur in targeted areas without an increase in traffic.

## Goals and Policies

GT25

**Walking, biking, riding the bus and carpooling are inviting for trips to work or school. Fewer drive-alone trips will reduce pollution, energy consumption, and the growth in traffic congestion.**

**PT25.1** Support affected employers in the region in meeting the goals of the State's Commute Trip Reduction Law .

**PT25.2** Complement the State's Commute Trip Reduction Law  with local policies and programs that support ridesharing, transit, walking and biking.

**PT25.3** Work with the State to locate new worksites in the dense urban area, in locations that are transit accessible and that allow employees to more easily walk and bike.

**PT25.4** Encourage all employers in the City to reduce employee drive-alone commute trips.

**PT25.5** Provide infrastructure to support walking, biking, transit, and ridesharing for commuting.

**PT25.6** Work with employers and employees of the Downtown to create programs that reduce drive-alone commuting.

**PT25.7** Encourage areas with large employee concentrations, such as malls, to develop coordinated commuter programs to reduce drive-alone commuting.

**PT25.8** Work with community partners to provide programs, services and incentives to promote transit, ridesharing, walking, and biking.

**PT25.9** Encourage worksites and schools to stagger start times to reduce peak-hour traffic volumes. Encourage employers to allow flexible work schedules, so that employees can more easily use transit services and ridesharing opportunities.

**PT25.10** Encourage employers to allow telecommuting to eliminate commute trips.

**PT25.11** Provide City employees high-quality commuter services and incentives, while managing employee parking supply as a disincentive to drive-alone commuting.

**PT25.12** Encourage and require end-of-trip facilities, such as clothes lockers, showers and bike parking for walking, biking and transit users at schools and worksites.



Kids walk and bike to school, reducing pollution and congestion.

**PT25.13** Encourage walking, biking and ridesharing programs at schools to reduce congestion near schools, introduce children to transportation options, and reduce the need for parking at high schools. Encourage walking and biking so students get more exercise.

**PT25.14** Work with the school districts to site new schools in locations where students can walk or bike.

**PT25.15** Provide sidewalks, bike lanes, trails, pathways, and crossing facilities near schools to encourage walking and biking by students.

**PT25.16** Educate the public about travel options and how these choices benefit them, the community, and the environment.

## GT26

### **Parking is provided in a way that reduces drive-alone commute trips by employees.**

**PT26.1** Manage public parking through cost and supply to discourage drive-alone commuting by employees, while placing priority on patron parking needs.

**PT26.2** Establish parking standards to meet actual demand for the needs of patrons, while not providing cheap and readily available parking for employees.

**PT26.3** Work with adjacent cities and the state of Washington on consistent parking strategies to help meet the commute trip reduction goals of the region. This will also ensure that parking standards do not act as a deterrent to the location of development.

**PT26.4** Collaborate to establish more park-and-ride lots in the region.

## Funding Brings Vision to Reality

### CHANGE:

Some of the goals and policies came from the prior plan, others from the *Olympia Transportation Mobility Strategy*. These goals and policies are consistent with the *Thurston Regional Transportation Plan*.

The funding to bring our transportation vision to reality will be developed over time, with different sources and strategies. As the economy changes, population fluctuates, and funding circumstances change, we will need to be flexible and resourceful about funding opportunities, while keeping the vision of this plan in mind.

Funding for transportation comes from federal, state and local sources. Information on how the City spends transportation dollars is defined in the annual operating budget and the [Capital Facilities Plan](#).

The City's operating budget allocates funds for maintenance of streets, signals and other aspects of the transportation system. The City's General Fund pays for operations; this fund is made-up of taxes and fees.

The *Capital Facilities Plan* defines City construction projects for a 6-year period and identifies funding sources. Capital projects are paid with a combination of grants, fees such as impact fees, General Fund dollars, gas tax revenues, stormwater utility rates, and private utility taxes. (See [Capital Facilities Plan](#)).



Transportation projects are funded through a variety of sources.

It is important that we evaluate potential new funding sources such as a commercial parking tax, local improvement districts, motor fuel taxes (levied County-wide) and transportation benefit districts. However, each potential source must be carefully weighed with respect to its legality, stability, and fairness and how complex it is to administer.

The project lists shown in Appendix B, C and D reflect the vision of this plan, but may not be achievable



within the 20-year horizon of this plan. The full network needs are described to provide a comprehensive view of the system we envision, and to be prepared for funding or other opportunities that would allow us to complete this work and advance our vision.

## Goals and Policies

GT27

**Transportation facilities and services are funded to advance the goals of the City and the region. Future transportation needs are identified to provide a comprehensive view of the system we envision, and to be prepared for funding and other opportunities.**

**PT27.1** Plan and prioritize projects consistent with available funding and to advance the community's transportation vision.

**PT27.2** Utilize master plans, subarea plans and facilities programs to identify system needs and funding strategies, and define short-term actions.

**PT27.3** Continue to be innovative with the use of existing funds and explore new funding sources for transportation.

**PT27.4** Use public and private funds to advance transportation priorities and meet the needs of new trips on the system.

CHANGE:

New policy related to funding bus corridors.

**PT27.5** Explore adding capital improvements needed for bus corridors to the impact fee-eligibility list, such as transit priority at signals, transit queue jump lanes, and pedestrian and bicycle improvements.

**PT27.6** Leverage community organizations to help complete priority projects.

**PT27.7** Encourage action at the federal and state level to address transportation funding needs for cities.

**PT 27.8** Focus transportation investments along Urban Corridors and in the downtown to help stimulate development and achieve land use densification goals.



We seek creative new ways to reduce costs and impacts on the environment.

GT28

**The transportation system is maintained at the lowest life-cycle cost to maximize the City's investment in its infrastructure.**

CHANGE:

New policies.


**PT28.1** Use proactive asset management systems to schedule infrastructure maintenance, resulting in efficiencies, greater predictability, and reduced costs.

**PT28.2** Protect the street pavement by resurfacing many streets with low-cost treatments before they deteriorate to a point that requires major reconstruction.

**PT 28.3** Engage adjacent property owners to maintain their sidewalks and planter strips either through voluntary efforts or code enforcement.

## Working with Our Neighbors

Many long-term transportation issues require regional coordination to be resolved. Regional issues that will require Olympia's attention include trails, transit, capacity and safety of regional corridors, highway access, passenger and freight rail, commuter services and park-and-ride lots, and the use of the marine port. Funding strategies will also require regional coordination.

The [Thurston Regional Transportation Plan](http://olympiawa.gov/plans/comm-plan/transportation.aspx)  is the blueprint for the region's transportation system, and identifies projects and issues for regional attention. The plan is based on land-use forecasts, and places heavy emphasis on the connections between land-use and transportation planning. Individual projects that emerge from the Regional Transportation Plan become the City's responsibility to address.



Transit is one of the areas where regional coordination is needed.

## Goals and Policies

GT29

**Olympia engages with neighboring jurisdictions to advance common goals and solve regional problems.**

**PT29.1** Use this plan and the [Thurston Regional Transportation Plan](#) to guide regional transportation decisions.

**PT29.2** Establish and maintain compatible street standards with the cities of Lacey and Tumwater.

**PT29.3** Work with the cities of Lacey and Tumwater on bus corridor development.

**PT29.4** Work with neighboring jurisdictions on trail development.

**PT29.5** Work with neighboring jurisdictions to address freight, rail, and truck mobility.

**PT29.6** Coordinate with the Port of Olympia on truck access routes. Work with the Port of Olympia, as needed, to address air and water transportation needs.

**PT29.7** Cooperate with regional jurisdictions on a funding strategy for the regional transportation network.

**PT29.8** Coordinate with adjacent jurisdictions and the Thurston Regional Planning Council on regional transportation and land-use goals.

**PT 29.9** Work with Lacey and Tumwater to promote dense commercial and residential development in urban centers and along Urban Corridors.

## Appendix A: Transportation Sub-area Planning

### CHANGE:

This section of the prior plan has been updated and moved to the appendix. Updates include corridor studies and plans that have influenced the goals and policies of this plan. Appendix A of the prior plan, *Transportation Policy Background* has been integrated into the introductions of relevant

goal areas, primarily Connectivity and Complete Streets.

Plans and studies are used to solve specific transportation problems, evaluate issues in more detail, and identify actions or system improvements. Decisions have been made relating to capacity, street connectivity, and street design and demand management. Policies and goals in this plan reflect these plans and studies.



Public dialogue draws on a range of perspectives to solve problems.

## Southeast Olympia Transportation Issues

The street network in the southeast provides north/south routes, but there are few east/west routes. Mobility is poor for autos, buses, bicycling and walking. This creates overloading on the Yelm Highway and the 18th Avenue corridors.

In 2012, a project to widen Yelm Highway and add roundabouts, bike lanes, sidewalk and crossing islands was completed. Beginning in 2010, 18th Avenue from Fones Road to Boulevard Road was improved with bike lanes, sidewalks, streetlights, and two roundabouts.

These major reconstruction projects will increase capacity, reduce delay and accidents, and provide more safe and inviting streets for walking and biking. In order to relieve the further pressure on these existing streets, additional connectivity is planned through the extension of Log Cabin Road.

## Log Cabin Road Extension: Boulevard Road to Wiggins Road

An extension of Log Cabin Road between Boulevard Road to Wiggins Road is planned for east/west movements in the southeast. This two to three lane street will be partially built by the City, and partly by private development that occurs along the corridor.



This connection will create a new east/west corridor parallel to Yelm Highway. Consistent with standards, this new major collector will include bike lanes, sidewalks, planter strips, street trees, and lighting and will be designed with curves to slow vehicle speeds.

A 2011 projection of future peak-hour trips indicates that the addition of this new street will increase peak-hour traffic by approximately 60 percent on the existing section of Log Cabin Road (west of Boulevard Road) over what would be expected without the new street connection. However, this will still be within the capacity of the existing lanes on Log Cabin Road. (Ordinance #5861, 12/15/98 and Ordinance #5661, 12/26/96)

## **Fones Road/18th Avenue Area Connectivity Evaluation**

Eighteenth Avenue from Boulevard Road to the City of Lacey will continue to be the most northerly east/west major collector within this subarea. Other routes, north and south of 18th Avenue, have been proposed to help distribute the traffic. In 1996, the City analyzed the proposed extension of 22nd Avenue to Wiggins Road and a neighborhood collector connection from Dayton to Fones Road near Pacific Avenue. Both alternatives are limited by the presence of wetlands, whereas 18th Avenue was not.

The 22nd Avenue extension was removed as a proposed major collector west of Allen Road. A Class II wetland within a kettle (enclosed basin) lies between Boulevard and Allen Roads. A wetland report and an evaluation of several different alignments indicated that there were no feasible or cost effective routes west of Allen Road that did not adversely affect the wetlands and greatly increase the possibility of flooding adjacent properties. The extension of 27th Avenue will terminate at Allen Street with a "T" type intersection.

North of 18th Avenue, much of Dayton Street lies in an unincorporated County island. There was a proposal to connect this residential area to the commercial and industrial land that lies along Fones Road. A Class II wetland (which is the headwaters of Woodard Creek) lies between the residential and industrial areas. Several different alignments were evaluated, of which the least costly would be to utilize the railroad corridor, the location of the Woodland Trail. This alignment would have widened the existing railroad fill over the wetland, adjacent to the trail. The railroad alignment could also have been used east of Fones Road to eventually connect with Sleater-Kinney Road in Lacey.

However, any east/west connection along the Dayton Street alignment would have adversely affected the character of this isolated neighborhood and would have increased peak-hour traffic volumes. Even though designated as a neighborhood collector, this connection would have many characteristics of a major collector, particularly if extended east of Fones Road. Under either classification, such a connection could have potentially become a bypass for 18th Avenue traffic.

Access to this neighborhood can be provided in a manner which avoids impacting any wetlands with a neighborhood collector connecting Dayton Street to Fones Road, using the approximate alignment of Van Epps Street.

The elimination of these two transportation links will place more demand upon the existing network of collectors within this subarea. Improvements made to 18th Avenue, Fones Road, Yelm Highway, and Log Cabin Road should accommodate this demand.

## **Fones Road Improvements**

Fones Road from 18th Avenue north to Pacific Avenue needs to be widened to three to five lanes with turn pockets at major intersections. A roundabout was installed in 2010 at the intersection of Fones Road and 18th Avenue. A second roundabout is planned at the south driveway of Home Depot.

The use of roundabouts at these two intersections allows Fones Road between 18th Avenue and the south Home Depot driveway to only be widened to three lanes, two lanes southbound and one lane northbound. Turn lanes are planned at selected driveways. North of the south Home Depot driveway, four to five lanes are needed. Widening of Fones Road between 18th Avenue and Pacific will include bike lanes, sidewalks, planter strip, and streetlights. (Ordinance #5661, 12/26/96)

## Chambers Basin Analysis

In 2006, in the area south and southwest of Chambers Lake, groundwater and stormwater problems were evaluated, relative to the future land use planned for this area. There were concerns about providing adequate drainage systems in this valley, due to shallow groundwater and flat grades. At the proposed land-use densities, there was a strong likelihood of persistent flooding, property damage, and other environmental impacts.

It was determined that the valley area is not developable to the planned urban densities of 5 to 13 units per acre because of the high groundwater and flat topography. As a result of the analysis, the City reduced allowed development density and applied new low-density street standards in the valley. The unique design standard for local access streets in this area are narrower than the conventional local access standard, with sidewalks on one side, rather than both sides.

## Boulevard Road Corridor

The 2006 *Boulevard Road Corridor Study* defined multimodal and capacity improvements for this corridor. Boulevard Road is a major north/south route that is considered a residential street by the many people who live there, and a major regional corridor for access to downtown.

Full street standards are planned for the entire corridor, with some changes to planter strips to lessen property impacts. There will be a center-turn lane for the entire corridor, interspersed with landscaped pedestrian islands, landscaped medians, and left-turn pockets.

Roundabouts are planned at the three other major intersections along the corridor. A double-lane roundabout was built at Log Cabin Road in 2009, which will eventually connect to the planned Log Cabin extension to the east. A single lane roundabout at 22nd Avenue is planned for 2013, and a roundabout at Morse- Merryman Road is planned for construction between 2012 and 2017.

In the long-term, a roundabout at 18th Avenue, and intersection treatments at 28th Avenue, 30th Avenue, 41st Way, and Wilderness Drive will be evaluated. As safety and mobility concerns warrant, parking north of I-5 may be removed to allow for a center-turn lane and other intersection improvements at Pacific Avenue and Boulevard Road.

## Pacific and Lilly Focus Area

In the area bounded by Pacific Avenue and Interstate 5, Lilly Road and the city limits, a network of local access streets in a traditional block pattern provides good access for vehicles, bicyclists and pedestrians.

South of Pacific Avenue and north of the Woodland Trail, most properties are oriented toward Pacific Avenue. The lack of side streets makes it hard for vehicles to enter or leave the busy arterial. This area is not inviting for pedestrians and bicyclists, due to a lack of bike lanes and crossing islands.

Nearby, Lilly Road dead-ends at Pacific Avenue from the north, while one block to the west, Fones Road dead-ends at Pacific Avenue from the south. Long-term, the alignment of Fones Road to Lilly Road would be ideal, but this requires major reconstruction of public right-of-way and private properties.

Improvements to the street network could significantly improve the overall pattern of circulation in this focus area. Lilly Road should be extended southward to connect with Sixth Street, providing a new route for movement between Fones Road and Lilly Road. Fifth Street should be extended to connect with the new Lilly Road Extension.

While Royal, Plummer, Ferry, Wier, and Birch streets now provide good access to properties in the proposed Pacific and Lilly Urban Center, they could be realigned, if needed, to allow better development potential. Any realignment would need to meet the City's intersection spacing standards, in order to maintain pedestrian-sized blocks. Plummer, or its successor street, should be connected through to South Sound Center to create an additional connection between Lilly Road and South Sound Center. Access to Royal Street from Lilly Road has poor sight distance, and could be a candidate for closure; even now it is strictly one-way in-bound, because of this limitation. (Ordinance #5661, 12/26/96)

## **Lakewood Drive**

In 1997, the City Council decided not to make a street connection on Lakewood Drive between the Cove and Holiday Hills subdivisions. However, the Council preserved the option to open the connection in the future. Signing was installed at the point of connection of Lakewood Drive between the Cove and Holiday Hills subdivisions, and at the east end of Lakewood Drive to indicate that this street may be connected sometime in the future.

If the street connection is made in the future, specific traffic-calming devices, signing, crosswalks, and a sidewalk will be installed. The existing bicycle/pedestrian connection will be maintained between these two subdivisions until a full-street connection is made. (Ordinance #5757, 12/16/97)

## **Northeast Transportation Issues**

The northeast has seen a great deal of residential development, due to its close proximity to major retail and medical services and access to I-5. Like the southeast area, the northeast area has good north/south corridors but few, if any, east/west corridors.

Primarily, there is a need to develop east/west corridors at the major collector and neighborhood collector level. This will help disperse local traffic away from the Martin Way corridor onto the local street network.

By providing a good major collector and neighborhood collector network throughout the northeast area, no major road widening is necessary through 2030.

## **Lilly Road Corridor**

The congestion and access problems on the Lilly Road Corridor north of Martin Way to 26th Avenue will continue to increase without additional street connections to the east and west of Lilly Road. Continued emphasis will be placed on street connectivity in this area.

Without street connections in the northeast, growth will place additional transportation demands on the intersections of Martin/Lilly Road, Martin/Sleater-Kinney Road and Pacific/Fones Road intersections. This area has been identified as a "strategy area," which means that new street connections should be considered, rather than widening the existing streets.

Increases in peak-hour traffic volumes will lead to longer delays at traffic signals. This increase will worsen the level of service at the signalized intersections, which is projected to be at level of service F prior to 2020. Given the current conditions at these intersections, it would be difficult, and not the vision of this plan, to build additional lanes to help accommodate this decrease in level of service.

With the loss of opportunities to connect Lilly Road to South Bay Road in two locations, at 12th Avenue and Lister Road described below, greater emphasis will be placed on the remaining proposed connections. (Ordinance #5661, 12/26/96)

## **12th Avenue to 15th Avenue, NE, Corridor**

A new street connecting South Bay Road to Lilly Road, on the 12th/15th Avenue alignment, included a wetland crossing; therefore, removed from City plans in 2002. At that time, it was recommended that options for the transportation network in the northeast area should be considered as part of the regional transportation plan update. Further consideration of other alternatives should occur, in order to determine how to deal with the Martin Way, Sleater-Kinney, Lilly Road "strategy area."

It will be important for this eastern section of the 12th/15th Avenue corridor to continue to be pursued from Lilly Road to Sleater-Kinney. An extension of 15th Avenue south of the Group Health facility should connect with an extension of Ensign Road in the north/south direction, west of and parallel to the Chehalis Western Trail. A crossing of the trail will be necessary and an easterly connection should be made at approximately 12th Avenue or 15th Avenue. Although, this would result in a "T" type intersection between the existing 15th and 6th Avenue intersections on Sleater-Kinney, the pattern of previous subdivisions has precluded any better intersection alignments.

West of Lilly Road, there is an opportunity to connect Ensign Road to a new north/south street which would connect back into Lilly Road using 12th Avenue. This new connection would use Providence Lane, currently a private street. (Ordinance #5661, 12/26/96 and Ordinance #6195, 7/3/02)

## **Circulation North of 15th Avenue, NE**

Another proposed street connection west of Lilly Road from Lindell Road north and east to Lister Road was eliminated, due to concerns about a wetland crossing.

Access to the residential area west of Lilly Road and south of 26th Avenue is needed and should be integrated into the surrounding neighborhoods. The 24th Avenue alignment is the remaining opportunity north of 15th for a new collector street. (Ordinance #5661, 12/26/96)

## **24th Avenue, NE, Alignment**

With the loss of the Lister/Lindell Street connection, the proposed connection on the alignment of 24th Avenue is increasingly important. Emergency service response time could be improved to this neighborhood by a connection proposed at 24th Avenue, NE. This would cross the same Class II wetland system as described in the 12th to 15th crossing.

At the proposed 24th Avenue crossing, Woodard Creek and the wetland lie in a depression, which is favorable for a bridge crossing. Approach fills would be allowed to keep the bridge a single span of 130 feet. This neighborhood collector will be funded by development.

## **Stoll Road Area**

Stoll Road is a dead-end street west of Lilly Road, between Martin Way on the north and I-5 on the south. The site is within an Urban Corridor, areas within a quarter mile of the major transportation arterials, where this plan calls for a mix of retail, office, and high-density housing.

Unless new street connections are made, all traffic in and out of this neighborhood must pass through the intersection of Stoll Road and Lilly Road. Consequently, any major new development in this area will be



dependent on providing improved access. The most effective alignment for a new street would be a westerly extension of the east-west segment of Stoll Road, to be located south and west of Bailey Motor Inn. The north-south segments of Stoll Road would be turned into cul-de-sacs. Additional local access streets will also be needed.

Participation in the cost of these improvements should be a condition of significant development approvals in the Stoll Road Area. This participation could be through a local improvement district, a transportation benefit district, or some other measure, which equitably distributes the costs to benefiting properties. (Ordinance #5661, 12/26/96)

## Westside Transportation Issues

Olympia's Westside experienced a great deal of growth in commercial and residential development in the 1980s and early 1990s. Many of the commercial developments in West Olympia are regional in nature (Capital Mall, Target, Top Foods, Capital Auto Mall, etc.). Due to their regional nature, these types of retail land uses will generate traffic from as far away as Pierce, Lewis, Mason, or Grays Harbor counties. Since these types of land uses are retail, which typically produce a large number of non-work-related trips, a large percentage of traffic into and out of this area may not be affected by commute trip reduction strategies.

This fact, and the relatively limited access to this area, have prompted several studies. Each has produced similar results and recommendations. The West Olympia Access Study (2008 to 2010) drew further conclusions about traffic capacity and needed improvements.

## US Highway 101 Access

Access to and from West Olympia is primarily gained through the Black Lake/Cooper Point interchange and the Crosby/Mottman interchange. Two interchanges feed traffic to Black Lake Boulevard and Cooper Point Road, currently the largest intersection in the City.

When the Crosby Boulevard/Mottman Road interchange was improved in 1996, there was agreement with the City of Tumwater and Washington State Department of Transportation, not to build this interchange beyond five lanes at mid-block due to capacity limitations and to keep the area as human scale as possible. Part of this agreement was to study additional future access to US 101. New access between US 101 and West Olympia would distribute traffic more evenly throughout the street network and take pressure off streets that otherwise would be over burdened.

## West Olympia Access Study, Phase I

Beginning in 2008, the City and the Washington State Department of Transportation (WSDOT) partnered on a joint study of the City street and state highway systems on the Westside, and arrived at an approach to new access to US 101.

The chosen alternative includes an eastbound on-ramp and a westbound off-ramp at Kaiser Road as Phase 1 (within 15 to 20 years) and an off-ramp extension in the westbound direction from Black Lake Boulevard to Yauger Way as Phase 2 (beyond 20 years).

This alternative will distribute traffic on the Westside street system, with three exit options in the westbound direction. This redundancy in the local street system is especially valuable to the hospital and medical facilities in the area, and provides for better transit operations.

This approach will allow the existing commercial area near Black Lake Boulevard, Cooper Point Road and Harrison Avenue to grow and intensify. Compared to other options, growth in this existing commercial

area is advantageous because the infrastructure is in place. A new access to US 101 may create pressure to up-zone underdeveloped areas with high densities and a different mix of uses.

## **West Olympia Access Study, Phase II: Multimodal Street Plan**

A future phase of this study will examine the proposed capacity improvements associated with planned access ramps on US 101 (identified in Phase I above) and integrate these improvements into the local street system.

During the public outreach process for Phase I of this study, the public shared many comments about the function of the local street system and the ability to walk, bike and use transit in this area. Phase II will consider and address multimodal and local street improvements that arose in Phase I. The project will identify improvements needed to increase trips by walking, biking and transit, and identify opportunities to increase street and pathway connectivity.

## **Decatur Street and 16th Avenue Connections**

Decatur Street is a proposed major collector connecting 9th Avenue to Caton Way. Today, a bike and pedestrian pathway exists but the street is not open to motor vehicles. Sixteenth Avenue connects Fern Street to Carriage Loop. This street was closed after the earthquake in 2001. The earthquake damaged the 4th Avenue bridge which changed traffic patterns in the southwest area, and increased use of this connection. City Council closed this street to motor vehicles after concerns were raised by residents near the connection.

Any decision on whether to connect Decatur Street to Caton Way and open 16th Avenue as a vehicular connection will not be made until the West Olympia Access Study Phase II is complete.

The majority of users of the Decatur Street connection would be residents of the Southwest Olympia Neighborhood, the residential area south of Harrison Avenue and east of Black Lake Boulevard. For these users, the facility represents an improved access route to Tumwater, the Courthouse area, and US 101, bypassing the congested Black Lake Boulevard corridor.

Some residents have raised concerns about the connection, and the impacts of increased traffic and changed traffic patterns in the residential area. A system of traffic-calming devices have been installed in the Southwest Olympia Neighborhood and on Decatur Street, and more are planned, in anticipation of the connection. These devices should be effective in reducing the volume of through-traffic from outside the immediate neighborhood, if this connection was made. Traffic around this connection should be monitored to assure that the new connection is serving mostly local circulation needs. (Ordinance #6389, 1/24/06)

## **Harrison Avenue from West Bay Drive to Division Street**

This corridor was studied as part of the 4th/5th Avenue Bridge Corridor Study in 1992. This street is a strategy corridor, where widening is not a preferred approach to resolving congestion. Future capacity will be gained by enhancing bus service and use of Transportation Demand Management measure.

In the area of Division Street to Perry Street, increased traffic flow and safety might be achieved with either left-turn pockets at selected intersections, or a continuous left-turn lane. From Perry Street to West Bay Drive, limited right-of-way and topographic constraints will only allow access and flow improvements by restricting left turns with periodic opportunities to make left and u-turns. Any modifications to Harrison should consider pedestrian access along and across the corridor.

## **Harrison Avenue from Cooper Point Road to Overhulse Road Evaluation**

In the mid-1990s, Harrison Avenue from Cooper Point Road to Yauger Way was improved to meet street standards: two vehicle lanes in each direction, a center-turn lane, sidewalks, bike lanes, pedestrian crossing islands, and streetlights. Improvements from Yauger Way to Kaiser Road were anticipated to maintain adopted vehicle level of service standards. Level of service standards were expected to fail by 2008 or 2009.

A study examined the need for and timing of the widening to four to five vehicle lanes. The community shared issues and possible solutions to increase transportation safety and mobility in this corridor. A consultant validated the technical analysis about the need to widen the road.

In 2011, the street was widened from four to five vehicle lanes, and bike lanes, planter strips, street trees, lighting, and sidewalks were added. Pedestrian crossing islands were added to mitigate the widening, while preserving access to businesses.

The remaining section of Harrison from Kaiser Road to Overhulse Road, is likely to be completed as developer-funded frontage improvements.

## West Bay Drive Corridor Study

West Bay Drive is a primary link to northwest Olympia neighborhoods, and fronts an area that is undergoing redevelopment. This corridor was studied in the 2004 *West Bay Drive Corridor Study*. West Bay Drive is a major collector street in a narrow and steep topographic area. The study identified modifications to the major collector street standard that provide the function of the conventional major collector street standard with less cut and fill of the steep slopes along the street. However, as development occurs, left turn pockets may be needed. Bike lanes and pedestrian facilities are also needed.

The unique street frontage improvements identified for West Bay Drive are defined in the City's Engineering Design and Development Standards. The modified major collector standard for the street includes sidewalks and bike lanes. In some areas, the planned multi-use trail and sidewalk will be combined. Planter strips will vary – planter strips will be built only where topography is not a constraint. On the east side, landscaping in the planter strips will not obstruct views. Pedestrian crossing improvements are identified at Brawne Avenue, the Garfield Trail, and the proposed Woodard Avenue pathway. A two to three lane street section will be adequate for West Bay Drive based on traffic projections for the next 20 years. (Ordinance #6389, 1/24/06)


## Urban Corridors, Strategy Corridors and Bus Corridors

### Urban Corridors

Urban Corridors are the major arterials in our system, that correspond with the highest density land uses. More than just the street system, an Urban Corridor includes the area a quarter mile on either side of these arterials. These corridors are east 4th and State Avenues, Martin Way, Harrison Avenue, the triangle on the Westside shaped by Harrison Avenue, Cooper Point Road and Black Lake Boulevard, and portion of Capitol Way. These corridors can be found on the Corridors Map found in Appendix I. Only parts of Capitol Way are included in the Urban Corridor designation because the South Capitol Neighborhood area will not likely see the increased densities planned for Urban Corridors. This National Historic District neighborhood is built out and will retain a residential neighborhood function and character.

Along these corridors, land use will be supported by a multimodal transportation system. Transportation improvements in these corridors will allow the densities to increase with a minimal of new car trips. It is acceptable for arterial and major collector streets within Urban Corridors to have a transportation level of service E. Bus Corridors will be developed along the Strategy Corridors within Urban Corridors. These corridors can be found on the Corridors Map found in Appendix I.

## Strategy Corridors

Strategy Corridors are the major streets within Urban Corridors, but some Strategy Corridors fall outside of the Urban Corridors. The Strategy Corridor concept is identified in the [Thurston Regional Transportation Plan](#) . Strategy Corridors are places where road widening is not a preferred option to address congestion problems. This may be because the street or road is already at the maximum five-lane width, or that adjacent land uses are either fully built out or are environmentally sensitive. In Strategy Corridors, levels of service may exceed adopted standards. In Strategy Corridors, congestion may be at unacceptable levels, yet these are the areas where we want to encourage more jobs and housing.

In Strategy Corridors, a different approach is needed for maintaining safety and access. Ensuring that transit, bicycle and pedestrian transportation remain attractive and viable alternatives on Strategy Corridors can help relieve congestion. Bus Corridors will be developed along most of these corridors. Improvements for transit efficiency can help make transit more attractive on these corridors. Traffic signal improvements, such as extended green time and queue jump lanes, will be an increasingly important focus for the City in these corridors. These corridors can be found on the Corridors Map found in Appendix I.

## Bus Corridors

Bus Corridors represent the main bus routes in Olympia. Bus corridors are major streets with high-quality, frequent transit service. Bus Corridors correspond with Strategy Corridors. Transit is expected to help resolve traffic and capacity issues in Strategy Corridors. Along with street improvements to support transit, a mix of dense land uses are important to the success of Bus Corridors. The Bus Corridor concept was introduced in the [Olympia Transportation Mobility Strategy](#), and is a major focus of this plan update. These corridors can be found on the Corridors Map found in Appendix I.

## Downtown and City Center Transportation Issues

Downtown is defined as the bridges to the west, Marine Drive to the north, Eastside Street to the east, and Union Avenue to the south. City Center is defined as the downtown along with the Capitol Campus and the Port.

The Downtown experiences varied levels of traffic congestion, depending on time of day. For the most part, no new roadways are proposed in the Downtown area, based on the existing land-use plan and expected development. This area is an example of a well-connected grid street network that can handle large volumes of traffic and where excellent support services for pedestrians, bicyclists and transit riders are planned. Traffic congestion will continue in Downtown, but City efforts will focus on moving people and goods, instead of accommodating only vehicles.

Some intersections in Downtown will continue to experience below level of service congestion during the morning and evening rush hours. Downtown is a strategy corridor, meaning widening is not an option to address congestion. In the Downtown, future capacity will be achieved through transit service enhancements and the development of bus corridors, promoting walking and biking, and the use of Transportation Demand Management measures.

The Port of Olympia's investment in redeveloping the East Bay area resulted in new street connections that enhance access and mobility in northeast Downtown. The Thurston Avenue/Olympia Avenue connection from East Bay Drive to Jefferson Street has greatly improved access into north Downtown, and provides a new east/west route option.

## 4th and 5th Avenue Corridor Study

In 1991, the City embarked on a multi-stage study of the 4th and 5th Avenue corridors. The intent was to



improve transportation between Downtown and the Westside. The study sought to reduce congestion and improve access and safety for walking and biking. The other objectives of the study included maintaining the livability of nearby neighborhoods, enhancing Downtown vitality, protecting the environment, improving aesthetics of the corridor, and enhancing access for buses and carpools.

Several major changes resulted from this study: a new three-lane bridge, the use of roundabouts, and a significantly enhanced street system for walking and biking. The corridor work became critical to complete with damage to the 4th Avenue bridge during the 2001 earthquake. Corridor improvements were fast-tracked and completed in 2004.

A new four-lane bridge to replace the then current two-lane bridge would have been a simple solution to congestion. The decision to build a three-lane bridge showed a commitment to maintain a human-scale street system, while accommodating growth in trips. A three-lane bridge still allowed two lanes to exit the Downtown, which provided the greatest potential to alleviate congestion that could bring Downtown to a standstill.

The roundabouts increased traffic flow in the corridor, reducing delays and reducing collisions at intersections, and the severity of collisions that may occur.

Wide sidewalks, flashing light systems for crosswalks, roundabouts, and bike lanes in the corridor enhanced access for bicyclists and pedestrians. Viewing areas on the bridge, art and a new park in the corridor transformed a transportation facility into a destination itself. This project, as one of the City's largest, also demonstrated for the first time a major commitment to other modes, and recognized how a transportation facility can do more than just move cars, but enhance the character of a City.

## **Olympia's Downtown Streetscape Strategy**

The *Downtown Streetscape Strategy Report* provides a design template for streetscape improvements for the Downtown. Streetscape improvements will focus on improvements in the public right-of-way and not on zoning or development standards.

Implementation is expected to occur over the long-term, through the combined efforts of annual phased capital improvements, streetscape improvements as part of street or development projects, and partnerships with other public and private agencies.

## **East Downtown Streetscape**

The east Downtown area is from Plum Street to the east, Adams Street to the west, State Avenue to the north, and 7th Avenue to the south. A market analysis indicated that new types of commercial and residential development are becoming feasible within the east Downtown district.

The 2004 *Olympia East Downtown Development Plan* calls for east Downtown to feature a mix of commercial activities and housing types within a walkable neighborhood setting. Specific streetscape improvements have been defined to help achieve the vision for this district.

Improvements for 4th, State, Cherry, Chestnut, and Legion in the east Downtown are defined and incorporated in the development standards to guide public- and privately-funded improvements to these streets.

## **Downtown Growth and Transportation Efficiency Center (GTEC)**

In 2007, the City Council established a GTEC in Downtown Olympia. This GTEC helps achieve the land-use and transportation vision for Downtown; a dense vibrant place to live, work, shop, and play that is not

- auto oriented or dominated by congestion.

The goal of the GTEC is to expand commute trip reduction efforts to all approximately 20,000 Downtown employees. Downtown densification will help meet City land-use, transportation, environmental, and economic goals. As the densities increase, successful trip reduction programs will help maintain an effective transportation network.

## Capitol Way

In 2005, the City studied the safety and transportation issues along the Capitol Way Corridor from 14th Avenue to Carlyon Avenue. The study involved the community in looking at multimodal improvements while considering the unique historic, environmental, and community values in the corridor.

Residents in the adjacent neighborhood expressed concerns about the accident history at the curve south of 25th Avenue, pedestrian crossing safety, vehicles speeds, the lack of a bicycle route, and the impacts of increased traffic volumes on the corridor. They also identified historic and neighborhood character elements they wanted preserved in the corridor.

This study explored roadway design options to address resident concerns, including evaluating a three- and four-lane roadway configuration. It was determined that a reduction in the number of vehicle travel lanes (from four to three) would result in a rise in congestion to an unacceptable level.

In trying to balance the needs in the corridor, a recommended option, based on the existing four-lane configuration, was developed that addressed many of the stated safety and mobility concerns expressed by the public.

## City-Wide Planning Efforts Street Standards Update

The [City of Olympia Engineering Design and Development Standards](#) include standards for constructing all classifications of streets. The street standards were updated in 2006 to be more aligned with complete street principles. Updates were made relating to reduced street widths, reduced speed limits, and smaller curb radius dimensions to narrow pedestrian crossings at intersections.

## Transportation Mobility Strategy

In August 2009, the City Council accepted the [Olympia Transportation Mobility Strategy](#) report. This was the first comprehensive master planning effort in transportation. Policy recommendations guide Olympia to becoming a more multimodal city. The report was developed by a consultant, working with a citizen advisory group and staff.

## Sidewalk Program

The [City of Olympia Sidewalk Program](#) (2003) was the first comprehensive sidewalk planning effort. Led by the Bicycle and Pedestrian Advisory Committee, the program was developed by inventorying missing sidewalks and ranking sidewalk projects for construction. The program focuses on building sidewalks on at least one side of our major streets. Criteria for prioritizing construction relate to street conditions and proximity to pedestrian destinations. Appendix C lists the Sidewalk Program Projects in priority order.

## Bicycle Master Plan

The [Bicycle Master Plan](#) (2009) guides the City in increasing the number of people biking for

transportation, and the safety of bicyclists. The plan includes recommendations for facilities' development and education and encouragement activities. The plan was developed in collaboration with the Bicycle and Pedestrian Advisory Committee and was accepted by Council in 2009. Appendix D lists the bike lane projects planned.

## Concurrency Report

The Washington State Growth Management Act requires that the City prohibit development, if the development causes the level of service on a street to decline below adopted standards, unless improvements or strategies are concurrent with the development to mitigate the impacts. "Concurrent with the development" means that there is a plan in place to complete the improvements or strategies within six years. This report confirms impacts of development and the need for transportation capacity improvements to occur with development over a six year period. Some of these projects are listed in Appendix B.

## Appendix B: 2030 Street Capacity and Network Improvements Project List

CHANGE:

The 2030 Street Capacity and Network Improvements Project List has been updated.

The following project list is based on achieving the *Regional Transportation Plan and Olympia Comprehensive Plan* level of service standards or street capacity, and needed street connections to achieve the planned street network.

### Street Widening Projects

- Fones Road: widening to three to five lanes and roundabout (at Home Depot south access)
- Black Lake Boulevard: widening to two to three lanes (City Limits to 25th Avenue)
- Boulevard Road: widening 3 Lanes (roundabouts are listed with Intersection Projects)
- Harrison Avenue/Mud Bay Road, Phase 4: widening
- Plum Street: widen Plum between 5th, 4th and State Avenue, add left turn lanes

### Street Connections

- Hoffman Road connection to Log Cabin Road extension
- Decatur Street connection to Caton Way
- Yaeger Way Extension to Top Foods
- Kaiser Road connection to Black Lake Boulevard
- 12th/15th Avenue connection from Lilly Road to Sleater-Kinney Road
- 12th Avenue connection to Ensign Road
- Ensign Road connection to Pacific Avenue
- Log Cabin Road extension, Boulevard Road to Hoffman Road Phase 1: median
- Log Cabin Road extension, Hoffman Road to East City Limits Phase 2: widening/median
- Hoffman Road connection to Log Cabin Road extension

### Intersection Projects

- Cooper Point Road and Caton Way: signal or roundabout
- Yaeger Way (US 101 Off Ramp) and Capital Mall Drive: signal or roundabout
- Henderson Boulevard and Carlyon Avenue: signal or roundabout
- Legion and Adams: signal or roundabout
- 8th and Jefferson: signal or roundabout
- Boulevard Road/Pacific Avenue/Martin Way "Y" roundabout
- Lilly Road and Ensign Road: left-turn lanes
- Lilly Road and 15th Avenue connector: signal or roundabout

- Sleater-Kinney Road and 15th Avenue connector: signal or roundabout
- Boulevard Road and Log Cabin Road: complete roundabout (east leg only)
- Boulevard Road and 22nd Avenue: roundabout
- Boulevard Road and Morse-Merryman Road: roundabout
- North Street - Cain Road to Henderson Boulevard: signal or roundabout
- Henderson Boulevard and Eskridge Boulevard: roundabout
- Wiggins Road and 37th Avenue: roundabout
- Black Lake Boulevard and Cooper Point Road at Top Foods: turn lane
- Sleater-Kinney Road and Martin Way: turn lane
- East Bay Drive and Olympia Avenue: traffic signal
- Division Street and Harrison Avenue: turn lane
- Lilly Road and Martin Way: turn lane
- 22nd Avenue and Cain Road/Wilson Street: turn lanes or signal
- Cooper Point Road and Harrison Avenue: turn lane
- Deschutes Parkway and Lakeridge Drive: traffic signal
- Cooper Point/Auto Mall Drive and Evergreen Park Drive: turn lane
- Cooper Point Road and Capital Mall Drive: turn lane
- Black Lake Boulevard and Capital Mall Drive: turn lane
- Pacific Avenue and Ensign Road: traffic signal

### Other Projects

- All Arterials: transit signal priority and high-occupancy vehicle improvements
- West Olympia Access to US 101: Interchange Justification Report
- West Olympia Access to US 101: Phase I Kaiser Road on and off ramps
- West Olympia Access to US 101: Phase 2 Yauger Way off ramp (beyond 2030 planning horizon)

#### CHANGE:

The Downtown and Arterial Street Planting Priority list in the appendix of the prior plan has primarily been completed, and been removed from the comp plan. Any equivalent list for street tree planting priorities will be included in an updated urban forestry master plan and projects identified in the *Capital Facilities Plan*. City street standards require street trees on new streets.

#### CHANGE:

The sidewalk projects listed in Appendix C update the non-motorized project lists in the prior plan.

#### CHANGE:

Map 6-1, *Intercity Transit Route Network* will be removed. The Corridor Map reflects bus corridors. Readers will have a link to Intercity Transit long-range plan and maps.

#### CHANGE:

Map 6-2, Bicycle Transportation is proposed to be moved to the Engineering Design and Development Standards.

#### CHANGE:

Map 6-4 *Rail, Light Rail and Trolley Routes* is proposed to be removed.

## Appendix C: Sidewalk Project List

The City of Olympia Sidewalk Program (2003) inventoried missing sidewalk needs City-wide. These projects are missing sidewalk segments on arterials, major collectors and neighborhood collectors. The



projects are shown in priority order, based on a scoring system that considers street conditions for walking and pedestrian destinations. Please see the Sidewalk Program report for more background.

The Sidewalk Program focus is to provide sidewalk on at least one side of a street. On street where sidewalks are missing on both sides, each side is listed separately on this list. These Sidewalk Program projects are added to the 6-year in the Capital Facilities Plan. Timing of construction is based on funding. Priorities may be adjusted to be combined with other construction projects for efficiencies.

Since this program began in 2004, several projects have been completed. Some projects have been constructed as frontage improvements by private development. Annually, changes are expected to this list. Please note this list represents completed projects as of 2011. In understanding the level of need to construct the incomplete projects on this list, a rough planning level estimate for all these projects, in 2011 dollars, is \$290,347,000.

- Division Street, NW; Bowman Avenue to Walnut Road – Completed between 2004 and 2011
- Bigelow Avenue, NE; Puget Street to Garrison Street – Completed between 2004 and 2011
- Division Street, NW; Conger Avenue to Bowman Avenue – Completed between 2004 and 2011
- San Francisco Avenue, NE; Eastside Street to Puget Street – Completed between 2004 and 2011
- Brawne Avenue, NW; West Bay Drive to Rogers Street – Completed between 2004 and 2011
- Phoenix Street, NE; South Bay Road to Martin Way
- Boulevard Road, SE; Morse-Merryman Road to 22nd Avenue – Completed between 2004 and 2011
- Division Street, NW; Harrison Avenue to 4th Avenue – Completed between 2004 and 2011
- Bush Avenue, NW; Birch Street to Division Street – Completed between 2004 and 2011
- 4th Avenue W; Kenyon Street to Black Lake Boulevard
- State Avenue, NE; Wilson Street to Steele Street
- West Bay Drive, NW; Garfield Avenue to Brawne Avenue
- 22nd Avenue, SE; Boulevard Road to Cain Road
- Pattison Street, SE; Martin Way to Pacific Avenue
- Martin Way E; Pattison Street to Lilly Road
- Fir Street, SE; Eskridge Boulevard to Centerwood Drive
- Capitol Way (campus); 11th Avenue to Maple park
- Morse-Merryman Road, SE; Boulevard Rd to Van Epps Street – Completed between 2004 and 2011
- Fones Road, SE; South end Home Depot to 18th Avenue
- 4th Avenue E; Pacific Avenue to Phoenix Street
- Harrison Avenue, NW; Yauger Way to Kaiser Road – Completed between 2004 and 2011
- Bigelow Avenue, NE; Garrison Street to Central Street – Completed between 2004 and 2011
- Olympia Avenue, NE; East Bay Drive to Chestnut Street – Completed between 2004 and 2011
- Fones Road, SE; Pacific Avenue to South end Home Depot
- Fir Street, NE; Bigelow Avenue to Pine Avenue
- Cooper Point Road, NW; Harrison Avenue to North City Limits
- Bigelow Avenue, NE; Central Street to Fir Street
- 14th Avenue, NW; Kaiser Road to 1000 feet east of Cooper Point Road
- Wilson Street, SE; 22nd Avenue to 18th Avenue
- Legion Way, SE; Central Street to Edison Street
- 4th Avenue W; Black Lake Blvd to Thomas Street – Completed between between 2004 and 2011
- Washington Street, NE; Market Street to B Avenue
- Kaiser Road, NW; 11th Avenue to Evergreen Parkway
- Goldcrest Drive, NW; Road 65 to Goldcrest Heights
- Division Street, NW; Walnut Road and 28th Avenue
- Morse-Merryman Road, SE; Hoffman Road to Wiggins Road
- Boulevard Road, SE; Yelm Highway to Log Cabin Road
- 22nd Avenue, SE; Cain Road to Fir Street
- Market Street, NE; Washington Street to Franklin Street – Completed between 2004 and 2011
- Pine Avenue, NE; Fir Street to Wilson Street
- Fern Street, SW; 9th Avenue to 15th Avenue
- Decatur Street, SW; 6th Avenue to 9th Avenue
- O'Farrell Avenue, SE; Capitol Boulevard to Galloway Street

- Decatur Street, SW; 9th Avenue to 14th Avenue – Completed between 2004 and 2011
- Rogers Street, NW; Conger Avenue to Langridge Avenue
- Holiday Drive/Way, SE; North Street to Cain/Log Cabin Road
- Henderson Boulevard, SE; Eskridge Boulevard to Carlyon Avenue
- Elizabeth Street, SE; 18th Avenue to 14th Avenue
- Allen Road, SE; 28th Avenue to 30th Avenue
- Bigelow Avenue, NE; Puget Street to Garrison Street
- Division Street, NW; Bowman Avenue to Walnut Road
- Fir Street, SE; Legion Way to 4th Avenue
- Division Street, NW; Conger Avenue to Bowman Avenue – Completed between 2004 and 2011
- 21st Avenue, SW; Black Lake Blvd to RW Johnson Boulevard – Completed between 2004 and 2011
- Henderson Boulevard, SE; North Street to Yelm Highway – Completed between 2004 and 2011
- 18th Avenue, SE; Boulevard Road to Wilson Street
- 18th Avenue, SE; Boulevard Road to Craig Road
- Phoenix Street, SE; Martin Way to Pacific Avenue
- Friendly Grove Road, NE; 26th Avenue to Urban Growth Boundary
- Walnut Road, NW; 14th Avenue to Division Street
- Mottman Road, SW; Mottman Court to South Puget Sound Community College
- McPhee Road, SW; Harrison Avenue to Capital Mall Drive
- Madison Avenue, NW; Rogers Street to Thomas Street
- Elliott Avenue, NW; East School Edge to Cooper Point Road
- Plum Street, SE; Union Avenue to Henderson Boulevard
- Boulevard Road, SE; 36th Avenue to Morse-Merryman Road
- 22nd Avenue, SE; Fir Street to Eastside Street
- San Francisco Avenue, NE; Eastside Street to Puget Street
- Martin Way E; Phoenix Street to Pattison Street
- Fir Street, NE; State Avenue to Prospect Avenue
- Cooper Point Road, NW; Conger Avenue to North City Limits
- Conger Avenue, NW; Cardigan Street to Division Street
- Carlyon Avenue, SE; Hoadly Street to Olympia High School West Driveway
- Harrison Avenue, NW; Kaiser Road to County property – Completed between 2004 and 2011
- 18th Avenue, SE; Fones Road to Elizabeth Street – Completed between 2004 and 2011
- Phoenix Street, NE; South Bay Road to Martin Way
- Lilly Road, NE; 23rd Court to 26th Avenue
- Elliott Avenue, NW; Cooper Point Road to East End Street
- Brawne Avenue, NW; West Bay Drive to Rogers Street
- Eastside Street, SE; I-5 Bridge to 22nd Avenue
- Carlyon Avenue, SE; Olympia High School West Driveway to Henderson Boulevard
- Boulevard Road Extension, SE; Yelm Highway to Laura Street
- Boulevard Road, SE; 22nd Avenue to 18th Avenue
- Division Street, NW; Harrison Avenue to 4th Avenue – Completed between 2004 and 2011
- Boulevard Road, SE; 30th Avenue to 31st Court – Completed between 2004 and 2011
- San Francisco Avenue, NE; Puget Street to Bethel Street – Completed between 2004 and 2011
- Road 65, NW; 14th Avenue to Goldcrest Drive
- Bush Avenue, NW; Birch Street to Division Street
- 4th Avenue W; Kenyon Street to Black Lake Boulevard
- Galloway Street, SE; O'Farrell Avenue to Eskridge Boulevard
- 22nd Avenue, SE; Boulevard Road to Cain Road
- Wilson Street, SE; 4th Avenue to Thurston Avenue
- State Avenue, NE; Wilson Street to Steele Street
- San Francisco Avenue, NE; East Bay Drive to Eastside Street
- 18th Avenue, NE (UGA); Sullivan Street to East End
- West Bay Drive, NW; Garfield Avenue to Brawne Avenue
- Kaiser Road, NW; Harrison Avenue to 11th Avenue
- Boston Harbor Road, NE; North City Limits to Flora Vista Avenue
- Elliott Avenue, NW; Division Street to Crestline Boulevard
- Bethel Street, NE; San Francisco Avenue to Miller Avenue
- Wilderness Drive, SE (UGA); Boulevard Road to Limerick Street
- Donavan Drive, SE (UGA); Yelm Highway to Donnelly Drive

- Boulevard Road, SE; 18th Avenue to 15th Avenue
- Sleater-Kinney Road, NE; Martin Way to 6th Avenue – Completed between 2004 and 2011
- Pine Avenue, NE; Puget Street to Fir Street
- Pattison Street, SE; Martin Way to Pacific Avenue
- Martin Way E; Pattison Street to Lilly Road
- Ethridge Avenue, NE; Bethel Street to Fir Street
- Henderson Boulevard, SE; Carylton Avenue to North Street
- Fir Street, SE; Eskridge Boulevard to Centerwood Drive
- Yelm Highway, SE; Henderson Boulevard to 1000 feet east – Completed between 2004 and 2011
- RW Johnson Boulevard, SW; 21st Avenue to Railroad Tracks – Completed between 2004 and 2011
- Wheeler Avenue, SE; Eastside Street to Boulevard Road
- 26th Avenue, NE; Gull Harbor Road to Friendly Grove Road
- Fones Road, SE; South end Home Depot to 18th Avenue
- Gull Harbor Road, NE (UGA); 26th Avenue to 36th Avenue
- Black Lake Boulevard, SW; SR 101 to Ken Lake Drive
- North Street, SE; Henderson Boulevard to Cain Road
- Morse-Merryman Road, SE; Boulevard Road to Van Epps Street
- Ames Road, NE; Gull Harbor Road to East Bay Drive
- Eskridge Boulevard, SE; Galloway Street to Henderson Boulevard
- 4th Avenue E; Pacific Avenue to Phoenix Street
- Olympia Avenue, NE; East Bay Drive to Chestnut Street – Completed between 2004 and 2011
- Harrison Avenue, NW; Yauger Way to Kaiser Road – Completed between 2004 and 2011
- Pattison Street, NE; Apple Hill Court to Martin Way
- Fir Street, NE; Bigelow Avenue to Pine Avenue
- Bowman Avenue, NW; Rogers Street to Division Street
- 9th Avenue, SW; Decatur Street to Percival Street
- 14th Avenue, NW; Kaiser Road to 1000 feet east of Cooper Point Road
- Wilson Street, SE; 22nd Avenue to 18th Avenue
- Fones Road, SE; Pacific Avenue to South end Home Depot
- Morse-Merryman Road, SE; Van Epps Street to Scotch Meadows Court
- Hoffman Road, SE; Morse-Merryman to Montrose Court
- 22nd Avenue, SE; Cain Road to Fir Street – Completed between 2004 and 2011
- San Francisco Avenue, NE; East Bay Drive to Eastside Street – Completed between 2004 and 2011
- Washington Street, NE; Market Street to B Avenue
- Miller Avenue, NE; Bethel Street to Friendly Grove Road
- West Bay Drive, NW; Brawne Avenue to Schneider Hill Road
- Kaiser Road, NW; 11th Avenue to Evergreen Parkway
- Division Street, NW; Walnut Road to 28th Avenue
- Black Lake Boulevard, SW; Ken Lake Drive to South City Limits
- 17th Avenue, NW; Jasmine Street to East End
- Morse-Merryman Road, SE; Hoffman Road to Wiggins Road
- Log Cabin Road, SE; Whitmore Glen to Boulevard Road
- Herman Road, SE; Wiggins Road to Chehalis Western Trail
- Henderson Boulevard, SE; Eskridge Boulevard to Plum Street
- Cain Road, SE; North Street to 22nd Avenue
- Boulevard, SE; Yelm Highway to Log Cabin Road
- 18th Avenue, SE; Hoffman Road to Fones Road – Completed between 2004 and 2011
- Friendly Grove Road, NE (UGA); Miller Avenue to 26th Avenue – Completed between 2004 and 2011
- Pine Avenue, NE; Fir Street to Wilson Street
- Lakeridge Drive, SW; Evergreen Park Drive to Deschutes Parkway
- Goldcrest Drive, NW; Goldcrest Heights to Cooper Point Road
- Fern Street, SW; 9th Avenue to 15th Avenue
- 9th Avenue, SW; Black Lake Boulevard to Decatur Street
- North Street, SE; Pifer Street to Central Street
- 18th Avenue, SE; Craig Road to Hoffman Road – Completed between 2004 and 2011
- 14th Avenue, SE; Elizabeth Street to Lacey City Limits – Completed between 2004 and 2011
- Decatur Street, SW; 9th Avenue to 14th Avenue
- 15th Avenue, SE; Boulevard Road to Creekwood Court

- Marion Street, NE; Ethridge Avenue to north end of road
- 28th Avenue, NW; City Limits to Cooper Point Road
- 28th Avenue, NW; Division to City Limits
- Wiggins Road, SE; Yelm Highway to 27th Avenue
- Holiday Drive/Way, SE; North Street to Cain/Log Cabin Road
- Highline Drive, SE (UGA); Wilderness Drive to North End
- Henderson Boulevard, SE; Eskridge Boulevard to Carlyon Avenue
- Elizabeth Street, SE; 18th Avenue to 14th Avenue
- Allen Road, SE; 18th Avenue to Oxford Court
- 21st Ave, SW; Black Lake Boulevard to RW Johnson Boulevard – Completed between 2004 and 2011
- 18th Avenue, SE; Hoffman Road to Fones Road – Complete
- Hoffman Rd, SE; Ashwood Downs Apartments to 18th Avenue – Completed between 2004 and 2011
- Boulevard Road, SE; Log Cabin to Morse-Merryman Road – Completed between 2004 and 2011
- 18th Avenue, SE; Boulevard Road to Wilson Street
- 18th Avenue, SE; Boulevard Road to Craig Road
- Phoenix Street, SE; Martin Way to Pacific
- Walnut Road, NW; 14th Avenue to Division Street
- Mottman Road, SW; Mottman Court to East City Limits at Crosby
- McPhee Road, SW; Harrison Avenue to Capital Mall Drive
- Elliott Avenue, NW; East School Edge to Cooper Point Road
- Elliott Avenue, NW; Road 65 to East School Edge
- Bethel Street, NE; Miller Avenue to 26th Avenue
- Plum Street, SE; Union Avenue to Henderson Boulevard
- Henderson Boulevard, SE; Lake Cove to Yelm Highway
- Eskridge Boulevard, SE; Henderson Boulevard to Cain Road
- 22nd Avenue, SE; Fir Street to Eastside Street
- Friendly Grove Road, NE; 26th Avenue to Urban Growth Boundary
- Cain Road, SE; North Street to Log Cabin Road – Completed between 2004 and 2011
- Miller Avenue, NE; Marion Street to Friendly Grove Road – Completed between 2004 and 2011
- 18th Avenue, SE; Fones Road to Elizabeth Street
- Wilson Street, NE; Bigelow Avenue to 12th Avenue
- 26th Avenue, NE; South Bay Road to Friendly Grove Road
- Lilly Road, NE; Woodard Green Drive to 26th Avenue
- Mud Bay Road, NW; Kaiser Road to Urban Growth Boundary
- Elliott Avenue, NW; Cooper Point Road to East End Street
- Elliott Avenue, NW; East End Street to Division Street
- Eastside Street, SE; I-5 Bridge to 22nd Avenue
- Boulevard Road, SE; 22nd Avenue to 18th Avenue
- Boulevard Road Extension, SE (UGA); Yelm Highway to Laura Street
- Kaiser Road, NW; Harrison Avenue to 11th Avenue
- Boston Harbor Road, NE; North City Limits to Flora Vista Avenue
- Elliott Avenue, NW; Division Street to Crestline Boulevard
- Morse-Merryman Road, SE; Scotch Meadows Court to Hoffman Road
- Boulevard Road, SE; 18th Avenue to 15th Avenue
- Wilderness Drive, SE (UGA); Boulevard Road to Limerick Street
- Donovan Drive, SE (UGA); Yelm Highway to Donnelly Drive
- 18th Avenue, SE (UGA); Sullivan Street to East End
- Yelm Highway, SE; Henderson Boulevard to 1000' East – Completed between 2004 and 2011
- Wilson Street, SE; 4th Avenue to Thurston Avenue
- RW Johnson Boulevard, SW; 21st Avenue to Rail Road Tracks – Completed between 2004 and 2011
- 26th Avenue, NE; South Bay Road to Pleasant Glade Road
- 15th Avenue, SE; Creekwood Court to Parrot Street
- Wheeler Avenue, SE; Eastside Street to Boulevard Road
- South Bay Road, NE; Steele Street to Urban Growth Boundary
- Gull Harbor Road, NE; 26th Avenue to 36th Avenue
- 26th Avenue, NE; Gull Harbor Road to Friendly Grove Road
- 12th Avenue, NE (UGA); South Bay Road to Wilson Street



- Park Drive, NW; Black Lake Boulevard to West End
- Ames Road, NE; Gull Harbor Road to East Bay Drive
- 27th Avenue, SE; Hoffman Road to Wiggins Road
- West Bay Drive, NW; Brawne Avenue to Schneider Hill Road
- Muirhead Avenue, NW; East End Street to Division Street
- Evergreen Park Drive, NW; Cooper Point Road to Lakeridge Drive
- Black Lake Boulevard, SW; Ken Lake Drive to South City Limits
- 17th Avenue, NW; Jasmine Street to East End
- Hoffman Road, SE; Montrose Court to 22nd Avenue
- Herman Road, SE; Wiggins Road to Chehalis Western Trail
- Henderson Boulevard, SE; Eskridge Boulevard to Plum Street
- 14th Avenue, SE; Elizabeth Street to Lacey City Limits
- 18th Avenue, SE; Craig Road to Hoffman Road
- 15th Avenue, SE; Boulevard Road to Creekwood Court
- Marion Street, NE; Ethridge Avenue to North End of Road
- Lister Road, NE; 26th Avenue to South End of Road
- Schneider Hill Road, NW; Raft Avenue to West Bay Drive
- 28th Avenue, NW; City Limits to Cooper Point Road
- 28th Avenue, NW; Division Street to City Limits
- Highline Drive, SE (UGA); Wilderness Drive to North End
- Wilderness Drive, SE (UGA); Limerick Street to Wiggins Road
- Wiggins Road, SE; Yelm Highway to 27th Avenue
- Donnelly Drive, SE (UGA); Wilderness Drive to Wiggins Road
- Allen Road, SE; 18th Avenue to Oxford Court
- Wilson Street, NE; Bigelow Avenue to 12th Avenue
- Muirhead Avenue, NW; East End Street to Division Street
- Jasmine Street, NW; 17th Avenue to Marigold Street
- Allen Road, SE; Oxford Court to 30th Avenue
- 26th Avenue, NE; South Bay Road to Pleasant Glade Road
- South Bay Road, NE; Steele Street to Urban Growth Boundary
- 12th Avenue, NE (UGA); South Bay Road to Wilson Street
- Park Drive, SW; Black Lake Boulevard to West End
- 27th Avenue, SE; Hoffman Road to Wiggins Road
- Donnelly Drive, SE (UGA); Wilderness Drive to Wiggins Road
- Wilderness Drive, SE (UGA); Limerick Street to Wiggins Road
- Lister Road, NE; 26th Avenue to South End of Road

**CHANGE:**

The bike lane projects listed in Appendix D update the non-motorized project lists in the prior plan.

## Appendix D: Bike Lane Project List

These bike lane projects are priorities for construction. The projects in the Bicycle Master Plan (2009) represent the vision for the network, and are likely to go beyond the 20-year planning timeframe. These projects will be coordinated with the City's roadway resurfacing or reconstruction projects. Priorities may be adjusted for construction efficiencies. Some projects may be completed as frontage improvements built by private development in accordance with City street standards. In understanding the level of need this list represents, a rough planning level estimate for all these projects, in 2011 dollars, is \$99,390,700.

### Near-Term

- San Francisco Avenue, NE, from East Bay Drive to Bethel Street
- Mottman Road, SW, from Mottman Court to South Puget Sound Community College
- 14th/Walnut Road, NW, from Kaiser Road to Division Street
- Herman Road, SE, from Wiggins Road to the Chehalis Western Trail
- Cooper Point Road, NW, from 14th Avenue to 20th Avenue

- Fones Road, SE, from Pacific Avenue to 18th Avenue
- Pine Avenue, NE, from Puget Street to east City limits
- Elliott /20th Avenue, NW, from Crestline Boulevard to Road 65
- Legion Way, SW, from Water St. to Capitol Blvd. (eastbound only to avoid parking removal)
- Bethel Street, NE, from San Francisco Avenue to 26th Avenue
- Martin Way and Pacific Avenue "Y"
- Crestline Boulevard/Raft Avenue/Schneider Hill, NW, from West Bay Drive to Elliott Avenue
- West Bay Drive, NW, from Olympic Way to Schneider Hill Road
- Henderson Boulevard, SE, from Union Street to I-5
- Morse-Merryman Road, SE, from Sugarloaf Street to Wiggins Road
- 4th Avenue, W, from Black Lake Boulevard to Perry Street
- 4th Avenue, W, from Black Lake Boulevard to Kenyon Street
- 5th Avenue, SE, across the Capitol Lake dam (both directions)
- Cooper Point Road from 20th Avenue to 28th Avenue

#### Long-Term

- Kenyon Street, NW, from Capital Mall access road to Harrison Avenue
- Hoffman Road, SE, from 26th Avenue to Morse-Merryman Road
- Kaiser Road, NW, from Harrison Avenue to Walnut Road
- 26th Avenue, NE, from Gull Harbor Road to Chehalis Western Trail
- McPhee Road, NW, from Capital Mall Drive to Harrison Avenue
- Wiggins Road, SE, 27th Avenue from Hoffman Road to Wiggins Road to Yelm Highway
- Decatur Street, SW, from 9th Avenue to Caton Way
- Lakeridge Drive, SW, from Deschutes Parkway to Evergreen Park Drive
- Fern Street, SW, from 9th Avenue to end
- Road 65, NW, from 20th Avenue to 14th Avenue
- Ames Road, NE, from Gull Harbor Road to East Bay Drive
- Ensign Road, NE, from Lilly Road to Chehalis Western Trail
- Pine Avenue/12th Avenue, NE, from Puget Street to South Bay Road
- Sleater-Kinney Road/15th Avenue to 18th Avenue, SE
- Miller Avenue, NE, from Bethel Street to Friendly Grove Road
- Union Avenue, SE, from Capitol Way to Eastside Street
- Lilly Road, NE, from Winwood Place to Urban Growth Boundary
- 7th Avenue, NW, from Kaiser Road to McPhee Road
- Friendly Grove Road, NE, from Miller Avenue to Urban Growth Boundary
- Gull Harbor Road, NE, from Urban Growth Boundary to City limits
- Wheeler Avenue, SE, from Eastside Street to Boulevard (convert one-sided path)

#### CHANGE:

Appendix H, the Transportation 2030 maps replace Map 6-3 and this map has been divided into separate maps so detail can be more easily seen.

#### CHANGE:

The data on the traffic forecast maps have been updated based on new projections.

## Appendix E: Highways of Statewide Significance (Thurston County)

- State Route 5, 276.62 miles, Oregon to Canada
- State Route 8, 20.67 miles, US 12/Elma to SR 10/Olympia (entire route)
- State Route 12, 324.51 miles, US 101/Aberdeen to Idaho (entire route)
- State Route 101, 336.66 miles, SR 4 to I-5/Olympia (0.01 mi of physical gap not included)

## Appendix F: Transportation Facilities and Services of

## Statewide Significance

- The Interstate Highway System: See attachment for Highways of Statewide Significance
- Interregional State Principal Arterials: See attachment for Highways of Statewide Significance
- Intercity Passenger Rail Services:
  - Olympia to Seattle, with stops in Tacoma and Tukwila (5 trips per day)
  - Olympia to Portland, with stops in Centralia, Kelso and Vancouver (5 trips per day)
- Intercity High-speed Ground Transportation: none
- Major Passenger Intermodal Facilities: none
- Ferry Terminals: none
- Intercity Bus Depot: Olympia Greyhound Station
- Park and Ride Facilities: Martin Way
- Rail Facilities: Centennial Station (Olympia)
- Transit Centers: Intercity Transit (Olympia)
- The Freight Railroad System: none
- Switching and Terminal Companies: none
- The Columbia/Snake Navigable River System: none
- Marine Port Facilities and Services: Port of Olympia
- High Capacity Transportation System serving regions as defined in RCW 81.140.015: none

## Appendix G: Facilities of Statewide Significance

The following Facilities of Statewide Significance are located in the Washington State Department of Transportation's Olympic Region, in Olympia:

- State Route 5, from Mile Post 104.56 to 108.13, Limited Access Fully Controlled, Urban Interstate
- State Route 101, from Mile Post 364.91 5 to 366.91, Limited Access Fully Controlled, Urban Principal Arterial

## Appendix H: Transportation 2030 Maps

- [Transportation 2030 - Northeast](#)
- [Transportation 2030 - Southeast](#)
- [Transportation 2030 - Westside](#)

## Appendix I: Transportation Corridor Map

- [Transportation Corridor Map](#)





## Appendix J: Traffic Forecast Maps

- [Traffic Volume - 2009 - Downtown](#)
- [Traffic Volume - 2009 - Eastside](#)
- [Traffic Volume - 2009 - Southeast](#)
- [Traffic Volume - 2009 - Westside](#)
- [Traffic Volume - 2030 - Downtown](#)
- [Traffic Volume - 2030 - Eastside](#)
- [Traffic Volume - 2030 - Southeast](#)
- [Traffic Volume - 2030 - Westside](#)

## For More Information

- The [City of Olympia Transportation Mobility Strategy](#) provides policy guidance for achieving a

multimodal transportation system

- The [City of Olympia Engineering Design and Development Standards](#) implements comprehensive plan goals and policies. These technical standards govern all new construction and modification of transportation and utilities infrastructure
- The [Thurston Regional Transportation Plan](#)  describes how the region will work together to resolve regional problems and establish regional priorities
- The [Washington State Growth Management Act](#)  guides communities to develop comprehensive plans and development regulations that guide growth for the 20-year horizon
- The [City of Olympia Sidewalk Program](#) (2003) is a list of prioritized sidewalk projects on Olympia's major streets
- The [City of Olympia Bicycle Master Plan](#) (2009) strives to increase the number of people bicycling and the safety of bicyclists. The plan includes recommendations for bicycle facilities development and education and encouragement activities
- The [Commute Trip Reduction Law](#)  calls on large employers in urban areas of the state to reduce drive-alone commute trips made by employees
- The [Thurston Regional Trails Plan](#)  defines off-street trail network priorities and issues throughout Thurston County

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The City of Olympia is committed to the non-discriminatory treatment of all persons in employment and the delivery of services and resources.



# Transportation 2030 Northeast

- Add Signal or Roundabout
- Add Turn Lanes Only
- Add Roundabout
- Level of Service (LOS) F\*
- Existing Arterial
- Widening of Existing Arterial
- - - Future Arterial
- Existing Major Collector
- Widening of Existing Major Collector
- - - Future Major Collector
- Existing Neighborhood Collector
- - - Future Neighborhood Collector
- Additional Right-Of-Way for Widening Arterial or Major Collector
- Downtown and Urban Corridors
- Urban Growth Area
- City Limits

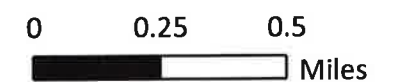
\* LOS will be allowed to fall below adopted levels of service at these sites.  
Some types of improvements may be appropriate.

NOTE 1: The specific alignment of the streets shown will be determined based on more detailed analysis during development review or City alignment studies.

NOTE 2: In the downtown and along Urban Corridors LOS E will be acceptable on arterial and major collectors. In the rest of the City and Urban Growth Area LOS D is acceptable.

NOTE 3: Any decision on whether to connect Decatur Street to Canton Way, and open 16th Avenue to Carriage Loop through vehicular connections will not be made until the Westside Olympia Access Study is complete.

NOTE 4: All widening projects will be built to current street standards.



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# Transportation 2030 Southeast

- Add Signal or Roundabout
- Add Turn Lanes Only
- Add Roundabout
- Level of Service (LOS) F\*
- Existing Arterial
- Widening of Existing Arterial
- - - Future Arterial
- Existing Major Collector
- Widening of Existing Major Collector
- - - Future Major Collector
- Existing Neighborhood Collector
- - - Future Neighborhood Collector
- Additional Right-Of-Way for Widening Arterial or Major Collector
- Downtown and Urban Corridors
- Urban Growth Area
- City Limits

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NOTE 4: All widening projects will be built to current street standards.



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Miles

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# Transportation 2030 Westside and Downtown

- Add Signal or Roundabout
- Add Turn Lanes Only
- Add Roundabout
- Level of Service (LOS) F\*
- Existing Arterial
- Widening of Existing Arterial
- - - Future Arterial
- Existing Major Collector
- Widening of Existing Major Collector
- - - Future Major Collector
- Existing Neighborhood Collector
- - - Future Neighborhood Collector
- Additional Right-Of-Way for Widening Arterial or Major Collector
- Downtown and Urban Corridors
- Urban Growth Area
- City Limits

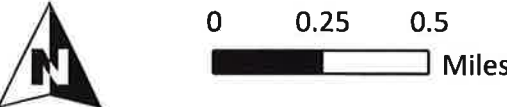
\* LOS will be allowed to fall below adopted levels of service at these sites. Some types of improvements may be appropriate.

NOTE 1: The specific alignment of the streets shown will be determined based on more detailed analysis during development review or City alignment studies.

NOTE 2: In the downtown and along Urban Corridors LOS E will be acceptable on arterial and major collectors. In the rest of the City and Urban Growth Area LOS D is acceptable.

NOTE 3: Any decision on whether to connect Decatur Street to Canton Way, and open 16th Avenue to Carriage Loop through vehicular connections will not be made until the Westside Olympia Access Study is complete.

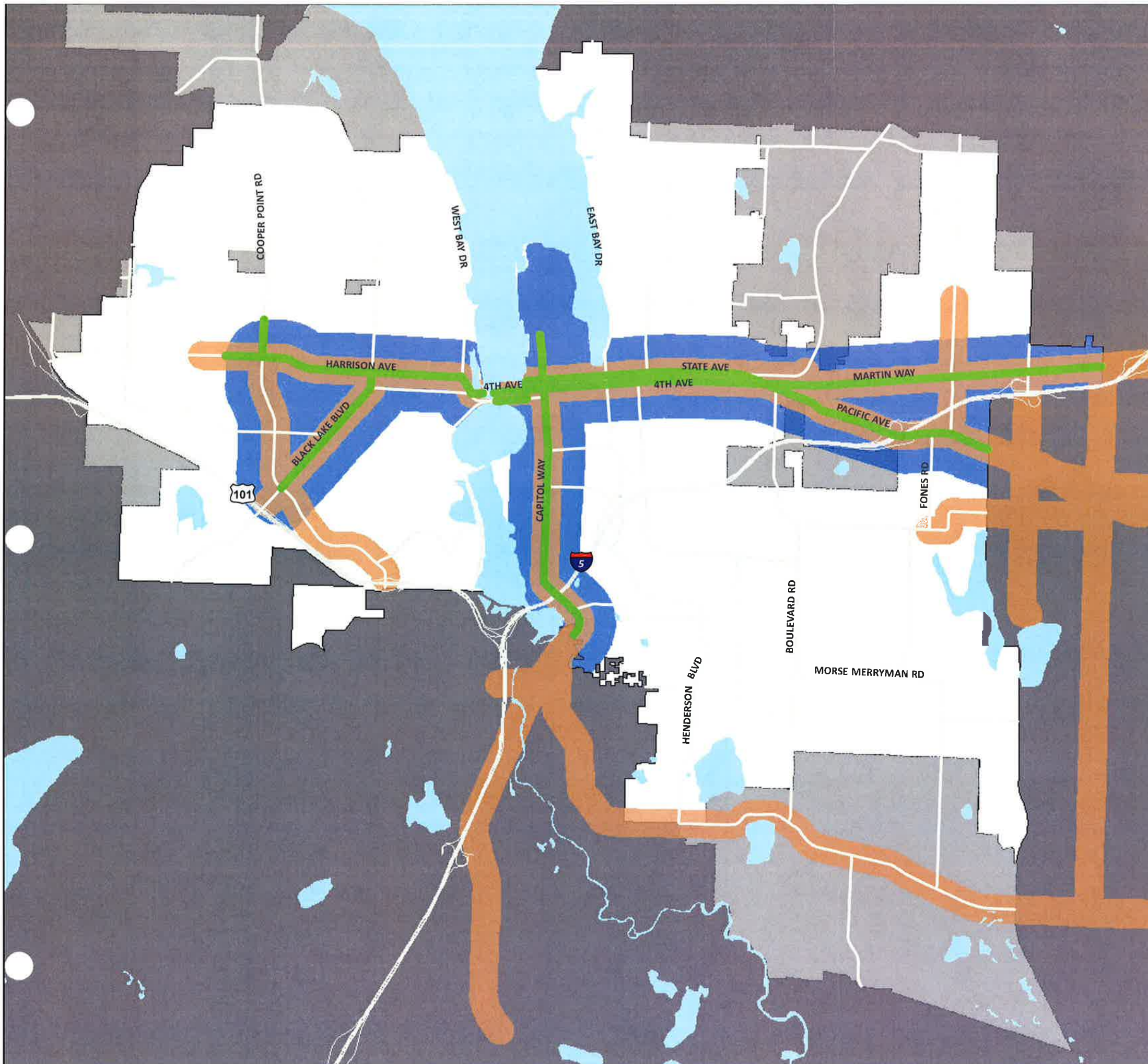
NOTE 4: All widening projects will be built to current street standards.



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# Transportation Corridors



- First Priority Bus Corridors
- Strategy Corridors
- Urban Corridors
- Urban Growth Area
- City Limits



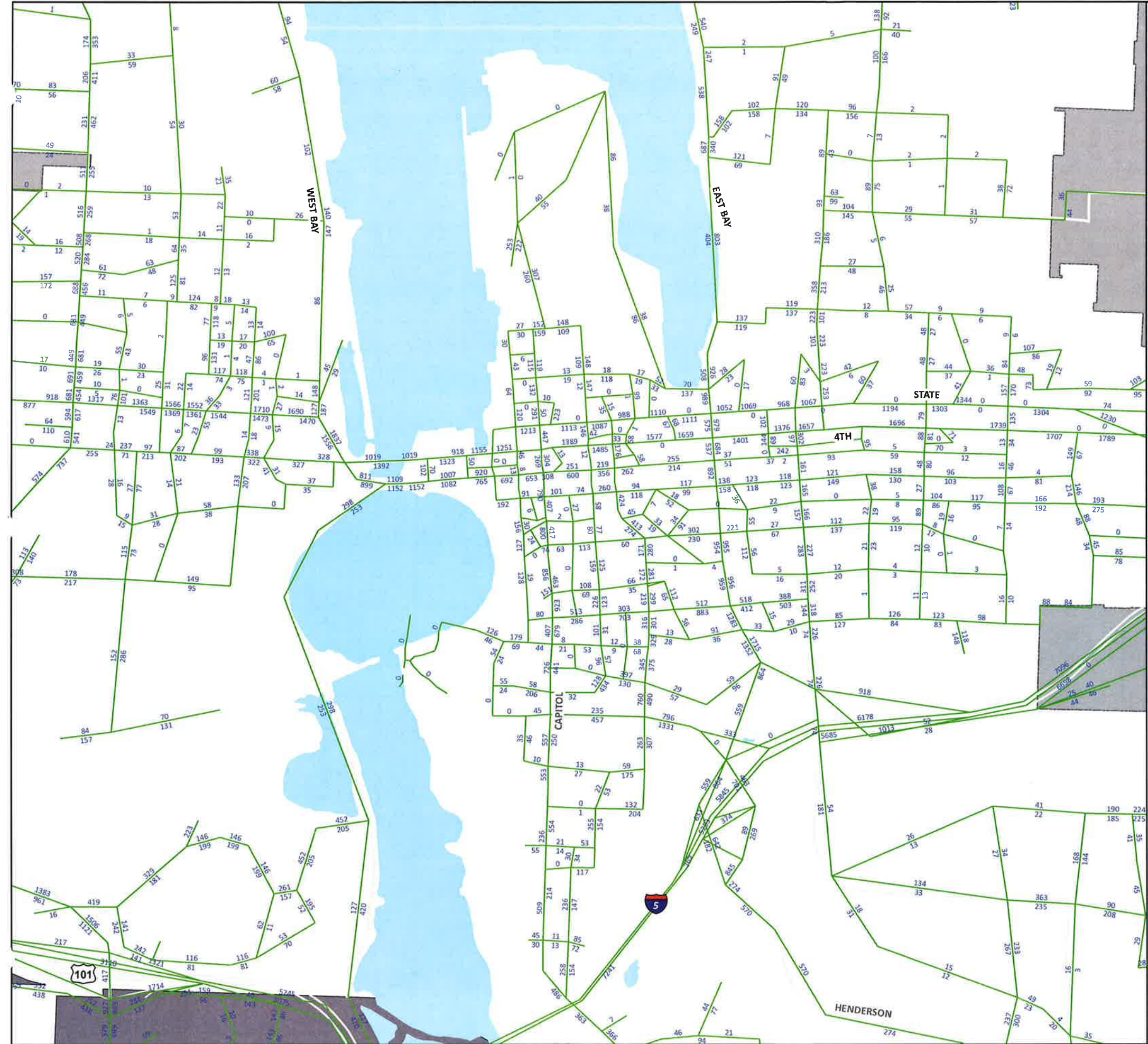
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# 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)

- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits



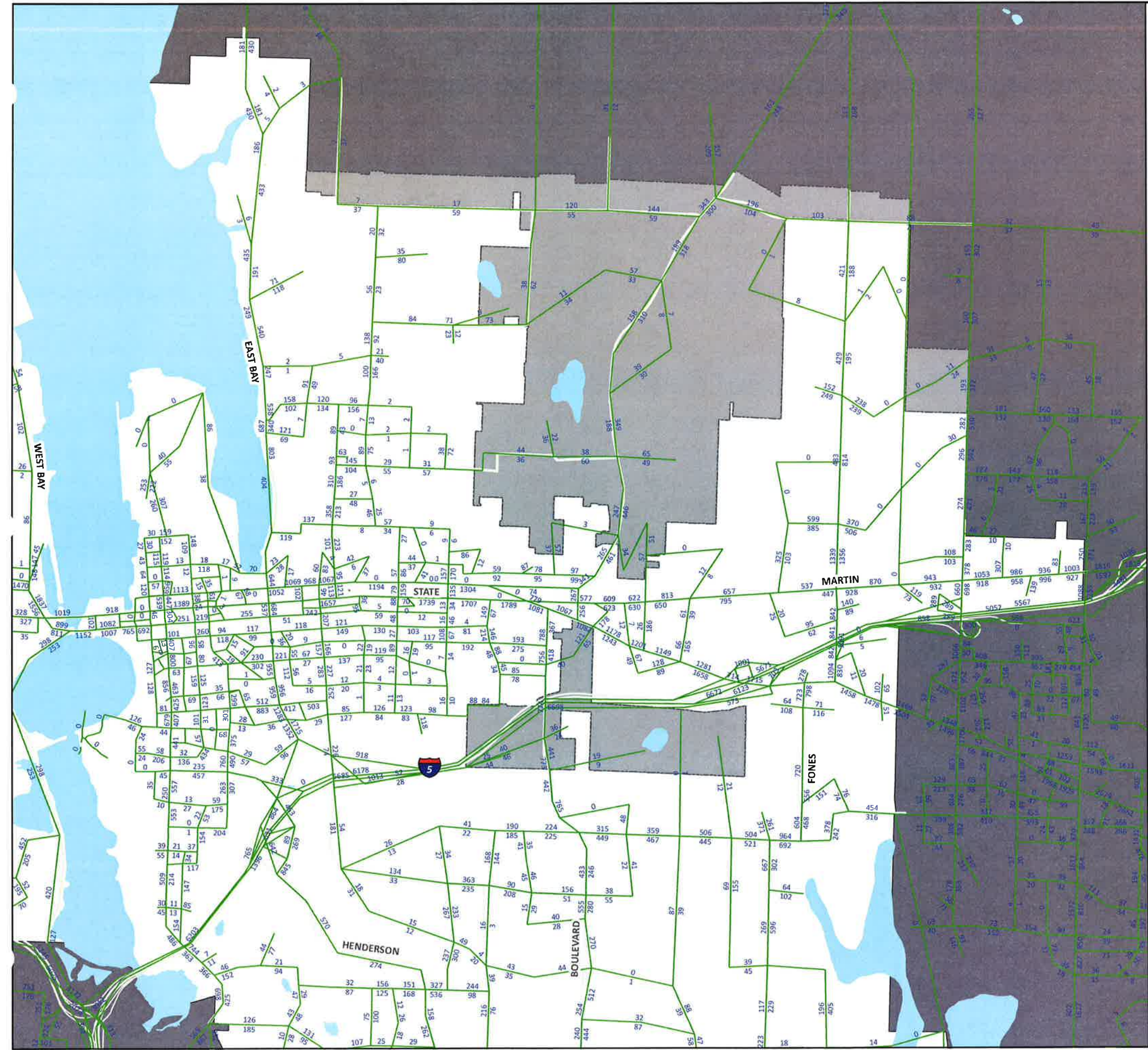
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# 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)

- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits

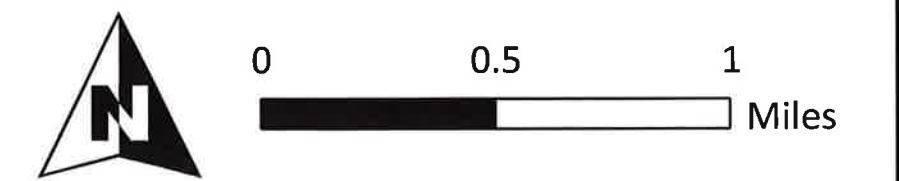


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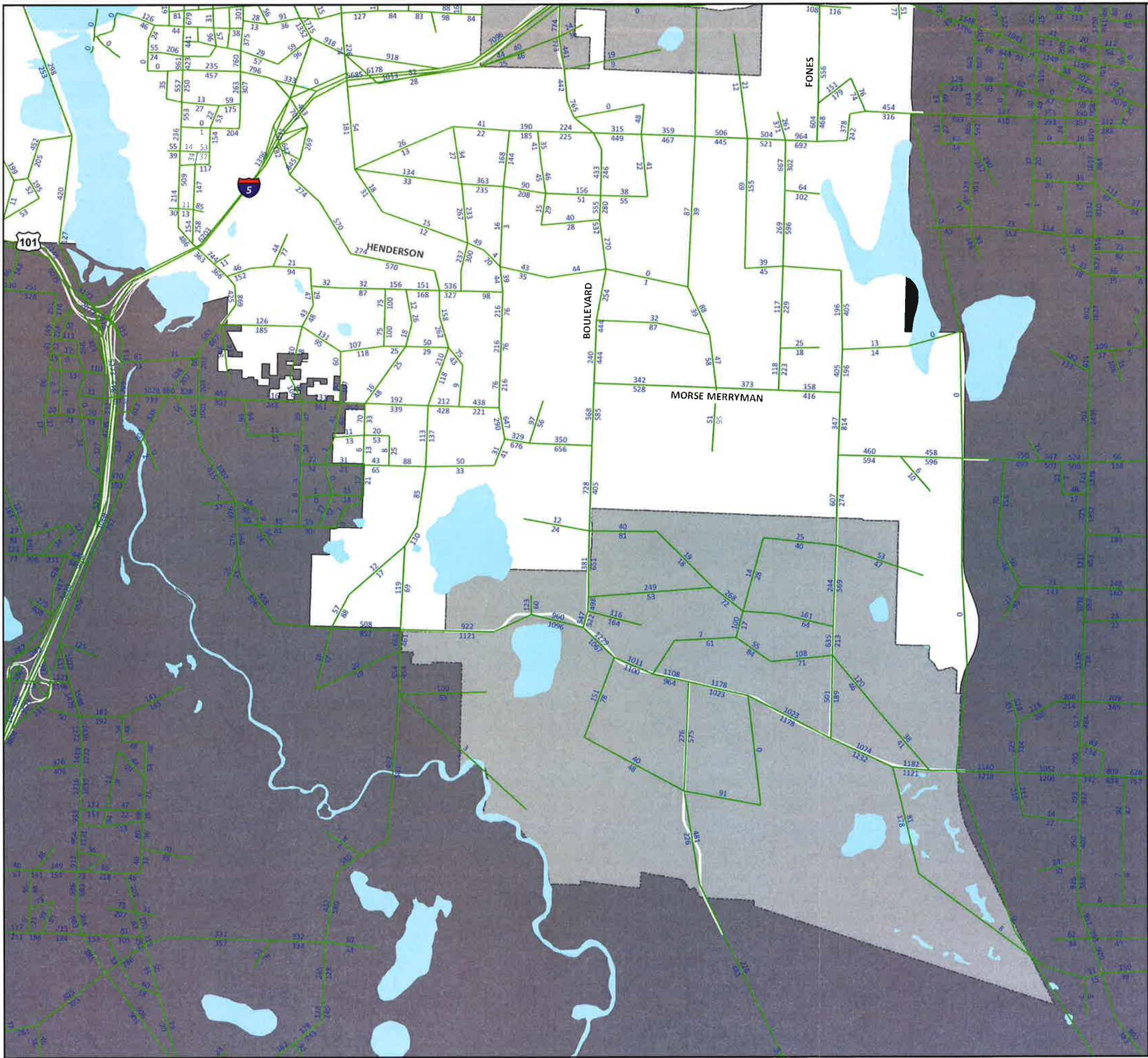


# 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast)

- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits



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# 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Westside)

- 240 PM Peak Volumes (by direction)
- Urban Growth Area
- City Limits

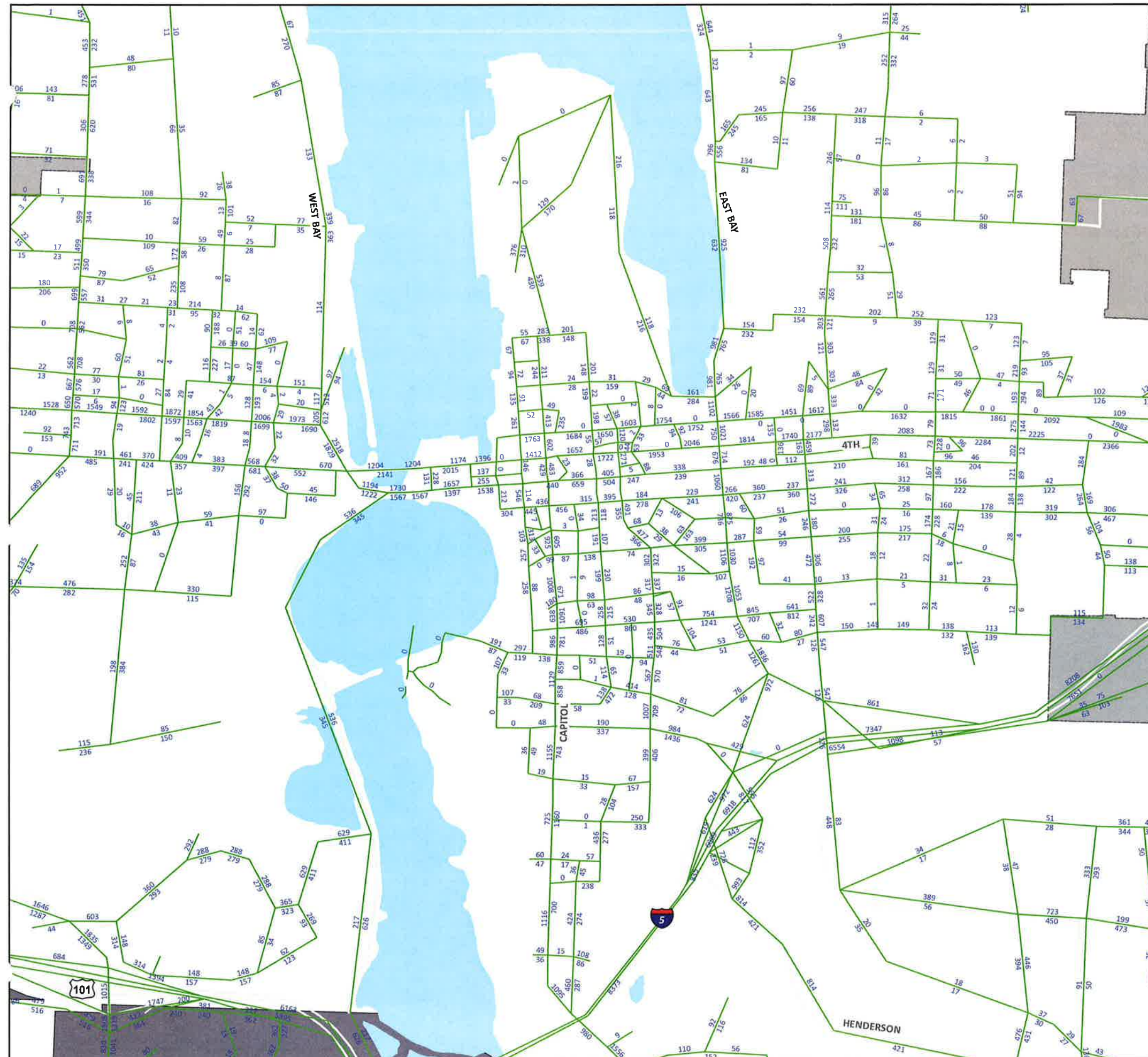


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## 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)



240

PM Peak Volumes (by direction)

Urban Growth Area

City Limits

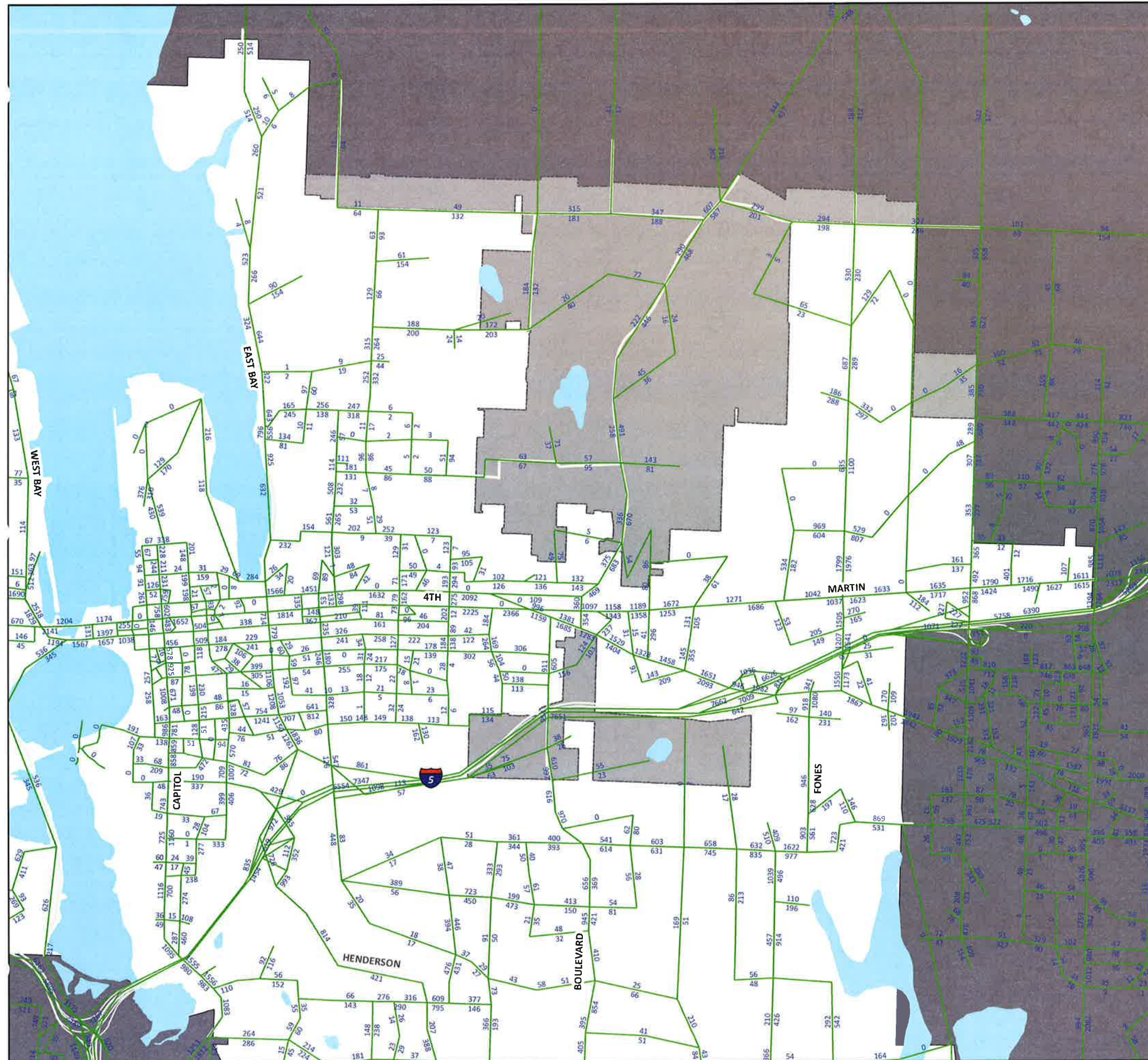


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# 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)



240

PM Peak Volumes (by direction)



Urban Growth Area



City Limits



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# Transportation 2030 Southeast

- Add Signal or Roundabout
- Add Turn Lanes Only
- Add Roundabout
- Level of Service (LOS) F\*
- Existing Arterial
- Widening of Existing Arterial
- - - Future Arterial
- Existing Major Collector
- Widening of Existing Major Collector
- - - Future Major Collector
- Existing Neighborhood Collector
- - - Future Neighborhood Collector
- Additional Right-Of-Way for Widening Arterial or Major Collector
- Downtown and Urban Corridors
- Urban Growth Area
- City Limits

\* LOS will be allowed to fall below adopted levels of service at these sites.  
Some types of improvements may be appropriate.

NOTE 1: The specific alignment of the streets shown will be determined based on more detailed analysis during development review or City alignment studies.

NOTE 2: In the downtown and along Urban Corridors LOS E will be acceptable on arterial and major collectors. In the rest of the City and Urban Growth Area LOS D is acceptable.

NOTE 3: Any decision on whether to connect Decatur Street to Canton Way, and open 16th Avenue to Carriage Loop through vehicular connections will not be made until the Westside Olympia Access Study is complete.

NOTE 4: All widening projects will be built to current street standards.



0 0.25 0.5  
Miles

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# Transportation 2030 Westside and Downtown

- Add Signal or Roundabout
- Add Turn Lanes Only
- Add Roundabout
- Level of Service (LOS) F\*
- Existing Arterial
- Widening of Existing Arterial
- - - Future Arterial
- Existing Major Collector
- Widening of Existing Major Collector
- - - Future Major Collector
- Existing Neighborhood Collector
- - - Future Neighborhood Collector
- Additional Right-Of-Way for Widening Arterial or Major Collector
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0 0.25 0.5  
Miles

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