

Minutes
INTERCITY TRANSIT AUTHORITY
Regular Meeting
May 15, 2024

CALL TO ORDER

Chair Gilman called the May 15, 2024, meeting of the Intercity Transit Authority to order at 5:30 p.m. This was a hybrid meeting held at the Pattison Street facility.

Members Present: Chair and City of Olympia Councilmember Clark Gilman; City of Tumwater Mayor Debbie Sullivan; City of Yelm Councilmember Brian Hess; City of Lacey Councilmember Carolyn Cox; Community Representative Sue Pierce; Community Representative Justin Belk; Community Representative Don Melnick; Mark Neuville, Labor Representative.

Members Excused: Vice Chair and Thurston County Commissioner Carolina Mejia.

Staff Present: Emily Bergkamp; Jana Brown; Katie Cunningham; Pat Messmer; Peter Stackpole; Matt Kenney; Heather Stafford; Nathan Davis; Cameron Crass; Brian Nagel; Jessica Gould; Nick Demerice; Jonathon Yee; Amanda Collins; Daniel Van Horn; Peter Stackpole; Matt Kenney; Joy Gerchak; Cameron Crass; Michael Midstokke; David Drew; Steve Swan; Rob LaFontaine; Paul Zierzek; Drew Goffeney.

Others Present: Jeff Myers, Legal Counsel; Ty Flint, Community Advisory Committee; James McCafferty, Director with CEBR, Western Washington University.

STAFF INTRODUCTION

- A. Cameron Crass introduced new Fixed-Route Manager, Michael Midstokke.
- B. Jonathon Yee introduced David Drew, Facilities Analyst.

APPROVAL OF AGENDA

It was M/S/A by Sullivan and Melnick to approve the agenda as presented.

PUBLIC HEARINGS

- A. **Transportation Improvement Program (TIP) Public Hearing.** Jessica Gould, Grants Program Manager, presented the draft 2025-2028 TIP for public comment. The TIP is Intercity Transit's anticipated or secured federal funds that are identified in projects over the next four years for programming in the local, regional, and state planning documents. None of the projects shown have completely secured funds. Most of the funding in 2026-2028 are place holders for federal direct funding or competitive federal funding that Intercity may decide to apply for at a later date. A project identified in the TIP doesn't mean it will move forward. Rather, it positions the agency to apply for direct or competitive federal funding to a project. If a project is not in the TIP, IT cannot seek federal funding for that project.

The public comment period was open between April 17 and May 15, 2024. The legal notice for the public hearing was published in the Olympian and the public

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comment period was published on social media, our website, in an official news release sent through GovDelivery, and the info was highlighted in the May Rider News.

For the record, six public comments were received by email or phone, but none were specific to the TIP. These comments were focused on service planning and suggestions for improvement. Additionally, a petition with 99 signatures and 40 plus letters in opposition to TIP Project 22-1, was delivered to the Pattison Street office today. This project is known as Northeast Lacey Operational Support Terminal Facility/East Martin Way Gateway Roundabout.

The TIP is consistent with projects identified in Intercity Transit's long-range capital and budget planning documents including the 2023-2028 Transit Development Plan, and the 2024-2029 Strategic Plan. The agency's TIP is the first step in the annual cycle of reviewing and updating Intercity Transit's planning documents and identifying projects that need to be programmed into the state and federally required State Transportation Improvement Program (STIP). Projects in the TIP are included if they are anticipated to receive Federal Funding during the Plan years. 2025-2028 TIP projects total more than \$112 million with more than \$90 million of federal funding. Program elements in the draft 2025-2028 TIP include:

- Preventive maintenance of vehicles in IT's fleet.
- Purchase of replacement vanpool vans.
- Continuing progress on Bus Stop Enhancements and Accessibility program.
- Continuing Youth Education Program(s) that foster skills and provides education on using transit, bicycling, and walking as transportation choices.
- Acquisition of heavy-duty coaches to replace models that are at or beyond their expected useful life.
- Purchase of replacement *Dial-A-Lift* vans to meet the needs of our region's eligible clients.
- Planning, design, and capital improvements to provide High Performance or corridor service consistent with the adopted Long-Range Plan.
- Planning, design, facility, and site improvements for Alternative Fuel Infrastructure systems.
- Planning, design, and construction of the NE Lacey Operational Support Terminal Facility which is also known as the East Martin Way Gateway Roundabout project.
- Real Time and Digital Signage project.

Chair Gilman opened the TIP public hearing at 5:45 p.m.

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Several members of the public (Jim Thornton; Ray Jensen; Larry Taylor; Dave Gibson) provided testimony regarding opposition to the East Martin Way Gateway Roundabout project – NE Lacey Operational Support Terminal Facility.

Gilman briefly read the emailed comments that were sent to the Authority prior to the meeting, which are on file for the official record.

Chair Gilman closed the TIP public hearing at 5:59 p.m.

B. Capital Improvement Plan Public Hearing. Jana Brown, Chief Financial Officer presented the draft 2025-2029 Capital Improvement Plan for public comment. When Brown originally brought this before the Authority last month there was a total of \$63.8M for 2025 and \$156.9M for all five years. However, Brown said since the draft was posted last month, there have been four additional changes to be incorporated. Those changes are:

- **AdOps Audio/Visual Redesign:** An effort to make our board room more effective in hosting virtual meetings, the Information Services Division submitted a request to add \$150,000.
- **Plotter/Printer Equipment:** Current equipment needs replacing. The Development Division requested \$12,000 over the next two years.
- **West Olympia Transit Facility:** There has been conversation about not having a transfer station in West Olympia and there is a placeholder in the amount of \$9M over the next five years.
- **Lacey Transit Center Expansion & Restroom Project:** Add \$570K increase due to engineers estimates which include code compliance and incorporate technology such as signage.

Brown said this brings a revised total for 2025 to \$65.6M and a total of \$166.6M for all five years.

Brown said along with detailing the proposed projects along with their costs, this plan also provides the funding resource planning to accomplish these goals. 2025 reflects the awarded 49% funding coverage with state and federal grants and 51% coverage with local funds. The remaining years are estimates based on historical and known funding objectives.

This information will be posted on the website for public review beginning next week and public comment will be accepted through noon of June 5, 2024.

Chair Gilman opened the CIP public hearing at 6:05 p.m.

Several members of the public (Larry Taylor; Jim Thornton; Stephanie Johnson) provided testimony regarding opposition to the East Martin Way Gateway Roundabout project – NE Lacey Operational Support Terminal Facility.

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Chair Gilman closed the CIP public hearing at 6:12 p.m.

PUBLIC COMMENT - None.

APPROVAL OF CONSENT AGENDA

It was M/S/A by Melnick and Pierce to adopt the consent agenda as presented.

- A. Minutes – April 3, 2024, Minutes**
- B. Payroll April: \$3,562,019.42**
- C. Accounts Payable April: \$6,802,650.05**
 - Warrants: \$6,791,881.47
 - ACH Payments: \$10,768.58

NEW BUSINESS

- A. 2023 Title VI Passenger Survey.** Matt Kenney, Senior Planner, provided a presentation about the results of the passenger intercept survey conducted in November 2023. As a requirement under Title VI of the U. S. Civil Rights Act, transit agencies routinely survey passengers in order to collect and analyze information related to travel patterns and demographics. The results of the survey influence adopted Service Standards and Policies that guide the design and operation of transit services.

Kenney said Intercity Transit partnered with The Center for Economic and Business Research (CEBR) at Western Washington University (WWU). Director of CEBR, James McCafferty, who also attended this meeting, and the team conducted data analysis and reported on the findings. Temporary workers were hired in Olympia through Express Employment Professionals to implement the on-board survey.

Kenney explained the Federal requirements. FTA circular C4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients, provides guidance that IT must follow. Transit providers with 50 or more vehicles in fixed route service that are located in large UZAs must conduct an onboard passenger survey approximately once every three years. IT is now designated a “large urban” transit agency as of October 2023.

IT is required to prepare and submit a Title VI program update once every three years. IT’s Title VI plan is required to be updated later in 2024. Survey findings will be incorporated and used to guide the plan update.

Kenney said according to project summary, the survey is about collecting feedback and information about passenger demographics and travel patterns as required by the FTA circular. The goal was the collection of a minimum of 500 responses

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through in-person intercept surveys throughout the week on routes and at transit centers thus avoiding using the online survey method because of the potential of outside interference and the goal was to talk to people riding the bus. Two pop-up table events were held at OTC and LTC to engage with the public. CEBR conducted data analysis and reported on the findings.

Field staff were recruited and trained by CEBR to collect responses from passengers on bus routes and at transit centers using paper surveys. Paper surveys were made available in English, Spanish, German, Korean and Vietnamese. Survey responses were collected from 6 a.m. on Monday, November 13 through 7 p.m. Sunday, November 19, 2023. There was a survey incentive of a \$5 coffee gift card offered while supplies lasted.

The goal was to keep the survey simple and easy to answer the questions because people have things to do and places to go. Kenney showed a sample of the survey which was one page front and back which was easier for CEBR to analyze the results as most questions were fill in the box.

Kenney shared key findings. The most common Intercity Transit bus rider identifies as Caucasian and is an English speaker. 8.4% of respondents identify as American Indian/Alaskan Native. A large majority of riders state their household income falls below \$16,000 per year. This is considered “Extremely Low-Income” as defined by the Housing Authority of Thurston County. The most common way to get to and from the bus stop is walking. 85.7% of survey respondents use a smartphone. Spanish was the only other translated survey instrument used by CEBR surveyors.

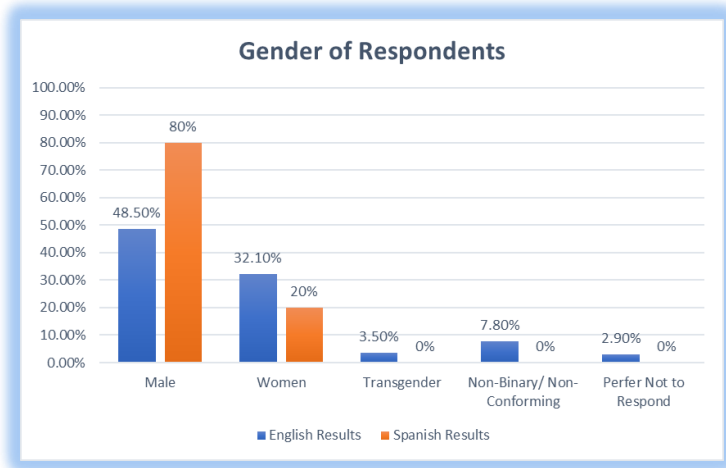
When survey respondents were asked where they came from and where they were going many respondents stated they were coming from or going home. 46.9% of respondents expect their bus trip to take under 30 minutes. Over half of the surveyed riders reported using bus services almost daily. The Intercity Transit Website (48.2% of English survey respondents) was the most frequent response to the question, “What is the best way to get you information about Intercity Transit?”

Kenney reviewed a series of slides showing statistics:

Race/ Ethnic Identity	English Results	Spanish Results
African American	11.50%	0%
American Indian/Alaskan Native	8.40%	0%
Asian	4.60%	0%
Caucasian	64.10%	0%
Hispanic or Latina/Latino	10.80%	100%

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Native Hawaiian/Pacific Islander	2.70%	0%
Other	8.60%	0%
Total Responses	553	5



Household Income	English Results	Spanish Results
Less than \$16,000	50.10%	75%
\$16,000 to \$24,999	9.40%	0%
\$25,000 to \$34,999	5.20%	0%
\$35,000 to \$44,999	15.40%	25%
\$45,000 to \$54,999	5.20%	0%
\$55,000 to \$64,999	1.90%	0%
\$65,000 to \$74,999	3.50%	0%
\$75,000 to \$84,999	2.30%	0%
\$85,000 to \$94,999	0.60%	0%
\$95,000 to \$104,999	1.90%	0%
\$105,000 or more	4.40%	0%
Total Responses	479	4

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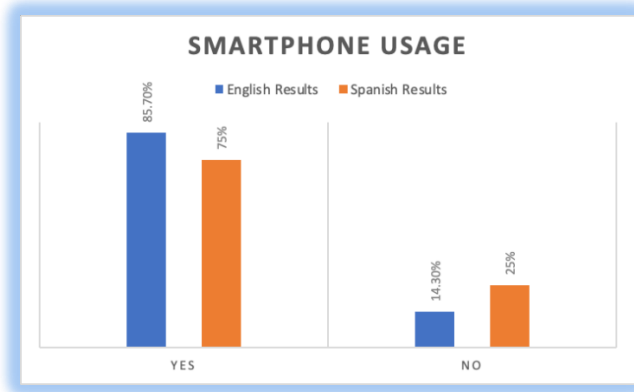
TRANSIT USAGE

Intercity Transit Bus Usage (per month)	English Results	Spanish Results
6-7 days per week	55.40%	50%
4-5 days per week	28.50%	25%
1-3 days per week	10.90%	25%
Less than 10 days per month	2.90%	0%
I rarely ride	2.30%	0%
Total Responses	487	4

RIDE LENGTH

Intercity Transit Bus Usage (per month)	English Results	Spanish Results
6-7 days per week	55.40%	50%
4-5 days per week	28.50%	25%
1-3 days per week	10.90%	25%
Less than 10 days per month	2.90%	0%
I rarely ride	2.30%	0%
Total Responses	487	4

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HOW DID RIDERS GET TO THE BUS STOP?

Where are you going now?	English Results	Spanish Results
Home	37.90%	40%
Work	14.00%	0%
School	5.40%	0%
Errands (Shopping, appointment, etc.)	28.20%	60%
Visiting family/friends	6.50%	0%
Attending a special event	1.30%	0%
Other	6.70%	0%
Total Responses	478	5

WHERE WERE RIDERS GOING?

Travel to Bus Stop	English Results	Spanish Results
Walked	80.20%	80%
Biked	2.70%	0%
Carpooled & Parked	0.20%	0%
I was dropped off	3.10%	20%
Transferred from IT Route	10.20%	0%
Drove to an area Park & Ride	0.80%	0%
Transferred from a non-IT Route	1.50%	0%

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Other	1.20%	0%
Total Responses	481	5

HOW DID RIDERS GET TO FINAL DESTINATIONS?

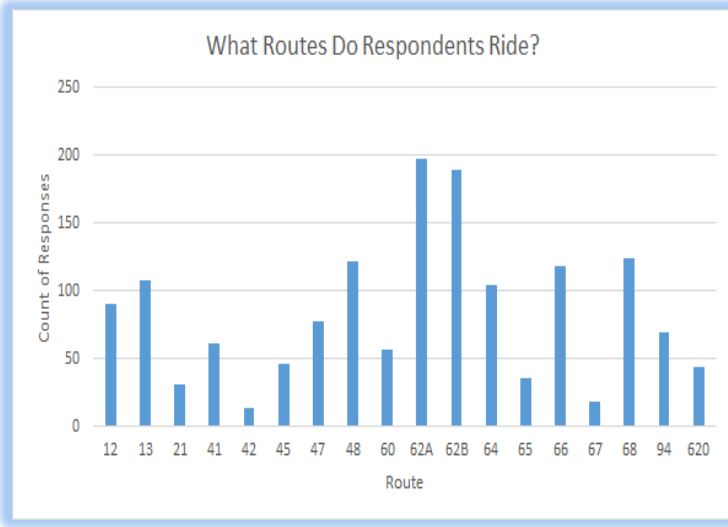
How will you get to your final destination?	English Results	Spanish Results
I will walk	67.70%	60%
I will bike	3.20%	0%
I will transfer to another route	23.90%	40%
Uber/Lyft	0.60%	0%
I will get a ride from someone	2.10%	0%
Other	2.40%	0%
Total Responses	468	5

CURRENT WORK STATUS

Current Work Status	English Results	Spanish Results
Work from home	6.30%	0%
Work outside the home	34.50%	50%
Student (full or part time)	10.40%	0%
Unemployed or not working	21.40%	50%
Retired or semi-retired	8.80%	0%
Unable to work	12.60%	0%
Not working for pay or not looking for employment	2.70%	0%
Other	3.40%	0%
Total Responses	444	4

MOST USED ROUTES

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CEBR performed a crosstab analysis on the basis of race/ethnicity and gender identity. This kind of analysis, which compares the results for one or more variables with the results of another variable, enabled them to compare responses among demographic groups and identify areas that might disproportionately affect one group over another.

HOW DID YOU GET TO THE BUS STOP TO BOARD THIS BUS?

	All Respondents	African American	American Indian/ Alaskan Native	Asian	Caucasian	Hispanic or Latino/Latina	Native Hawaiian/ Pacific Islander	Man	Woman	Transgender	Non-binary/non- conforming
Walked	80.2%	78.9%	87.2%	81.8%	79.2%	84.0%	76.9%	80.4%	81.8%	76.5%	73.2%
Biked	2.7%	3.5%	0.0%	0.0%	3.2%	4.0%	0.0%	3.8%	1.9%	5.9%	2.4%
Carpooled & Parked	0.2%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%
I was dropped off	3.1%	7.0%	5.1%	9.1%	1.3%	2.0%	7.7%	3.8%	3.9%	5.9%	0.0%
Transferred from IT Route	10.2%	3.5%	5.1%	4.5%	12.5%	8.0%	7.7%	8.5%	9.1%	11.8%	14.6%
Drove to an area Park & Ride	0.8%	3.5%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	1.3%	0.0%	4.9%
Transferred from a non- IT Route	1.5%	3.5%	2.6%	4.5%	1.3%	0.0%	7.7%	2.6%	0.0%	0.0%	2.4%
Other	1.2%	0.0%	0.0%	0.0%	1.6%	2.0%	0.0%	0.9%	1.9%	0.0%	0.0%

HOW WILL YOU GET TO YOUR FINAL DESTINATION?

	All Respondents	African American	American Indian/ Alaskan Native	Asian	Caucasian	Hispanic or Latino/Latina	Native Hawaiian/ Pacific Islander	Man	Woman	Transgender	Non-binary/non- conforming
Walked	67.7%	63.5%	87.5%	85.0%	65.8%	68.5%	80.0%	65.8%	68.0%	86.7%	75.0%
Biked	3.2%	1.9%	0.0%	0.0%	4.3%	5.6%	0.0%	3.1%	3.3%	0.0%	2.5%
Transfer to another route	23.9%	28.8%	10.0%	10.0%	25.6%	22.2%	20.0%	26.8%	23.5%	6.7%	20.0%
Uber/Lyft	0.6%	3.8%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%
Get a ride from someone	2.1%	1.9%	0.0%	5.0%	2.3%	1.9%	0.0%	1.8%	2.6%	6.7%	2.5%
Other	2.4%	0.0%	2.5%	0.0%	1.7%	1.9%	0.0%	2.6%	2.0%	0.0%	0.0%

HOW LONG WILL YOUR TRIP TAKE FROM START TO FINISH?

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	All Respondents	African American	American Indian/ Alaskan Native	Asian	Caucasian	Hispanic or Latina/Latino	Native Hawaiian/ Pacific Islander	Man	Woman	Transgender	Non-binary/non- conforming
Less than 15 minutes	21.7%	22.9%	31.6%	16.7%	23.8%	18.9%	18.2%	22.9%	21.1%	0.0%	23.8%
15-30 minutes	25.2%	16.7%	23.7%	27.8%	21.8%	37.7%	18.2%	26.5%	23.1%	38.9%	31.0%
30-60 minutes	26.3%	31.3%	18.4%	38.9%	27.7%	30.2%	27.3%	22.9%	30.6%	33.3%	31.0%
1-2 hours	17.4%	18.8%	15.8%	5.6%	17.8%	7.5%	18.2%	17.5%	17.7%	16.7%	11.9%
More than 2 hours	9.3%	10.4%	10.5%	11.1%	8.9%	5.7%	18.2%	10.3%	7.5%	11.1%	2.4%

Gilman asked about the significance or confidence testing that was done about cross tabulation and was surprised about Asian Pacific Islanders riding more than two hours because that is farther than Seattle. McCafferty said the cross-tabulation results are not based on statistical testing. But it can be calculated. The challenge is the base population and census data. There are many nuances and statistical testing can be problematic. Gilman followed up asking what confidence IT would have in addressing the long trips taken by Asian Pacific Islanders. McCafferty mentioned the easiest way to understand is to have IT go ride the bus or ask drivers. It is difficult to understand the why's. Gilman responded by asking if there was anything IT should do to address inequalities. McCafferty responded IT should map out areas where populations such as Asian Pacific Islanders or Native American populations live based on census data. Map the households into census blocks and look at commuting patterns. If there is a mismatch, ask why. Is it due to housing prices? But start with secondary data then go from there. Gilman asked about the wealth of riders. That the IT riders are low-income, and that fact was eye opening. McCafferty mentioned mapping out census data in GIS to look at ethnicity and low-income populations. Then overlay IT routes to see what areas routes serve.

Cox asked if an equity gap could be seen in the survey information. McCafferty mentioned that equity could be difficult to analyze and limited to how far down the equity "bus" we could go. There were route quotas for surveys on each route that the surveyors were instructed to ride. There was oversampling on each route. To understand equity, IT should look at peer agencies to see if they see the same patterns. The "why" and the "where" need to be answered to make strategic decisions on bus service. Also get a larger survey sample and do different data collection techniques.

Gilman asked how this survey and the related planning work for the agency and what is the body of work that we need to do for our federal accountability. Kenney said it will be part of the Title VI update and mapping and censusing blocks.

COMMITTEE REPORTS

A. Thurston Regional Planning Council (May 3). Sullivan said the Council conducted the Executive Director's annual evaluation. Staff briefed the Council

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on TRPC's upcoming Call for Projects including details on the schedule, the grant programs and their funding levels, regional funding priorities, evaluation and scoring criteria, and funding request and award limits. Members received details about funding set aside for the Rural Community Support Program and Regional Shared Use Trail Pavement Preservation. On May 8, the TPB was scheduled to provide final feedback on the process details and prepare a recommendation for consideration. The council is scheduled to take action to approve the 2024 Call for Projects Process. Staff presented on the Congestion Management Process which is a new federal transportation requirement for the region.

- B. Transportation Policy Board (May 8).** Belk said TPB covered the same presentations the TRPC received and also, they walked through the remaining conversation about the Call for Projects and made the recommendation to proceed with those, setting aside \$1M from the Carbon Reduction Program for trail preservation and the changes discussed earlier about criteria for safety and ADA access. Belk said there was an interest among the members of TPB to think big about big regional proposals and take advantage of grant money, and while there is some debate about how to approach that, there's an idea about making progress on the regional trail system and discussion about that.
- C. Community Advisory Committee.** Ty Flint said the CAC is extraordinary this year with great volunteers, attendance is up and there are many younger members who are active transit users or bike riders. This is Flint's fourth year on the CAC, and this is the best group in regard to participation and active interest.

GENERAL MANAGER'S REPORT

Bergkamp gave a special thanks to all Intercity Transit Board members, volunteers and staff who participated in the Annual Planning Session on Friday, May 10, 2024. The session provided an opportunity to revisit elements of IT's long-range plan and how upcoming service changes continue the work towards creating a truly transformational transit system that will serve generations to come. She also thanked Executive Assistant and Clerk of the Board, Pat Messmer, for all the coordination that goes into making a planning session a success.

Rain or shine, Bergkamp invites fellow bicyclists to join a fun morning ride in the local celebration of National Bike to Work Day, **Thursday, May 16**. This "Early Bird" (7 a.m. to 9 a.m.) event promotes bicycling as a healthy option for getting to work or just getting ready for your day. Visit the Bike Refresher Stations with free treats, bike swag, and your morning coffee. Bike stations are supported by Intercity Transit and our amazing local bike shops and other businesses, volunteers, and organizations. To find the location of the refresher stations visit the Bicycle Community Challenge website. Thursday is also the interagency bike ride. People from state and local agencies ride to

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Tumwater Historic Park. Everyone meets at noon to enjoy free snacks, a prize drawing and a group photo. Bring a bag lunch.

The Earth Day Market Ride, held on April 20, 2024, kicked off the beginning of the Bicycle Community Challenge with a whopping 180 participants. Bergkamp attended the event and enjoyed the ride and beautiful weather with her neighbors, members of the community and several co-workers including Nick Demerice, Jeff Peterson, Bill Nevue and his family, David Ocampo and his daughter, Lee Peterson and his wife Jessica, A Puri, Kerri Wilson and her kiddo Wilder. We also had a great showing from the Community Advisory Committee, Rachel Wilson, David Payton, and Garrett Fueling. Bergkamp gave a big shout out to Duncan Green, BCC coordinator for the past 16 years, on the successful kickoff of the 37th BCC.

New Operator Class 24-03 started Monday, May 13, 2024, welcoming nine new smiling faces. You'll meet them at a future meeting when they're introduced.

May 15, 2024, is Peace Officers Memorial Day and to commemorate National Police Week, Executive Assistant and Public Records Officer Amanda Collins, along with Operator Nicole Jones, collected employee signatures on banners which were delivered to our local law enforcement partners, along with some tasty treats. This was Intercity Transit's way of showing gratitude and appreciation for our local law enforcement partners in their continued aid and support of our daily transit operations.

We are so fortunate to have a true partnership with local law enforcement. In fact, last year, Olympia Police Department honored IT with their "Community Partner" award. Now it's Intercity Transit's turn to share that gratitude back with them and their amazing local law enforcement colleagues.

It is said that bravery is not the absence of fear but action in the face of fear. We know when we call for support, our law enforcement partners consistently respond, making sure we get the assistance that best meets our needs.

AUTHORITY ISSUES

Cox invited everyone to participate in the Lacey Spring Fun Fair, Saturday and Sunday, May 18 and 19. Cox and City Manager Rick Walk will be there greeting folks.

Cox said there is a Lacey Youth Council that has been in place for several years and it just took off this year and is currently accepting applications through June 30. It's a great opportunity for youth to learn public speaking skills, how government works and be part of some processes. There are youth representatives on the equity commission, parks commission, historic and housing commissions and the Lacey City Council hears from youth council monthly. Cox encourages sophomores and seniors from North Thurston Public Schools or private schools in Lacey to apply on the city's website.

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Melnick thanked staff and consultants for a fantastic planning session, and thanked Flint for his kind words about the CAC.

Pierce said she's on Intercity Transit's Pension Committee and the group meets several times a year, and it's currently a work-in-progress. Jana Brown, Chief Financial Officer heads the committee, and currently there are experts re-writing the pension plan and in April they met to discuss education to access through Vanguard Investment Plan and also the importance of naming beneficiaries.

Sullivan thanked staff and consultants for the planning session coordination. It was a day well spent.

Hess said the Yelm planners met with the IT planners for discussion about increasing ridership within Yelm.

Gilman appreciated so many staff engaging in the planning session. He feels like he has a better understanding both where IT is going and sitting currently. He is interested in having quarterly work sessions. Years ago, the ITA alternated between regular meetings and work sessions, and he'd like to see meetings quarterly that are more of a conversational nature, along with the return of an annual planning session.

ADJOURNMENT

With no further business to come before the Authority, Chair Gilman adjourned the meeting at 7:08 p.m.

INTERCITY TRANSIT AUTHORITY

Clark Gilman

Clark Gilman, Chair

ATTEST

Patricia Messmer

Pat Messmer
Clerk to the Authority

Date Approved: June 19, 2024

Prepared by Pat Messmer, Clerk of the Board/Executive Assistant, Intercity Transit.

April 30,2024

Intercity Transit

City of Lacey

Lacey Public Works

Board of County Commissioners, Thurston County

Thurston County Public Works

Thurston Regional Planning Council

Subject: Proposed Martin Way Roundabout and Safety

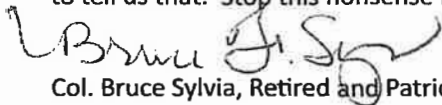
Have you ever heard of the Roundabout Cringe Factor? It is not a widely used term. But have you ever approached a roundabout and hoped you could just make it thru safely? Well, its sort of like the 'smell test.' If you smell something bad you usually react and do something, or change something. Like get out of the house if you smell 'rotten eggs,' the smell for leaking gas. But roundabouts? You try to avoid the bad ones, or very busy, accident-prone ones.

But it should not be this way. Do you cringe when you go thru stoplight intersections? No? Because it is safer. So, what is the problem with roundabouts? They are not all created equal. Low and medium volume roundabouts do not make people cringe. But turn up the volume, or pacing, enough and then you just want to make it through safely. You may even go 'whew' after your thru.

Great Britian started converting high volume, problematic roundabouts back to stop lighted intersections eight years ago. Not only were auto accident rates higher in busy roundabouts, but they were killing pedestrians and cyclists. The Brits had "lost control" of the traffic in roundabouts. The Brits have even put stop lights in roundabouts to improve safety to buy time until they can switch them back to lights.

We have a high volume, problematic roundabout in Lacey. The Marvin Road/Briton Parkway/Willamette intersection is such a one. It started out averaging one accident a day. Cops recommended converting it back to stop lights. Instead, a 'relief lane' was installed. It is better, but still needs to go back to lights.

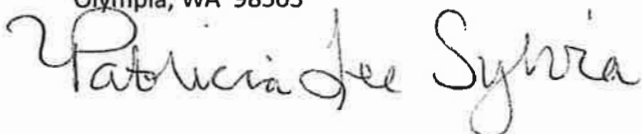
Let us not make the same mistake with the proposed Martin Way roundabout. Eighteen lanes come together there. Six from the east, six from the west, three from the north, and three from the south. That is 12 inbound lanes and 6 outbound. Convert 18 lanes to 2 in a roundabout? "That's just crazy!" is what one business owner told me. It does not pass the smell test at all. We do not need a traffic study to tell us that. Stop this nonsense now.



Col. Bruce Sylvia, Retired and Patricia Sylvia

9503 Marlbrook Loop SE

Olympia, WA 98503



April 30,2024

Intercity Transit

City of Lacey

Lacey Public Works

Board of County Commissioners, Thurston County

Thurston County Public Works

Thurston Regional Planning Council

Subject: Proposed Martin Way Roundabout and Safety

Have you ever heard of the Roundabout Cringe Factor? It is not a widely used term. But have you ever approached a roundabout and hoped you could just make it thru safely? Well, its sort of like the 'smell test.' If you smell something bad you usually react and do something, or change something. Like get out of the house if you smell 'rotten eggs,' the smell for leaking gas. But roundabouts? You try to avoid the bad ones, or very busy, accident-prone ones.

But it should not be this way. Do you cringe when you go thru stoplight intersections? No? Because it is safer. So, what is the problem with roundabouts? They are not all created equal. Low and medium volume roundabouts do not make people cringe. But turn up the volume, or pacing, enough and then you just want to make it through safely. You may even go 'whew' after your thru.

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Dave & Diane Gibson
9640 Regency Loop SE
Olympia, WA 98513

April 30,2024

Intercity Transit

City of Lacey

Lacey Public Works

Board of County Commissioners, Thurston County

Thurston County Public Works

Thurston Regional Planning Council

Subject: Proposed Martin Way Roundabout and Safety

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Larry & Eve Taylor
9642 Regency Loop SE
Olympia, WA 98513

April 16, 2024

Intercity Transit

City of Lacey

Lacey Public Works

Board of County Commissioners, Thurston County

Thurston County Public Works

Thurston Regional Planning Council

Subject: The Problems with the Martin Way & Duterrow/ Meridian Roundabout Proposal

The proposal, by Intercity Transit, is to turn Martin Way/Duterrow/Meridian Roads intersection into a roundabout. This is so the buses can turn around, and to install a bus station on the northwest corner of the intersection. As the intersection is currently, with stoplights, there is hardly ever an accident there. But this has been an evolution over many years: over time, the intersection has been expanded, different turn lanes installed, and light sequencing has been moderated. THERE ARE CURRENTLY 12 LANES that come together at the intersection, and it finally works great.

Now we must change it? Let's look at roundabouts in general. We've been told roundabouts are great, no problems. What about capacity? Saturation? Major roads? Minor streets? There are many problems with roundabouts.

A primary example is a local roundabout that is not so ideal: The roundabout at Marvin/Britton Pkwy/Willamette has had many problems. We personally know two drivers that had separate accidents there. **The cops told one driver that they respond to an average of an accident a day there.** The officer said the police cars try to avoid that roundabout, going way out of their way to avoid the congestion. The solution was to add a relief lane: now, when going from Britton Pkwy to Marvin, you do not have to go through the roundabout. Why? To reduce that high accident rate! The cops had recommended going back to stoplights. Did anyone listen? Nope. Will it ever be changed back to stoplights? Nope. That would be admitting that the traffic folks, and some others that approved it, erred. So, we are stuck with a secondary, less than ideal situation at that intersection

You can GUARANTEE that similar congestion and accident rates will occur with the proposed roundabout at Martin & Duterrow/ Meridian. But, unfortunately, there's no room to put in relief lanes. Once it is in, commuters, surrounding neighborhoods and businesses will be stuck with it. We won't be able to use our primary exit from Ridgeview 1, Ridgeview 2, and soon to be Ridgeview 3, which is north on Ridgeview Drive to turn right or left on Martin Way. With the current stoplights, we have pauses in traffic which allows this. With a roundabout, there will not be any more pauses. It will be constantly flowing, accelerating traffic down the hill on Martin to the I-5 freeway. We will have to go an extra two miles to get out of our neighborhoods!

Why do roundabouts not work as well at busy intersections in the US as they do in Europe? If you go to US Department of Transportation, Federal Highway Administration, Roundabouts, An Informational Guide, Chapter 4, Operation, you will see a lot of analysis, formulas, and statistics. They write about "British, French, and German analytical procedures" But in the U.S., we have BIGGER cars, SUVs, and MUCH LARGER pickups! Jumping into a space in a roundabout is at a much higher premium in the US. People get tired of waiting, and out of impatience, frustration—or distraction—they take chances they should not take. At a "saturation" level, or 85% of the vehicle capacity of a given roundabout, things really back up—causing traffic congestion. With stop lights at major intersections, this is less likely to happen.

BEFORE GOING ANY FURTHER ON THIS PROJECT, we recommend that our commissioners and leaders in local office take a closer, more critical look at the current traffic situation at the intersection of Martin/ Duterrow & Meridian, and the undeniable negative impact that would ensue if a traffic circle is installed there. THE ARTIST RENDITION of the proposed roundabout IS INACCURATE! It depicts an idyllic roundabout for a much less busy—perhaps a rural— intersection, and does not take into consideration that there are 12 lanes that come together, grossly underestimating the complexity of the proposed project. Go out and record how many cars/ how much traffic commutes through that intersection throughout the day—especially during rush hours. Take photos of the number of cars at the traffic light. Also please note, visually, what would happen when there is back-up onto the I-5 onramp at Nisqually. ADDITIONALLY, take note of how this traffic circle will affect the new housing community going in on that corner, and how difficult it already is for commuters using Ridgeview to get out of our own neighborhood: making a left (westbound) onto Martin is virtually impossible during much of the day; and there are times when making a right (eastbound) is already difficult.

Just recently, on Sunday, April 14, an Olympian newspaper article covered the story of "Development projects in Lacey to create hundreds more apartments". Specifically, **1,090 new apartments were approved**. The new Ridgeview 3 development will have 60+ new homes. Steilacoom Ridge, midway through its built-out, has many more homes to build. And the new community right there at the intersection in question- Duterrow & Martin- is slated for 65 homes, and already building. At this rate of growth, pretty much all roundabouts on major arterial roads will reach saturation, and major backups will ensue.

Please stick with a safer, more efficient solution: Keep the traffic lights that we already have at that intersection! No cost! Intercity Transit can build their terminal on the northwest corner. The buses can go east on Martin, left on Meridian, and turn around at Meridian/Orion intersection, where a roundabout is already installed. Then, on the way back to Martin, the buses can turn right into their new terminal. And we will not mess up everyone else's travel. Whew. Bus turnaround problem solved.

WE DO NOT WANT a problematic, accident-prone roundabout built at this intersection: it would be an egregious repeat of the one at Marvin/Britton Pkwy/Willamette—with even greater guarantee for accidents and congestion.

We request the above agencies withdraw their support for this roundabout now, before the project gains any more momentum.



Scott & Bethany Davis
9445 Marlbrook Loop SE
Olympia, WA 98513

April 15, 2024

Intercity Transit
City of Lacey
Lacey Public Works
Board of County Commissioners, Thurston County
Thurston County Public Works
Thurston Regional Planning Council

Subject: The Problems with Martin Way Roundabout Proposal

We're writing to express our concern about the proposed roundabout by Intercity Transit at Martin Way/Duterrow/Meridian Roads intersection. While we understand the predicament of trying to keep a timely bus schedule and creating a convenient turnaround spot for the buses, it has so many conceivable problems that would aggravate an already very busy road, that sees speeding traffic coming up and down the hill at near highway speeds.

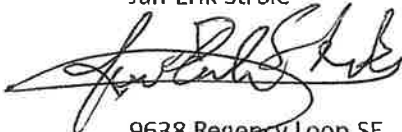
With the current stoplights, people are generally forced to slow down or completely stop when the light is red, and that gives the neighborhood at Ridgeview (and adjacent neighborhoods that use Ridgeview to access Martin Way) a chance to take left turns onto Martin Way when there are breaks in traffic. But if the flow of traffic becomes continuous, the 4 lanes on Martin Way will always be moving and making it nearly impossible to turn left without darting out between streams of moving vehicles, and most certainly seeing a spike in accidents, or forcing people from these neighborhoods to drive down out of their way to access the roundabout or other stoplights to get to their destinations.

Additional concerns are that the roundabouts themselves see increased accidents, as most people around here seem poor at comprehending how to enter and exit and how to yield to cars in the circle. People either completely speed through them making it very hard to enter from arterial roads, or they stop anyway and treat it as a 4 way stop, and they rarely pay attention to whether cars in the circle are moving through or exiting. I was personally nearly T-boned at the Marvin/Britton Pkwy/Willamette roundabouts more than one time, as I was proceeding to the 12 o'clock exit, and in the middle lane, (as per the arrows on the sign) when someone entered from 9 o'clock, and assumed that I was continuing to the 3 o'clock exit. While I had the right-of-way, they honked and started gesturing at me in an angry manner. We can't imagine having to deal with that EVERY time we exit the neighborhood.

Could Intercity Transit consider putting their terminal on the northwest corner instead? The buses can go east on Martin, left on Meridian, and turn around at Meridian/Crion intersection, where a roundabout is already installed. If you add in the new neighborhoods and apartments that are being built currently, we're absolutely dreading the influx of cars and traffic that will be forced to deal with this new roundabout.

We request the above agencies withdraw their support for this roundabout now, before its too late.

Jan-Erik Strole

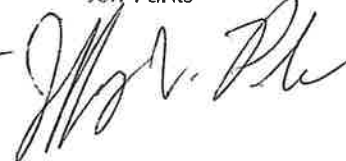


9638 Regency Loop SE
Olympia, WA 98513

Jeanette Parks



Jeff Parks



April 15, 2024

Intercity Transit

City of Lacey

Lacey Public Works

Board of County Commissioners, Thurston County

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But lo and behold, now we must change it? Let's look at a roundabouts in general. We've been told roundabouts are great, no problems. What about capacity? Saturation? Major roads? Minor streets? There are many problems with roundabouts. Let us look at a local roundabout that is not so ideal.

The roundabout at Marvin/Britton Pkwy/Willamette has had many problems. We know two drivers that had separate accidents there. The cops told one driver that they had an average of an accident a day there. The officer said they avoid that roundabout by going way out of their way. The solution? Add a relief lane! Huh? Yes, when going from Britton Pkwy to Marvin, you do not have to go through the roundabout. Why? To reduce that high accident rate! The cops recommended going back to stoplights! Did anyone listen? Nope. Will we ever change it back? Nope. That would be admitting the traffic folks, and some others that approved it, erred. So, we are stuck with a secondary, less than ideal situation.

The same thing will happen at this proposed roundabout! But there's no room to put in relief lanes. Once it is in, our neighborhoods will be stuck with it. We won't be able to use our primary exit from Ridgeview 1, Ridgeview 2, and soon to be Ridgeview 3, which is north on Ridgeview Drive to turn right or left on Martin Way. With the current stoplights, we have pauses in traffic which allows this. With a roundabout, we won't have any more pauses. It will be constantly flowing, accelerating traffic down the hill on Martin to the I-5 freeway. We will have to go an extra two miles to get out of our neighborhoods!

But what about those perfect roundabouts? Well, they are not so perfect. If you go to US Department of Transportation, Federal Highway Administration, Roundabouts, An Informational Guide, Chapter 4, Operation, you will see a lot of analysis, formulas, and statistics. They write about "British, French, and German analytical procedures" But we have bigger cars, SUVs, and much bigger pickups! Space in a roundabout is at a much higher premium in the US. People get tired of waiting. They take chances they should not take. At "saturation," or 85% of capacity, things really back up. With stop lights, it will not!

So, let us stick with a safer solution! What we have! No cost! Intercity Transit can build their terminal on the northwest corner. The buses can go east on Martin, left on Meridian, and turn around at Meridian/Orion intersection, where a roundabout is already installed. Then, on the way back to Martin, the buses can turn right into their new terminal. And we will not mess up everyone else's travel. Whew.

Just recently, on Sunday, April 14, an Olympian newspaper article covered the story of "Development projects in Lacey to create hundreds more apartments". Specifically, 1,090 new apartments were approved. At just one meeting. The new Ridgeview 3 will have 65 new homes. Steilacoom Ridge, midway through its built-out, has many more homes to build. At this rate of growth, pretty much all roundabouts on major arterial roads will reach saturation, and major backups will ensue.

Not only should we not build this roundabout, we should return to stop lights at the ones that have already proven problematic. Like the one on Marvin Road.

We request the above agencies withdraw their support for this roundabout now, before its too late.

Larry & Eve Taylor *Eve C. Taylor*

Larry & Eve Taylor
9642 Regency Loop SE
Olympia, WA 98513

April 15, 2024

Intercity Transit

City of Lacey

Lacey Public Works

Board of County Commissioners, Thurston County

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Thurston Regional Planning Council

Subject: The Problems with Martin Way Roundabout Proposal

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Not only should we not build this roundabout, we should return to stop lights at the ones that have already proven problematic. Like the one on Marvin Road.

We request the above agencies withdraw their support for this roundabout now, before its too late.

Larry & Eve Taylor
9642 Regency Loop SE
Olympia, WA 98513

on behalf of:

Bruce F Sylvia Bruce Sylvia
Patricia L. Sylvia Patricia Sylvia
Jennifer L. Sylvia Jennifer Sylvia
9503 Marlbrook Loop SE Oly. W

Say no to roundabout on Martin Way

Intercity Transit and Thurston County are proposing a roundabout at the intersection of Martin Way and Duterrow/Meridian roads. This is a major intersection of arterials that run to and from Lacey/Hawks Prairie and I-5. This is a bad idea!

Several area communities are against this. Ridgeview 1, Ridgeview 2, Nisqually Bluff and Steilacoom Ridge are forming committees, writing letters, and asking the Board of County Commissioners, Public Works Director, and Intercity Transit Authority to stop this.

Accident rates will go up. Traffic flow will slow. Ridgeview 1 and 2 will have to go an extra two miles to get out of their neighborhoods.

This roundabout and huge expenditure of money are just so the buses can turn around. Communities be damned! Traffic be damned!

There are many places for the buses to turn around. They could go east on Martin, down the hill toward I-5, right on Nisqually Cutoff Road, and turn around about half a mile in where the road/shoulders are four paved lanes wide. Add a bus stop there to serve the Nisqually Indian community. On the westbound route, turn left on Martin, then right to serve Nisqually RV Park. These communities need serving. Or use several other roundabouts already available. At no cost! No disruption of traffic, fewer accidents, better in every way.

Almost a million dollars has already been awarded just to study this stupid idea. Stop!

Larry Taylor, Olympia

*Olympian
newspaper
Sunday
4/14/24*

April 5, 2024

Ms. Emily Bergkamp, General Manager,
Intercity Transit
510 Pattison St SE, Olympia, WA 98501

Ms. Jennifer Walker, PCP, Director
Thurston County Public Works
9605 Tilley Rd SW S, Olympia, WA 98512

Board of County Commissioners
3000 Pacific Ave SE, Olympia, WA 98501

Subject: Proposed Roundabout at Martin Way/Dutterow/Meridian Roads

In 2018 we, Thurston County voters, approved Intercity Transit Proposition 1. From the internet: "Proposition 1 sought voter approval on the November 6, 2018 ballot to increase sales and use tax by four-tenths of 1 percent (0.4%), or 4 cents on a \$10 taxable purchase, to maintain, improve and expand public transportation services."

A worthy and noble cause. Provide transportation service to the community, especially those less fortunate, or disabled, to get around for their daily needs. We liked it, we approved it.

But now, six years later, it seems Intercity Transit is trying to do a lot more than what voters voted on in that Proposition 1. Their proposal, put a roundabout at the above location, just so their buses can turn around, was not agreed to. This is a far, far over-reach of their charter.


The roundabout will greatly disrupt travel by all concerned. Citizens traveling, commuting, just running an errand to the store. The current intersection, as is, serves the Hawks Prairie community well. It has been widened, improved, and more sophisticated lights installed as time has passed. A roundabout at this location will literally "lock up" traffic. This is a major arterial for Hawks Prairie. We are the fastest growing community in Lacey, of which Lacey has been the fastest growing community in Washington.

We did not sign up for this when we passed Prop 1 six years ago. We never would have approved it. We think Intercity Transit has been doing a good job of serving the community. But for Intercity to now disrupt everyone's else travel, commute? NO! This has got to stop now!

A neighbor said, "The train has already left the station, how can you stop it"? I prefer the analogy of the 'Cart before the horse." Intercity Transit has already spent \$798,000 for survey, design, engineering. "Comment period to follow" was part of the response we received from Intercity Transit. HUH? WHEN? After you've designed it? After you've built it? What about before you spent almost a million dollars?

We need a reset on Intercity Transit purpose. It is to serve the community! Not disrupt it! There are many homes and apartments being installed all over Lacey, Olympia, Tumwater, Hawks Prairie. There are many roundabouts already installed. Use them smarter. And add service to the Nisqually Valley. Now.

Larry & Eve Taylor
9642 Regency Loop SE
Olympia, WA 98513


Eve C. Taylor

April 5, 2024

Ms. Emily Bergkamp, General Manager,
Intercity Transit
510 Pattison St SE, Olympia, WA 98501

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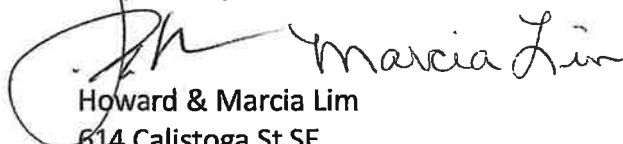
Subject: Proposed Roundabout at Martin Way/Dutterow/Meridian Roads

We do not support this proposed roundabout plan. In 2018, we voted for Prop 1 to improve public transportation. It was a great idea – helping people get around, especially those who need it most.

But now, Intercity Transit seems to be going overboard. Their proposed roundabout plan will disrupt everyone's travels from the surrounding community! We never voted for this!

Intercity Transit should focus on serving the community, not hurting it. I want to remind them what their purpose is – to serve, not disrupt!

Respectfully,


Howard & Marcia Lim
614 Calistoga St SE
Olympia, WA 98513

April 4, 2024

Ms. Emily Bergkamp, General Manager,
Intercity Transit
510 Pattison St SE, Olympia, WA 98501

Ms. Jennifer Walker, PCP, Director
Thurston County Public Works
9605 Tilley Rd SW S, Olympia, WA 98512

Board of County Commissioners
3000 Pacific Ave SE, Olympia, WA 98501

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Stephen and Laura Kern
9645 Regency LP SE
Olympia, WA 98513

Stephen B. Kern
Laura A. Kern

April 4, 2024

Ms. Emily Bergkamp, General Manager,
Intercity Transit
510 Pattison St SE, Olympia, WA 98501

Ms. Jennifer Walker, PCP, Director
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But now, six years later, it seems Intercity Transit is trying to do a lot more than what voters voted on in that Proposition 1. Their proposal, put a roundabout at the above location, just so their buses can turn around, was not agreed to. This is a far, far over-reach of their charter.

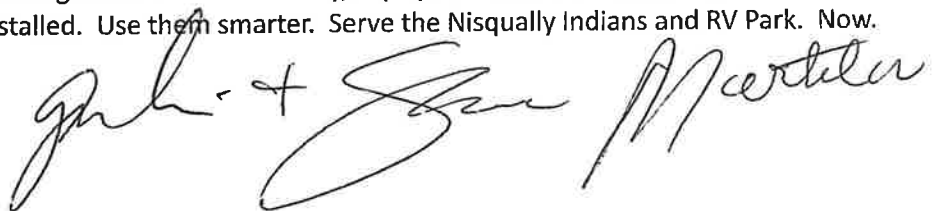
The roundabout will greatly disrupt travel by all concerned. Citizens traveling, commuting, just running an errand to the store. The current intersection, as is, serves the Hawks Prairie community well. It has been widening, improved, and more sophisticated lights installed as time has passed. A roundabout at this location will literally "lock up" traffic. This is a major arterial for Hawks Prairie. We are the fastest growing community in Lacey, of which Lacey has been the fastest growing community in Washington.

We did not sign up for this when we passed Prop 1 six years ago. We never would have approved it. We think Intercity Transit has been doing a good job of serving the community. But for Intercity to now disrupt everyone's else travel, commute? NO! This has got to stop now!

A neighbor said, "The train has already left the station, how can you stop it"? I prefer the analogy of the 'Cart before the horse". Intercity Transit has already spent \$798,000 for survey, design, engineering. "Comment period to follow" was part of the response we received from Intercity Transit. HUH? WHEN? After you've designed it? After you've built it? What about before you spent almost a million dollars?

We need a reset on Intercity Transit purpose. It is to serve the community! Not disrupt it! There are many homes and apartments being installed all over Lacey, Olympia, Tumwater, Hawks Prairie. There are many roundabouts already installed. Use them smarter. Serve the Nisqually Indians and RV Park. Now.

Gabriel and Susan Martelino
9635 Regency Loop SE
Olympia, WA 98513



April 4, 2024

Peter Stackpole, Development Director
Intercity Transit
510 Pattison St SE
Olympia, WA 98501

Matt Unzelman, PE, County Engineer
Thurston County Public Works
9605 Tilley Rd SW S
Olympia, WA 98512

Subject: Proposed Roundabout for at Martin Way/Dutterow/Meridian Roads

This letter is to express our serious concerns about the proposed Roundabout at the intersection of Martin Way and Dutterow/Meridian Rd. We cannot understand the reasoning for replacing a 4 way lighted intersection with left turn options with a Roundabout. It appears to be a solution in search of a problem. Traffic moves efficiently here and a Roundabout will slow traffic and, as pointed out to you in letters from residents of the Ridgeview and Nisqually Bluff, cause serious problems for us. Our neighborhood, Nisqually Bluff, has only one outlet onto Steilacoom Rd. During traffic problems including those on I-5, we have been virtually locked in and unable to get anywhere when these jams fill Steilacoom Rd. Add to that, a new development underway on Steilacoom between Ridgeview Dr. and Torden Lane will add an additional 60 homes in this same situation.

The existing stoplight provides a break in flowing traffic which allows us to turn right or left. With a roundabout, we will have continuously flowing, accelerating traffic down the hill (east) towards I-5. We will not be able to turn left up the hill, period, and lucky to even turn right. We would instead be nearly limited to using the exit onto Steilacoom Rd, turn right, then right on Dutterow, then right or left on Martin. This will add almost two miles just to get to Martin, increasing gasoline usage and carbon footprints.

In addition to the concerns previously expressed by residents, I would add that the increasingly heavy tractor trailer/ Semi trucks coming from the Hawks Prairie warehouse area, further exacerbates this by nearly always taking 2 lanes to traverse the roundabout. If you want to see other impacts of trucks using roundabouts, look at the one on Meridan Rd. just across the freeway bridge. Trucks are tearing it up because they can't make in around without going up on the roundabout barrier or up on surrounding curbs, taking out trees, shrub and causing sidewalks and curbs to require replacement. A study of the traffic on Marvin Rd. roundabouts in Hawks Prairie might provide additional insight but keep in mind growth is accelerating in that area both for residential and warehouse trucks.

At the very least, we urge you to conduct further traffic studies before seriously pursuing this roundabout change; but our strong recommendation is you scrap this idea out of fairness to the residents of this area.

Sincerely,
Ilene Peterson & Rebecca Kirkland
738 Alma LN SE
Olympia, WA 98513

April 2, 2024

Peter Stackpole
Development Director Intercity Transit
510 Pattison St SE
Olympia, WA 98501

Matt Unzelman, PE, County Engineer
Thurston County Public Works

Subject: Proposed Roundabout for Bus Turnaround at Martin Way/Dutterow/Meridian Roads

Many people in our neighborhood of Ridgeview 2 have been discussing the proposed roundabout. We think it would be a VERY BAD IDEA, for many reasons.

First: The primary outlet for Ridgeview 1 and 2 is Ridgeview Drive to Martin Way. With the stoplights at the intersections of the above roads we get a break on flowing traffic which allows us to turn right or left. With a roundabout, we will have continuously flowing, accelerating traffic down the hill (east) towards I-5. We will not be able to turn left up the hill, period, and lucky to even turn right. We will have to drive south to Steilacoom Rd, turn right, then right on Dutterow, then right or left on Martin. This will add almost two miles just to get to Martin, increasing gasoline usage and carbon footprints.

Second: Putting a roundabout on a main arterial highway like Martin Way is just asking for trouble. Accident rates will go up. Roundabouts work on smaller, less trafficked streets. We have three on Ridgeview. But to put one on Martin is almost like putting one on I-5 – not as bad, but still bad.

Third: Intercity Transit needs to serve two additional communities by going down (east) Martin Way towards I-5, turn right and go approximately half a mile, turn around on Nisqually Cut-off Road at its widest, and add a bus stop there. This would serve the Nisqually Indian community with a pickup and return to Olympia/Lacey. The pavement is four lanes wide there (two lanes plus two paved shoulder widths). A roundabout could even be installed there if needed/desired. On the west bound route, the bus would turn left on Martin, then right to serve the Nisqually RV Park. Many young people bike or walk up/down Martin Way hill to get to jobs in Lacey/Olympia. They need these two additional stops.

Fourth: The buses already turn left from Martin to Meridian. Just half a mile away at Meridian/Orion intersection is a roundabout. The buses go half way round this roundabout to Orion/Willamette where they sit and wait. They could go all the way around and be back on Meridian to Martin at absolutely no cost! So almost a million dollars just to study a non-problem, then create a bigger problem? Wow. No!

In summary, a roundabout at the proposed location is dangerous, ill advised, and improper use of taxpayer dollars. It will create more trouble, not solve any problems, and Intercity Transit needs to serve the two additional stops.

Kathryn Harshman
633 Maggee St SE
Olympia, WA 98513



April 2, 2024

Ms. Jennifer Walker, PCP
Director of Public Works
9605 Tilley Rd SW
Olympia, WA 98512

Board of County Commissioners
3000 Pacific Ave. SE
Olympia, WA 98501

Subject: Proposed Roundabout for Bus Turnaround at Martin Way/Dutterow/Meridian Roads

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633 Maggee St SE
Olympia, WA 98513



April 2,, 2024

Ms. Jennifer Walker, PCP
Director of Public Works
9605 Tilley Rd SW
Olympia, WA 98512

Board of County Commissioners
3000 Pacific Ave. SE
Olympia, WA 98501

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Kathryn Harshman
633 Maggee St SE
Olympia, WA 98513



April 1, 2024

Ms. Jennifer Walker, PCP
Director of Public Works
9605 Tilley Rd SW S.
Olympia, WA 98512

Board of County Commissioners
3000 Pacific Ave. SE
Olympia, WA 98501

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Susan and Gabriel Martelino
9635 Regency Loop SE
Olympia, WA 98513

A handwritten signature in blue ink, appearing to read "Susan & Gabriel Martelino". The signature is written in a cursive, flowing style.

April 1, 2024

Ms. Jennifer Walker, PCP
Director of Public Works
9605 Tilley Rd SW S.
Olympia, WA 98512

Board of County Commissioners
3000 Pacific Ave. SE
Olympia, WA 98501

Subject: Proposed Traffic Circle for Bus Turnaround at Martin Way/Dutterow/Meridian Roads

We are residents of Ridgeview 2. We have serious concerns about the proposed traffic circle, especially regarding its impact on traffic flow on Martin Way– specifically from Ridgeview onto Martin.

1. **We are concerned that an adequate traffic study, especially during rush hours (7-9 am, 11-1 pm, 2:30 – 3:30 pm when schools dismiss, and 4-7 pm) has not been done in ‘real-time.’ There are 10 lanes coming together in multiple directions at the intersection of Martin Way and Dutterow, and A LOT of traffic during those times! A traffic SAFETY STUDY should also be done!**

Additionally, there is a **new housing development (65 homes) currently under construction at that intersection**, which will increase traffic. There is **also a new development of 60 homes planned at Ridgeview and Steilacoom**, with an entrance onto Ridgeview, which will increase traffic through Ridgeview onto Martin. A third consideration should be given to the **new apartment complex being constructed (where the crane is) on Martin Way, which will ALSO increase traffic.**

2. **Martin Way is the primary outlet for our neighborhood.** It is ALREADY difficult to make a left-hand turn onto Martin Way from Ridgeview Drive during busy times of day (listed above). Even when turning right (toward I-5 onramp at Brown Farm Rd), we must wait for a break in oncoming traffic – which the current stoplight at Martin & Dutterow provides.

With a traffic circle, we will have continuously flowing, accelerating traffic down the hill (east) towards I-5. We will not be able to turn left onto Martin, and turning right will become more difficult. We will have to drive south to Steilacoom Rd, turn right, then right on Dutterow, then right or left on Martin. This will add almost two miles just to get to Martin, increasing gasoline usage and carbon footprints. **A TRAFFIC SAFETY STUDY** would be pertinent for this situation!!!

3. Due to the traffic lights at Brown Farm Road (onto/ exiting the freeway) and Martin & Marvin, **there will ALWAYS be heavy ‘groups’ of cars in both directions arriving at the traffic circle simultaneously.** This will inevitably cause delays getting through the roundabout, as many cars will be waiting in line to enter in all directions.
4. **IF THERE IS AN ACCIDENT on the I-5 freeway or on the freeway onramp toward Tacoma, traffic will back up and will come to a COMPLETE STANDSTILL at a traffic circle, blocking Martin Way East and also blocking access from Dutterow onto Martin and from Martin onto Dutterow or Meridian.** The current traffic light situation allows traffic to continue using Dutterow/ Meridian and Martin Way westbound when the freeway onramp is backed up.

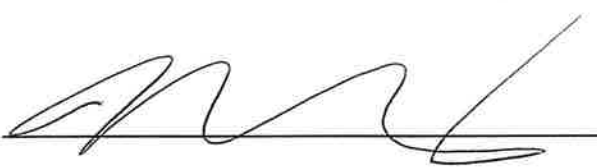
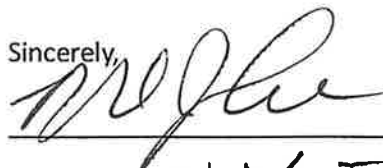
5. **We can anticipate increased traffic from nearby housing developments off of Steilacoom onto Ridgeview through our neighborhood** for anyone planning to catch the freeway at Brown Farm Road, and also when exiting the freeway at 114 and returning home, **in order to avoid the proposed roundabout.** Ridgeview is a narrow neighborhood street with a posted speed limit of 25 mph. There are two roundabouts and an 'S' that allows for one car/ one direction at-a-time. Non-residents of our neighborhood already disregard the speed limit when commuting on Ridgeview: it is common for vehicles to speed through at 35-40mph. This road is NOT designed for heavy or fast traffic! **People walk their dogs and infants, and children ride their bikes and walk to their bus stop on this street.** There are already frequent traffic accidents on Ridgeview from people not paying attention and going off the roadway, over decorative boulders, etc. **Within the past year, there have been at least 6 single-vehicle accidents on Ridgeview. All 6 vehicles went OFF THE ROAD and crashed into the landscaping (trees, boulders).**

Three alternative options for better placement of a bus turnaround to consider:

1. Intercity Transit can serve two additional communities by going further down Martin Way East towards I-5, turning right, continuing half a mile, then turning around on Nisqually Cut-off Road at its widest, and adding a bus stop there. This would serve the Nisqually Indian community with a pickup and return to Olympia/Lacey. The pavement is four lanes wide there (two lanes plus two paved shoulder widths). A roundabout could even be installed there if needed/desired. On the west bound route, the bus would turn left on Martin, then right to serve the Nisqually RV Park. Many young people bike or walk up/down Martin Way hill to get to jobs in Lacey/Olympia. They need these two additional stops.
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3. **Have the planners considered constructing a traffic circle at Duterrow and Steilacoom?** That is a much more reasonable place to put a traffic circle, as it is currently a 4- way stop and has much less traffic than Duterrow and Martin. A traffic circle would actually improve traffic flow there for rush hours and for when schools let out. Additionally, there is low-income housing and mobile home parks that would be served by a bus stop in that vicinity.

In summary, we have legitimate concerns regarding the negative impact on traffic flow on Martin Way from constructing a traffic circle at Duterrow and Martin. **The current traffic situation, especially during rush hours throughout the day, in addition to new housing being added in the immediate vicinity in the very near future, is not conducive to an efficient-or safe-traffic circle.** Additionally, a traffic circle would **severely affect commutes** for our immediate neighborhood, and potentially **increase the traffic through our neighborhood—creating a serious safety hazard for our residents, children & pets.**

Sincerely,



Name:

Address:

Olympia, WA 98513

Nick Johnson

9442 Marlbrook Loop SE

April 1, 2024

Ms. Jennifer Walker, PCP
Director of Public Works
9605 Tilley Rd SW S.
Olympia, WA 98512

Board of County Commissioners
3000 Pacific Ave. SE
Olympia, WA 98501

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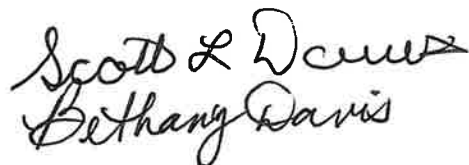
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Sincerely,



Scott & Bethany Davis
9445 Marlbrook Loop SE
Olympia, WA 98513

March 31, 2024

Ms. Jennifer Walker, PCP
Director of Public Works
9605 Tilley Rd SW S.
Olympia, WA 98512

Board of County Commissioners
3000 Pacific Ave. SE
Olympia, WA 98501

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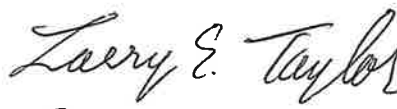
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Larry & Eve Taylor
9642 Regency Loop SE
Olympia, WA 98513


Eve C. Taylor

March 31, 2024

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Dave & Diane Gibson
9640 Regency LP SE
Olympia, WA 98513



March 31, 2024

Ms. Jennifer Walker, PCP
Director of Public Works
9605 Tilley Rd SW S.
Olympia, WA 98512

Board of County Commissioners
3000 Pacific Ave. SE
Olympia, WA 98501

Subject: Proposed Roundabout for Bus Turnaround at Martin Way/Dutterow/Meridian Roads

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7548 Marlbrook Ln, SE

March 31, 2024

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9605 Tilley Rd SW S.
Olympia, WA 98512

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Nathan Scott
N.S.
9543 Markbrook Ln

March 31, 2024

Ms. Jennifer Walker, PCP
Director of Public Works
9605 Tilley Rd SW S.
Olympia, WA 98512

Board of County Commissioners
3000 Pacific Ave. SE
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Bruce F. Sylvia and Patricia L. Sylvia

Col. Bruce F. Sylvia (Retired) & Patricia L. Sylvia
9503 Marlbrook Loop SE
Olympia, WA 98513

March 31, 2024

Ms. Jennifer Walker, PCP
Director of Public Works
9605 Tilley Rd SW S.
Olympia, WA 98512

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Olympia, WA 98501

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John EVANS
633 Calistoga St. S.E.
John Evans & Nancy Evans

March 31, 2024

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9605 Tilley Rd SW S.
Olympia, WA 98512

Board of County Commissioners
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Stephen Kern
9645 Regency LP SE
Olympia, WA 98513
Stephen B. Kern

Laura Kern
9645 Regency Loop SE
Olympia, WA 98513
Laura A. Kern

March 28, 2024

Peter Stackpole, Development Director
Intercity Transit
510 Pattison St SE
Olympia, WA 98501

Matt Unzelman, PE, County Engineer
Thurston County Public Works
9605 Tilley Rd SW S
Olympia, WA 98512

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Larry & Eve Taylor
9642 Regency Loop SE
Olympia, WA 98513

March 28, 2024

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Intercity Transit
510 Pattison St SE
Olympia, WA 98501

Matt Unzelman, PE, County Engineer
Thurston County Public Works
9605 Tilley Rd SW S
Olympia, WA 98512


Subject: Proposed Roundabout for Bus Turnaround at Martin Way/Dutterow/Meridian Roads

We oppose the proposed roundabout on Martin and Dutterow for the following reasons.

1. The people of Ridgeview neighborhood (as well as many of the people who use our access road from The Meadows, Nisqually Bluff and the upcoming new development) tend to turn left and right off Ridgeview onto Martin Way. If a roundabout is installed, the onslaught of traffic going in both directions will leave us almost entirely unable to jump across the lanes, which means we will have to opt for other routes, or risk our safety to drive onto Martin Way.
2. The thousands of cars that drive on Martin Way each hour would be fighting each other to enter in and out of the traffic circle, and one only needs to see how many accidents happen at the bigger traffic circles on Marvin and Hogum Bay areas to see how many more accidents would happen on Martin Way and Dutterow.
3. The communities down in the Nisqually Valley have need of bus transport as well. Instead of turning buses around at Martin and Dutterow, why not extend the bus route by adding the Nisqually Valley areas to the route? A roundabout could even be installed there if needed/desired. On the west bound route, the bus would turn left on Martin, then right to serve the Nisqually RV Park. Many young people bike or walk up/down Martin Way hill to get to jobs in Lacey/Olympia. They need these two additional stops.
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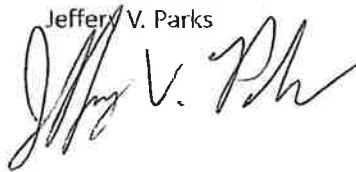
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Jan-Erik Strole



9638 Regency Loop SE
Olympia, WA 98513

Jeffery V. Parks



L. Jeanette Parks



Proposed Martin Way Roundabout

Eric Phillips (360-705-5885), ephillips@intercitytransit.co

Martin Way is a four-lane arterial highway and is the eastern "gateway" into the City of Lacey from Interstate I-5.

I am concerned about the proposed roundabout to be constructed at the intersection of Martin Way and Duterrow/Meridian Rds. The new roundabout will be approximately 320 ft from the new exit onto Martin Way from the Trestlewood housing development and 670 ft from the Ridgeview exit onto Martin Way.

If the proposed roundabout is constructed there will be unabated east bound traffic on Martin Way. In addition, east bound drivers once traversing the roundabout will be accelerating up to or exceeding 50 mph, because Martin Way is one-mile of uninterrupted two lanes on a downhill slope to the intersection with I-5. The unabated traffic and accelerating speeds on Martin Way will prevent left turns across two lanes of traffic from Ridgeview Drive on to Martin Way and left hand turns from Martin Way onto Ridgeview Drive.

Currently, drivers making left hand turns from Ridgeview Drive onto Martin Way have to wait for light changes at the Martin Way intersection before making the turn. As indicated above with two lanes of uninterrupted east bound traffic, it will preclude left hand turns onto Martin Way. In addition, for drivers making a right hand turn onto Martin Way it creates a significant traffic hazard since there is no merge lane.

To exacerbate the traffic situation the Trestlewood subdivision currently under construction between the Duterrow and Martin Way intersection will have 65 homes with a right hand turn on to Martin Way. This is 320 ft from the proposed Martin Way roundabout with no merge lane and 350 feet from the ingress/egress from Ridgeview Drive. Traffic from this new subdivision will contribute additional traffic impending egress from Ridgeview Drive.

Although Ridgeview Drive originally provided ingress and egress onto Martin Way for the residents of Ridgeview I and II (115 homes), it has become a shortcut between Steilacoom Road and Martin Way. This shortcut is used or will be by residents of Steilacoom Ridge, a 237 single family development, Nisqually Bluff, a 39 residential subdivision and a proposed 65 home subdivision at the intersection of Ridgeview Drive and Steilacoom Road. This makes for a total of over 450 existing or proposed residential units that may use Ridgeview Drive as a shortcut to Martin Way.

In addition to creating substantial delays to egress and ingress with Ridgeview Drive it creates a very significant traffic hazard that is likely to result in a high number of accidents.

The grant application for Preliminary Engineering and Design indicates the scope of work will complete NEPA approval and it is expected that NEPA determination will be completed in the PE phase... and anticipates a Categorical Exemption

determination, but NEPA analysis will verify the actual determination. It would be expected that a project of this magnitude would be subject to a comprehensive traffic study that would investigate how the proposed project impacts local residents and businesses. A traffic study would contribute to the NEPA analysis that requires consideration of direct, indirect, and cumulative impacts. As part of the traffic analysis I would expect "wait time" modeling for left hand turns from Ridgeview Drive onto Martin Way and a "accident risk analysis" for traffic exiting the Trestlewood subdivision, left and right turns from Ridgeview onto Martin Way and left turn from Martin Way into Ridgeview. The grant application has no mention of funding a traffic study which should be completed before initiating the NEPA analysis. In addition, the grant application does not mention compliance with the State Environmental Policy Act (SEPA) that should also be included in the Preliminary Engineering/Design phase of the project.

JIM THORNTON