



connecting communities

MARTIN WAY CORRIDOR



Intercity Transit Authority

May 18, 2022



Overview

Background

Martin Way: Past, Present, and Future

Future Alternatives

Next Steps

Martin Way Corridor Study



Purpose

Develop a common vision of the Martin Way corridor, and policies to support that vision as the corridor develops in the future.

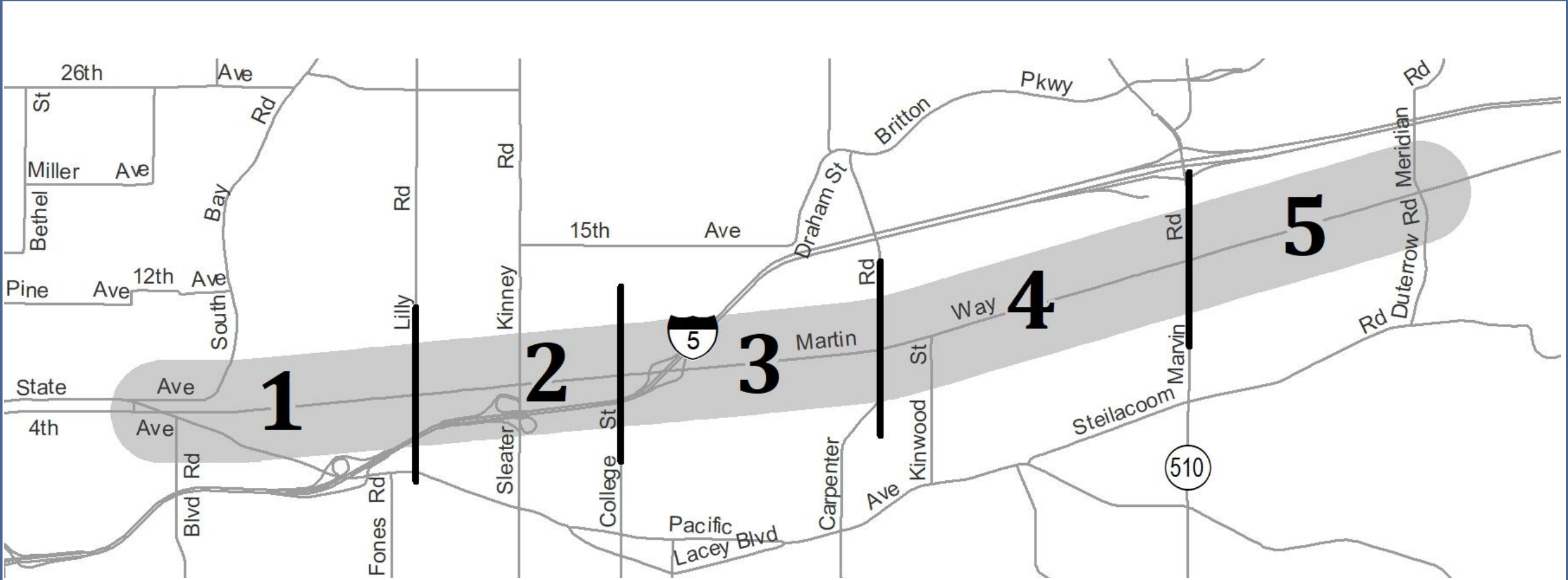
- Safety
- Bicycle and pedestrian facilities
- Transit
- Land Use
- Access Management
- Neighborhood Connectivity

Partners



Funding

- Federal Surface Transportation Block Grant
- Matching local funds



Martin Way Corridor Extent

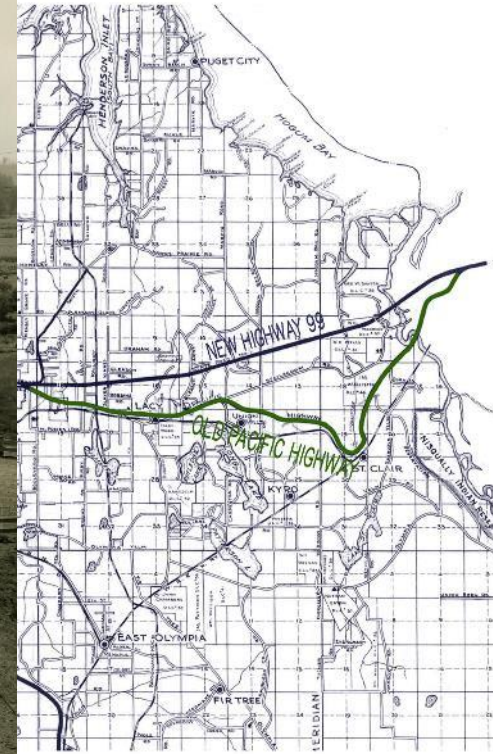




3:05 P.M. October 9, 1933
Looking ahead from Station 119+00. Bonnell and Arkin counting rings. 400 year old stump.
27



3:30 P.M. August 23, 1934
Looking ahead from Station 119+00. Finished grade.
28



OLYMPIA ROAD SHORTER TODAY

OLYMPIA, Friday, Sept. 3.—(AP)—Washington's communities are creeping steadily closer together by the shrinking process of the state's main roadways, under the highway department's policy of ironing out the wrinkles.

As an example, today witnessed opening of the new Nisqually cut-off, which was named "Martin Way" in honor of the state's chief executive.

This new double-pavement stretch between Olympia and Fort Lewis pares the distance 2.8 miles and eliminates several miles of winding road which has slowed heavy traffic to a snail's pace.

Governor Martin and other state officials, representatives of Olympia, Fort Lewis, Tacoma and several other communities will participate in the dedication ceremonies.

State highway tabulations show distances on primary roads recently have been reduced, or will be in the near future, by 23 miles as a result of new constructions.

MARTIN WAY PAST



MARTIN WAY TODAY

9,000+ Residents

11,000+ Jobs

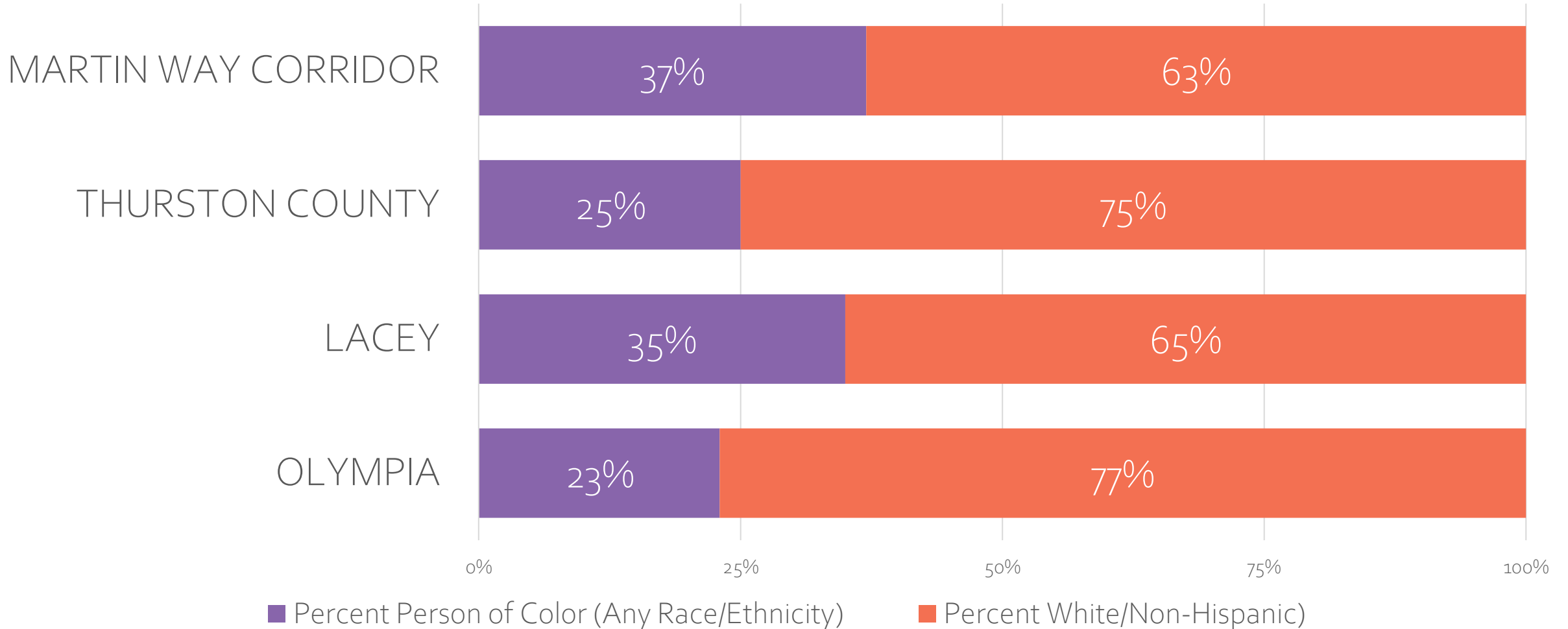
40,000 Vehicle Trips/Day

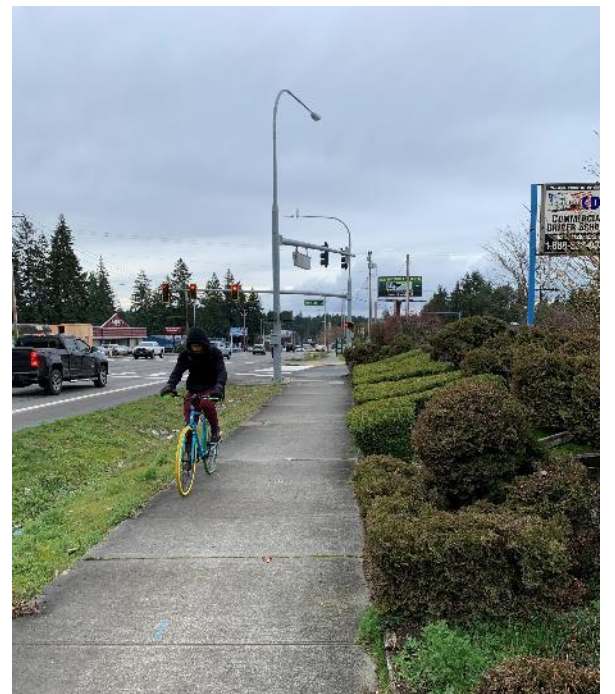
25% Daily Transit Riders

Martin Way Today



RACIAL & ETHNIC DIVERSITY





TRANSPORTATION ISSUES

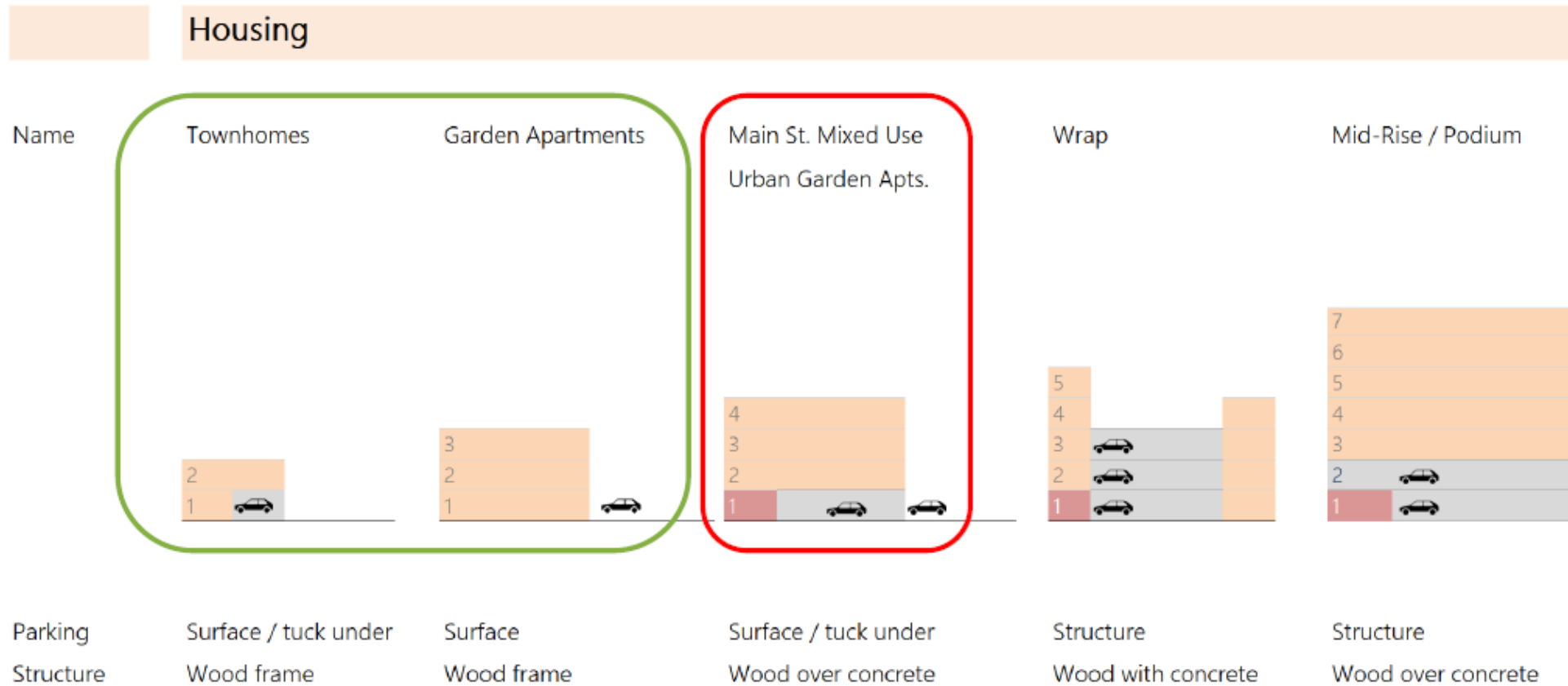




LAND USE ON MARTIN WAY



Market Study - Housing



What would you like to see more of on Martin Way?

Buildings

- Public amenities (82%)
- Retail, services, restaurants (73%)
- Offices (43%)
- Housing (42%)

Streetscape

- Sidewalks (84%)
- Pedestrian crossings (71%)
- Landscaping (70%)

Source: 2021 Visual Preference Survey

Key Needs → Goals

- Improve safety for all users and all modes
- Support for inclusive growth
- Balance needs of different users
- Increase connectivity
- Improve continuity
- Build a sense of place

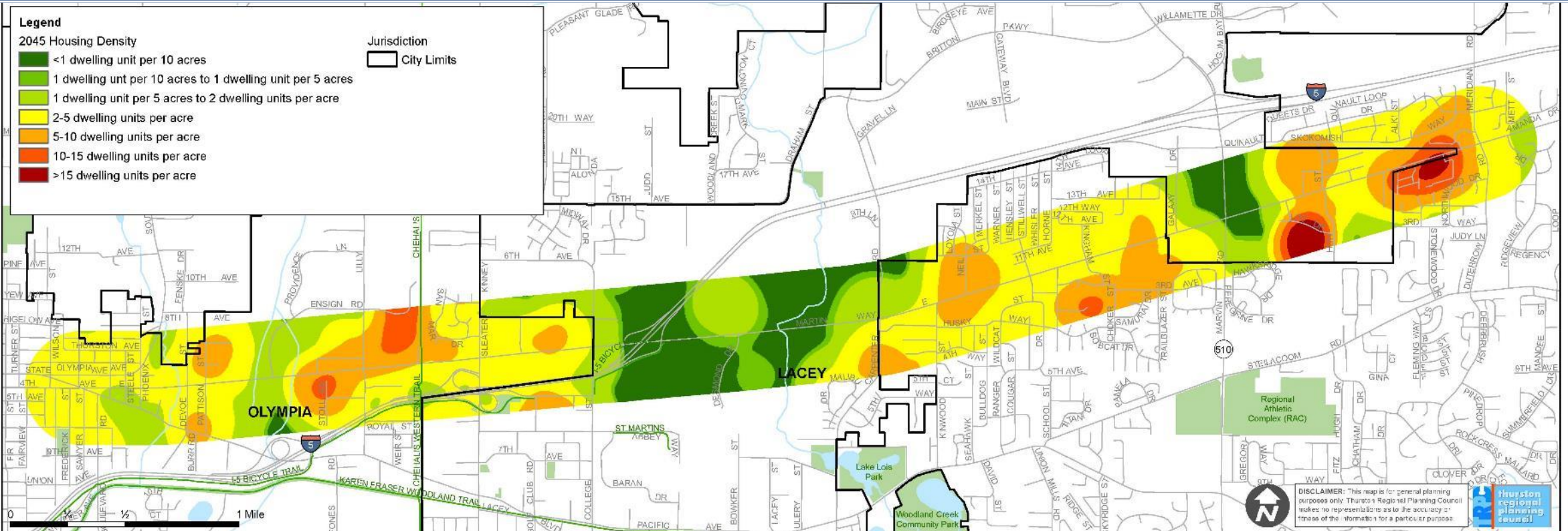


Legend

2045 Housing Density

- <1 dwelling unit per 10 acres
- 1 dwelling unit per 10 acres to 1 dwelling unit per 5 acres
- 1 dwelling unit per 5 acres to 2 dwelling units per acre
- 2-5 dwelling units per acre
- 5-10 dwelling units per acre
- 10-15 dwelling units per acre
- >15 dwelling units per acre

Jurisdiction
 City Limits



MARTIN WAY'S FUTURE

Martin Way Corridor's Future

53% + population

43% + employment

Increased multifamily development

Increased congestion & conflicts

Existing Future

Transportation

- Limited changes from today
- Planned projects improve travel by car
- Slower transit times
- Sidewalk gaps
- Unprotected bike lanes



Existing Future

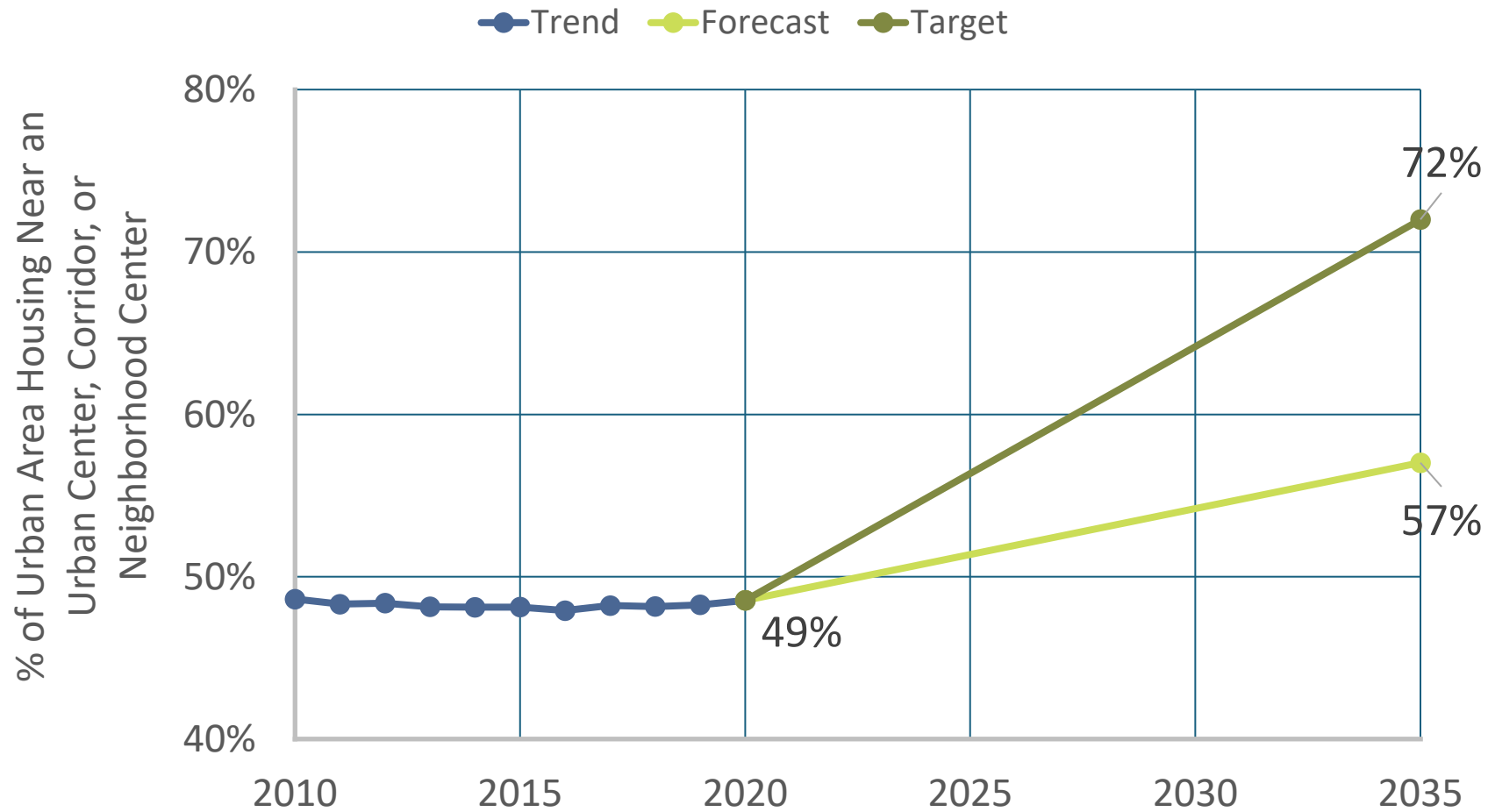


Land Use

- Similar look and feel
- 2,330 new housing units
17% Affordable (80% AMI)
- Around 230 acres redeveloped
- No change to public amenities/greenspace
- No change to engagement

Sustainable Thurston Target

72% of urban area housing within ½ mile of an urban center, urban corridor, or neighborhood center





Martin Way Corridor Vision

The Martin Way Corridor is an **attractive mixed-use, high-density** residential and commercial area where people enjoy walking, shopping, working, and living. Over time, it will **transition away from automobile-dominated use** to a more **pedestrian-friendly streetscape** that also encourages bicycling and supports **high-capacity transit**.



MARTIN WAY ALTERNATIVES

Performance Measures



Transportation

- Safety
- Business Access
- Travel by car
- Bicycling
- Bus
- Walking

Land Use

- Total Housing
- Affordability
- Visual Appeal
- Public Spaces
- Engagement

Transportation Alternatives



Minimal Improvements – make small investments to improve safety and mobility for people walking and bicycling



Moderate Improvements – make big investments at key locations to improve safety and mobility for people walking, bicycling, using transit, and driving

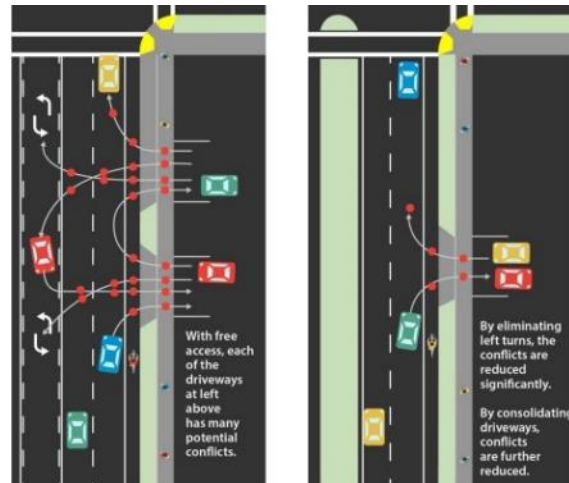


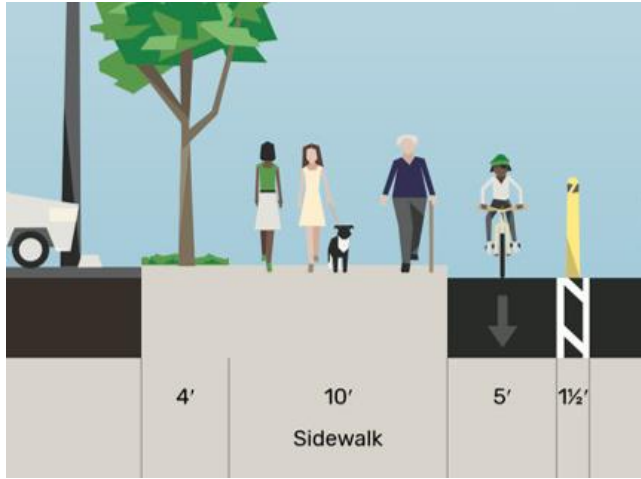
Mighty improvements – make even bigger investments at key locations to improve safety and mobility for people walking, bicycling, using transit, and driving



Minimal Improvements

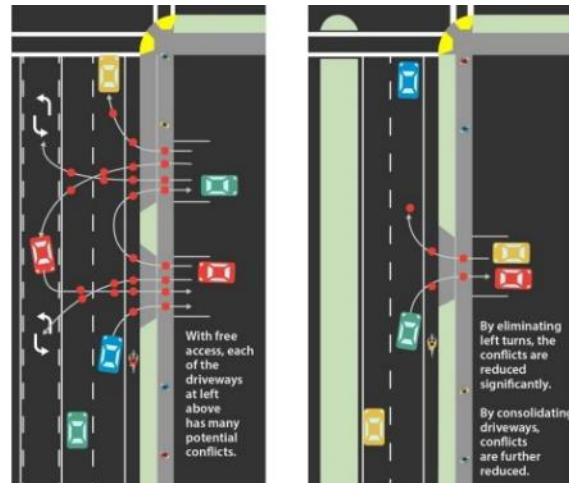
- Painted buffer between traffic and the bike lane
- Shared-use pathway with protective barrier between I-5 and Carpenter Road
- Driveway consolidation (access management)

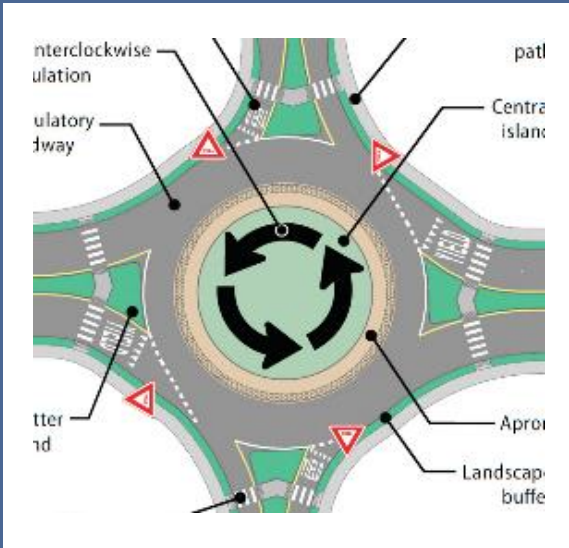




Moderate Improvements

- 10' sidewalks throughout (keep shared-use pathway with protective barrier between I-5 and Carpenter Road)
- Physically buffered (and wider) bike lanes and improved crossing/pavement markings at Lilly, Sleater Kinney, Duterrow
- Driveway consolidation (access management)

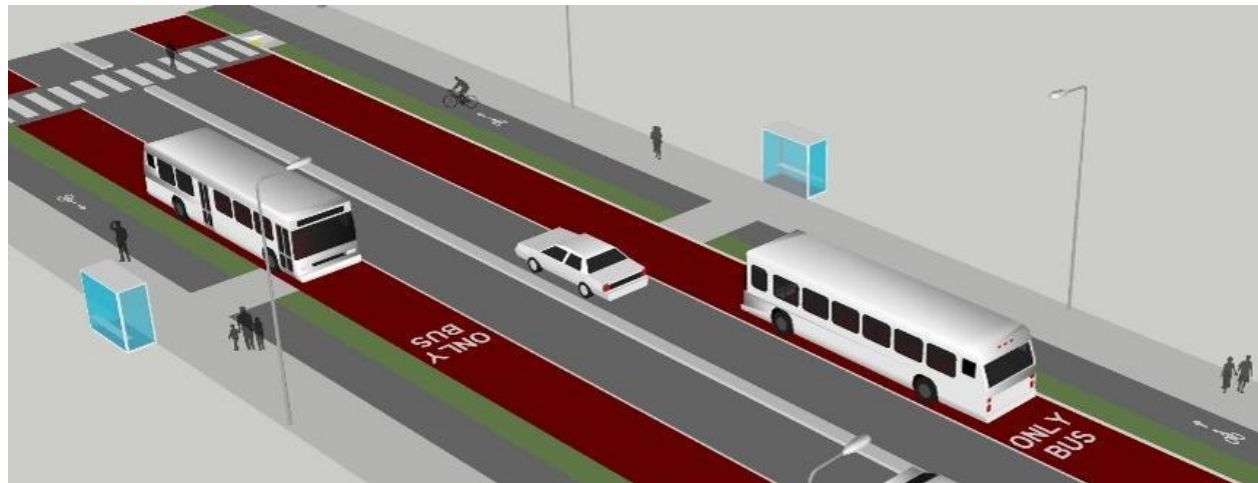
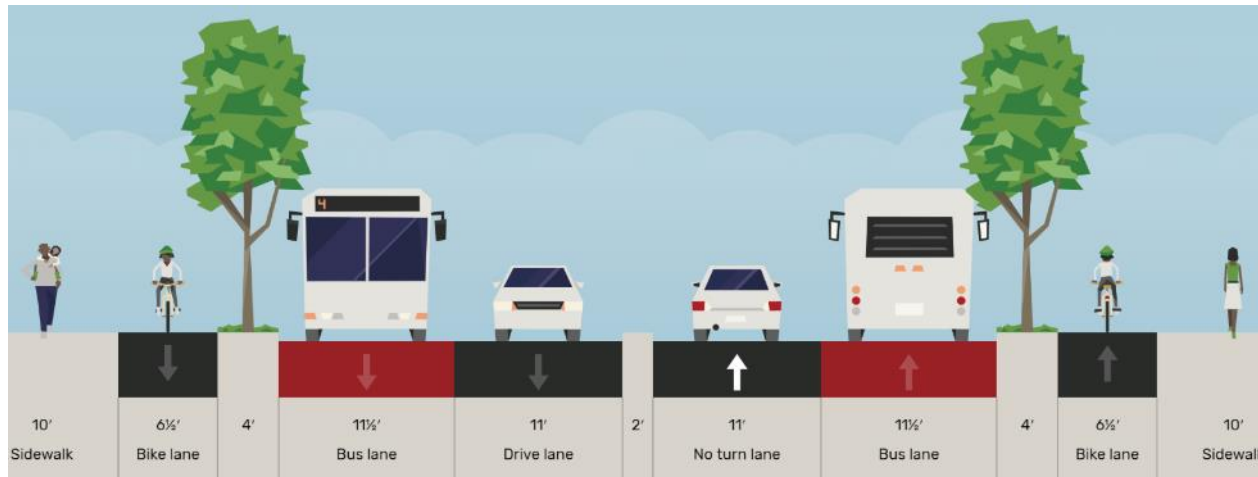




Moderate Improvements

- Midblock crossings where warranted
- Roundabouts at Pacific, Lilly
- Bus pull-outs converted to in-lane stops





Mighty Improvements

- 10' sidewalks throughout with improved pedestrian crossing at Duterrow
- Physically buffered (and wider) bike lanes and improved crossing/pavement markings at Lilly, Sleater Kinney, Duterrow
- Driveway consolidation (access management)
- Midblock crossings where warranted
- Roundabouts at Pacific, Lilly
- Bus pull-outs converted to in-lane stops
- Business access transit (BAT) lanes between Pacific and Marvin

Transportation Alternatives

	No Transportation Improvements	Minimal Improvements	Moderate Improvements	Mighty Improvements
Safety	No change	+	++	+++
Business Access	No change	No change	U-turns for access	U-turns for access
Travel by Car	+	No change	No change	-
Bicycling	No change	+	++	+++
Bus	-	No change	+	+
Walking	No change	+	++	+++
Cost Estimate	\$0	\$19.2 million	\$62.5 million	\$148.5 million

Land Use Alternatives



Nodal Development: Affordable Housing Focused – concentrate land use interventions at nodes to increase affordable housing options

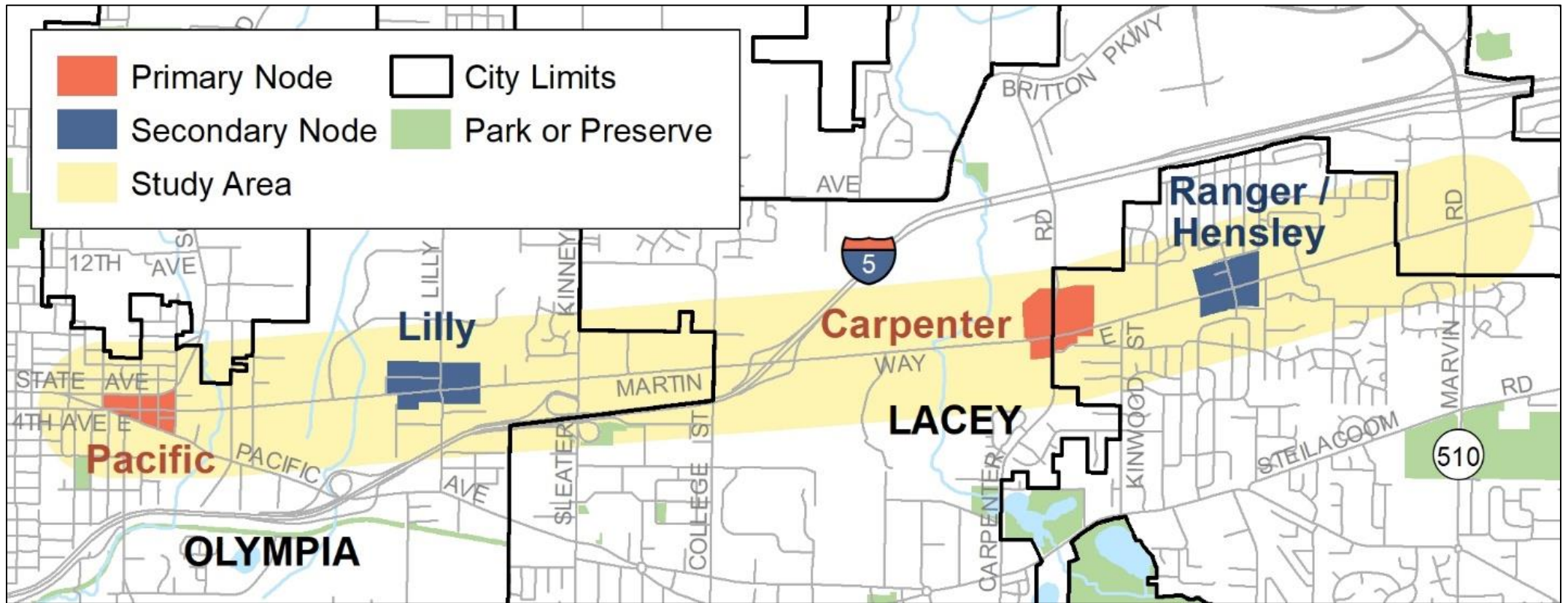


Nodal Development: Maximum Redevelopment – concentrate land use interventions at nodes to maximize redevelopment

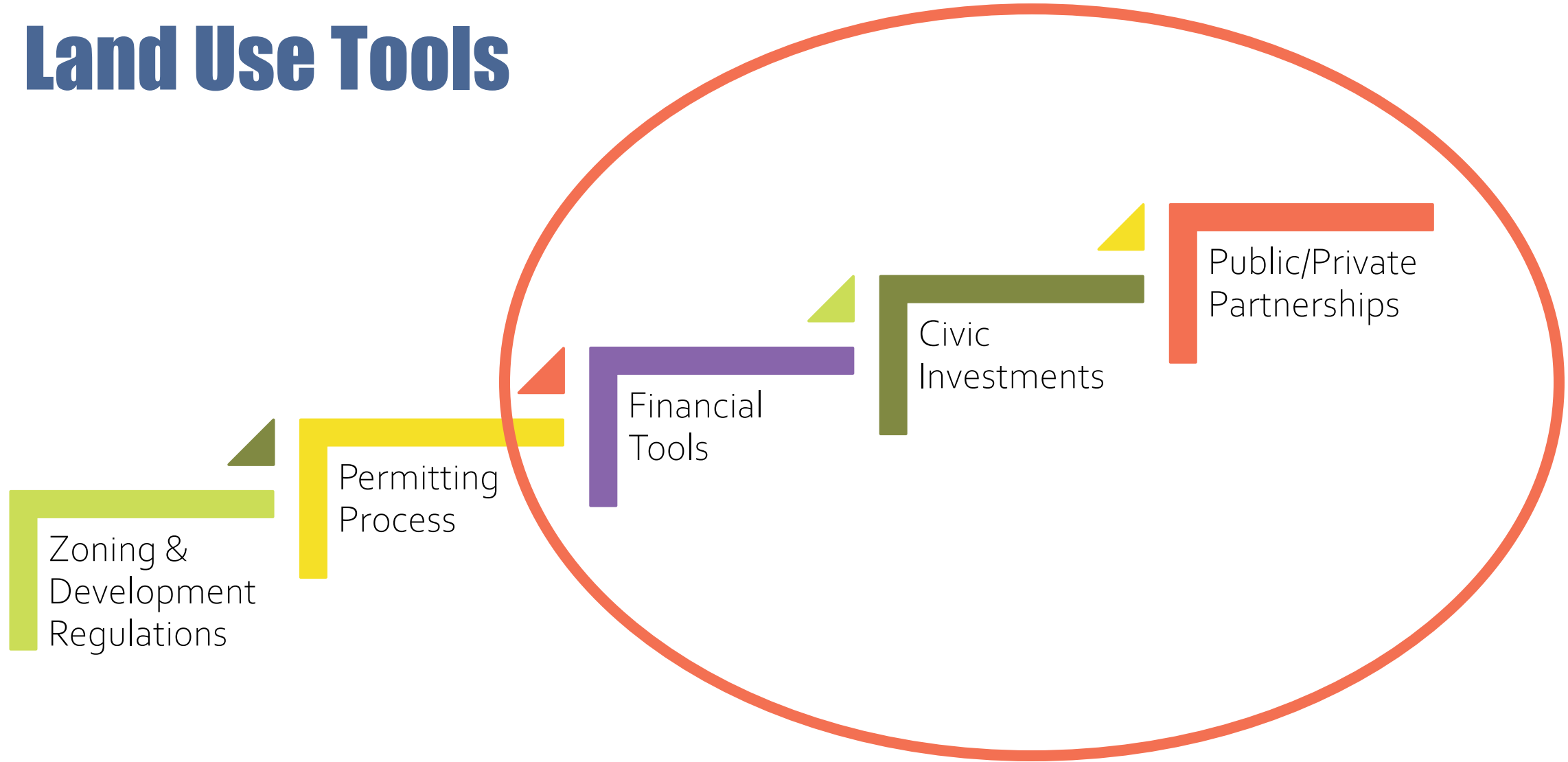


Corridorwide Continuity – implement land use interventions that enhance consistency along the entire Martin Way Corridor

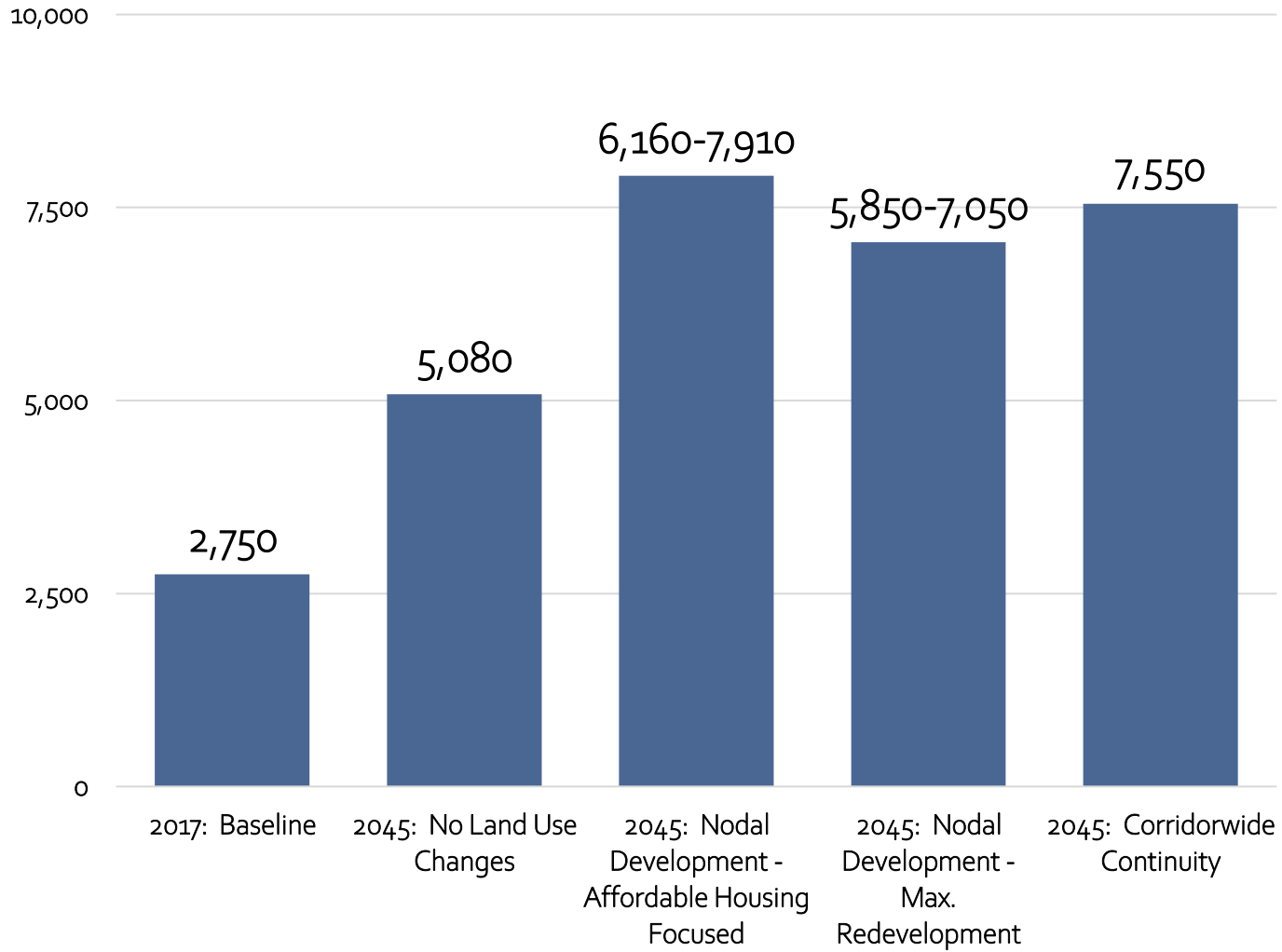
Nodal Development



Land Use Tools



Housing Units by Land Use Alternative



CHANGE IN HOUSING

Martin Way Corridor Land Use Scenarios

Land Use Alternatives: Comparison

	No Land Use Changes	Nodal: Affordable	Nodal: Redevelopment	Corridorwide Continuity
Housing	+	+++	++	++++
Affordability	No change	++++	--	-
Vibrancy	+	++	+++	+++++
Visual Appeal	No change	++	++	+++
Public Spaces	No change	+++	++	++
Engagement	No change	++	++	++



What We've Learned

- Overall, moving forward with the status quo means the vision for Martin Way is not likely to be attainable in the next 25 years
- Interventions in transportation issues can improve safety and mobility for all modes of travel (car, bus, bike, and foot)
- Interventions in land use can build vibrancy, investment, economic activity, and accommodate growth

Online open house and survey – open through May 31st

- Visit: www.trpc.org/martinway



Fall 2022 – Corridor Action Plan

Next Steps



Project Contacts

Katrina Van Every, Senior Planner
vaneveryk@trpc.org

Allison Osterberg, Senior Planner
osterberga@trpc.org

Aidan Dixon, Associate Planner
dixona@trpc.org

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