

# Draft

## 2024 – 2029 Transit Development Plan (TDP) *Public Comment Period*

Rob LaFontaine

Planning Deputy Director

Presented to the Intercity Transit Authority on July 17, 2024

**INTERcity**  
TRANSIT

# Written Comments

## Specific to the Draft TDP

7-15-2024

philvandevanter@gmail.com



As a downtown Olympia resident and worker in Lacey, I have several comments to submit on the Transportation Development Plan:

1. Route 620: Busses every 30 minutes on the 620 have allowed me to start commuting to work much faster from Olympia to Lacey. I'd like to use the 620 to get up to Tacoma for evening & weekend events, but service is not frequent enough and doesn't run late enough to make this feasible. Service every 30 minutes until 11pm would be awesome and service all the way to Downtown Tacoma would be incredibly useful and would save some long layovers in Wendy's and Taco Time at the 512 Park and Ride waiting for the ST 594!
2. Route 1: I'd love to do my shopping, run errands, commute, and go to visit friends on the 1 line, but it doesn't run early or late enough and it doesn't connect to all the routes in and out of the Lacey Transit Center. Very excited for when it extends to Hawks Prairie!
3. Route 13: Later 15 minute service into the evening and on weekends would be fantastic. I go to the Craft District often and the 13 is so convenient to shuttle between downtown and there!
4. MTA 6 and GH 40: Not your busses :) but I'd really like to visit Aberdeen and Shelton more often but the bus service is just not frequent enough. It'd be great if there was a regional partnership to increase the service on these two lines to every 30 minutes 7 days a week. I'd use it and I think it would allow way better access to Olympia's cultural events and employment opportunities.

Thanks so much for providing the truly amazing service that you do! I always can rely on the busses to be punctual, clean, welcoming, and fairly frequent. I also appreciate how much care you take for the stops and the transit centers, they are in really great shape and it makes each trip better!

# Written Comments

*Specific to the Draft TDP*

7-15-2024

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As a downtown Olympia resident and worker in Lacey, I have several comments to submit on the Transportation Development Plan:

Olympia Express to Tacoma  
30-minute frequency until 11 PM



# Written Comments

*Specific to the Draft TDP*

7-15-2024

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As a downtown Olympia resident and worker in Lacey, I have several comments to submit on the Transportation Development Plan:



*Operate The One earlier and later, extend eastward*





# Written Comments

## Specific to the Draft TDP

7-15-2024

philvandevanter@gmail.com

As a downtown Olympia resident and worker in Lacey, I have several comments to submit on the Transportation Development Plan:



Operate Route 13 with 15-minute frequency on evenings and weekends



### Days of the week

- Sunday
- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday

# Written Comments

*Specific to the Draft TDP*

7-15-2024

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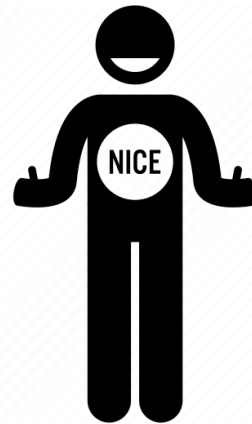
# Written Comments

## Specific to the Draft TDP

7-15-2024

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As a downtown Olympia resident and worker in Lacey, I have several comments to submit on the Transportation Development Plan:



Kind words about the quality of Intercity Transit's service

# Written Comments

*Probably not specific to the Draft TDP (received during the comment period)*

7-15-2024

Jennifer Sievert

Hello, thank you for making the life changing Improvements to the 620 route. I have a suggestion please for the Southbound 620 as it makes it's first stop at Martin Way P&R. There is no reason to get in the long traffic line for I-5 north to enter the parking lot. This not only lises time, but confuses persons waiting for the northbound bus. The southbound 620 should go straight on martin way & enter the lot from Martin way. They have plenty of room to turn around to leave. Thanks for considering,

7-10-2024

Ian Helms

Due to the schedule changes that happen i miss my transfer bus. I have already emailed about that part but this time i mised yhe transfer bus because the bus driver if the 68 heading toward lacey transit center at 7:32am passed the 7 ave @ i st bus stop and i was acroos the street having juat got off the 12 and i had waved with both arms to get hos attention anf he just flat out ignored me amd hoenstly i think he should ne fored for ignoreing me when i saw him look over at me and just not stop so i could cross the street and get on.i hate waiting an extra 30 minutes to get home because you changed the bus schedules so now the 12 and 68 dont line up and the 68 passes before the 12 gets there and it should have been solved and the schedules should have been fixed so they line up better since there is nothing i am able to do to not miss the 68 since the busses are oover 5 minutes apart so i vant even have the 12 driver ask the 68 to wair there since that would be past the time they are supposed to. Honestly i sont see why the 68's schedules needed to change so the 68 lines up with ither busses better when the other busses could have changed you messed up the timing of the 68 and 12 jus to fix another route when you couldve changed the other route to fix the issues with it not linung up with the 68.the 68 and 12 used to line up perfectly i would get off the 12 and the 68 would arrive withing a few minutes and the same with getting off the 68.now the scedules dont line up at all and i have to wait 30 minutes between busses. Please fix this issue so i dont have to wait 30 minutes between busses every single day due to the schedules being completely changed

7-8-2024

Kathe Smith

I would utilize a later #60 to get home to Panorama City from weekday evenings in Olympia. Church activities get out at 8pm and I take the #68 to Lacey and walk home from Pacific and Sleater Kinney. Thank you for considering this.



# Written Comments

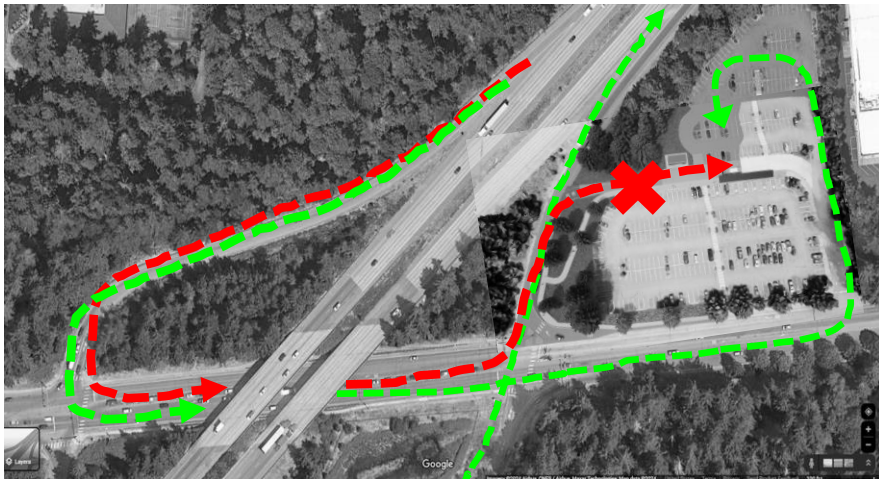
*Probably not specific to the Draft TDP (received during the comment period)*

7-2-2024	Will Moseley	Hello, I would be interested in a direct/express route to the SeaTac Airport. I do not know if this option has been evaluated in the past, but on the draft TDP recommends taking the Olympia Express/620 to Lakewood, and from there transferring to other public transit (574) to complete the trip. By personal car, the trip takes about an hour from OTC to SeaTac. From what I can tell, the trip by bus would take more than 2 hours, due to the transfer in Lakewood and the ~26 stops on the way. Flixbus offers a direct bus from OTC to SeaTac, but it costs \$40 each way. The airport shuttles can cost \$50 or more. Storing a car at SeaTac or the surrounding area can cost \$100s per week. Having an express route operated by intercity transit that only stops at OTS or LTS and SeaTac would make air travel more accessible for those in our coverage area.
7-1-2024	Marissa Finn	I am reaching out, about a year later, to see how things are coming along for Route 42 to be expanded into weekend service? Any updates would be appreciated. Hope all is well, thank you!
6-25-2024	Via Customer Service	Customer called in to request that route 60 runs later than 6:30pm, 9pm if possible. He lives off of this route and often has to walk back home at the end of the day because it ends early. CSR shared info about our upcoming service change in September and recommended to check back in closer to the change to get more info about the effected routes.

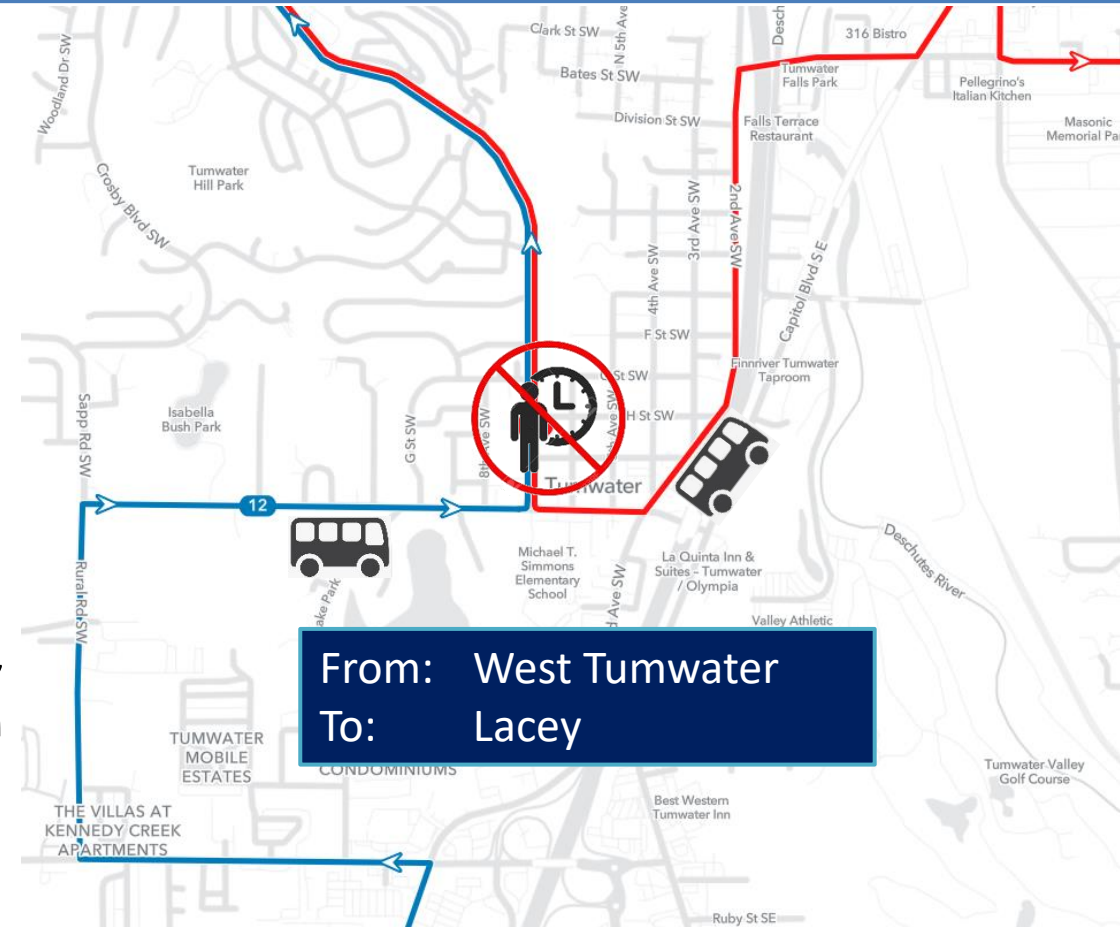
# Written Comments

*Probably not specific to the Draft TDP (received during the comment period)*

Suggest the inbound Olympia Express buses not use the new direct access ramp at the Martin Way Park n' Ride due to the required time it takes



The May 2024 schedule broke the informal connection between the Routes 12 and 68 in Tumwater

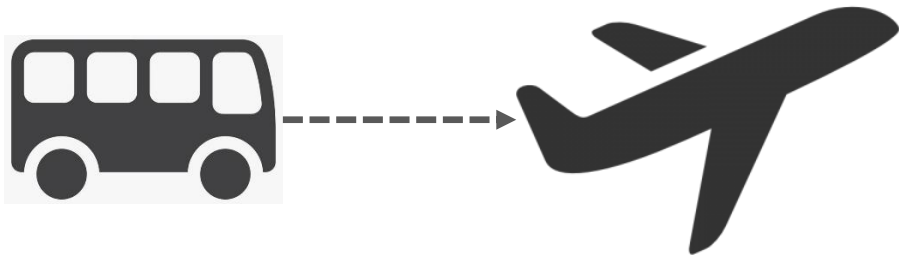


# Written Comments

*Probably not specific to the Draft TDP (received during the comment period)*



(2) Later service on Route 60



Express bus to SeaTac

Days of the week

- Sunday
- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday

Weekend service  
on Route 42



Opposition to the Martin Way  
at Meridian, roundabout concept

# Public Hearing



# Related Written Comments

*Not specific to the Draft TDP*

6-13-2024

John Newman

The Council would like to see fewer cars and more people riding buses. One way to do this would be to use the existing Bus network and add a new service that will connect a large area of Olympia rather easily. If the city requested Inter-City Transit to add service on West Bay Drive, then up the hill to Crest Line, then west on Elliott Ave past GRUB to the neighborhood Center at the Handy Pantry. Then cross Division going west on 20th Ave, crossing Cooper Point Road going west to the Middle School. Then south on Road 65 to 14th Ave. Then west to Kaiser Road. Then south on Kaiser Road to Harrison Ave, formally mud Bay Road. This service would connect with another bus at Harrison Ave. The additional bus service would enhance the existing Bus connections. Soon there will be road construction on several streets, West Bay Drive, Elliott Ave and 20th Ave. Planning early for Bus Stops can be done now. It would be better to plan the bus stops now and more cost effective.

6-10-2024

Kittridge Mullikin

I am looking for any information you might have related to the old Black Lake bus route that once was operated by Intercity Transit. I think there is a underserved residential community that would benefit from a resurrection of this service. I am curious what the old bus route was, and why this route was decommissioned. I know that the area is outside of the city proper, but I think this area could use a bus route and would help many people to reduce their car usage, access businesses and services, and access Black Lake. Thank you for you time and any additional information you can provide.

6-10-2024

Zack Mills

Good evening! I'm curious about how to request a new stop. I live in a neighborhood (one of many) towards the middle of Cain Road and my only option is to walk all the way down to 22nd to catch the bus. Can we get one closer to us? Thank you!

# Related Written Comments

*Not specific to the Draft TDP*

4-30-2024

Claude Coats

I work for the Washington State Department of Enterprise Services in downtown Olympia Monday through Friday starting at 7:00 AM. There is a 94 bus stop right by my house in SE Olympia. I would absolutely love to be able to use it to commute to work in the morning. However, including the short walk from the bus stop to work on the Capitol Campus, the first 94 Inbound bus of the day gets me there by 7:10 AM, 10 minutes late. I can't be late, so I can't take the bus to work. With more state workers back in the office, and many starting by 7:00 AM, it would be very appreciated if you would please run an earlier 94 bus. Even 15 minutes earlier would allow me to commute by bus. In addition, I would appreciate if you would please consider running the Outbound 94 bus every half hour during the peak time from 3:00 PM to 6:00 PM. Since I start work at 7:00 AM, I get off work at 3:30 PM. If I take the 94 bus home, I have to wait 45 minutes for the bus. Running the outbound 94 bus every half hour starting at 3 PM during peak commuting hours would make commuting by bus after work a much better option. Thank you for your consideration.

4-28-2024

Jeff

I work at the Tumwater Walmart use route 12 , I would like to ask for later bus outbound to YELM then the 7:45 pm bus as there are times I have to work until 7 and this doesn't meet my needs , I know there are riders that want a later bus , to come back from Yelm as well. If I miss the 6:53 bus out of Tumwater I can't get home. Thanks for your time and consideration

3-22-2024

Sarah Feldman

I'm wondering if the bus route will ever be active again at the Olympia Airport? There are a lot of homes in that area that are not able to access public transportation unless they go all the way into Tumwater Blvd/Capital Way.

3-4-2024

Jesus R.

As transit recovers, and people ride from Olympia to Lakewood, it is essential to consider new service areas to stop and pick up and drop off passengers. Route 620 makes a good connection to riders from Olympia, taking 620 to Lakewood, and from there, take Sounder or Route 594 to Seattle, or 574 to Federal Way and SeaTac Airport. 592 serve limited service between DuPont, Lakewood and Seattle only during peak, but this service can be converted to all day, even if only weekdays, to test this service hopefully by the next service change next year, have talks with the City, to cooperate between both the Transit agency and the city, or even only a peak stop at DuPont could really make the difference. Thank You

# Related Written Comments

*Not specific to the Draft TDP*

11-14-2023

Lakepointe Adult Family Home

As a proud constituent of Thurston County, I am writing to advocate for an increase of Intercity Transit services to include our neighborhood in the Olympia/Tumwater area. I own an Adult Family Home that provides housing and caregiving to low-income constituents with disabilities. Many people, especially those with disabilities and low income, rely on public transportation as their primary mode of commuting to medical appointments, educational facilities, and essential services. Unfortunately, there is currently no bus line to connect our neighborhood (located at Henderson and 65th Ave SE) to the greater community via public transportation for the residents and caregivers at my Adult Family Home. Currently, there is not even a sidewalk that connects our neighborhood to the greater Olympia area over the bridge near Pioneer Park that crosses over the Deschutes River. We also do not qualify for Dial-a-Lift and were told we are "outside of the Intercity Transit Service area". This additional bus line and/or extension of public transit service area would improve:

1. Accessibility: A significant portion of our neighborhood lacks access to convenient public transportation, making it challenging for individuals with disabilities to access essential services.
2. Economic Opportunity: Limited access to public transit restricts economic opportunities for low-income constituents who may not have access to a personal vehicle. This can hinder their ability to secure gainful employment and participate fully in the local economy.
3. Quality of Life: The residents in my care rely on public transportation for social engagement and community participation. The current limitations in service can lead to isolation and negatively impact their quality of life.

I understand that funding and prioritizing these public transportation improvements can be challenging, but I firmly believe that these changes will not only benefit the residents and caregivers in our Adult Family Home but also our neighbors and others living along Henderson in this part of Olympia/Tumwater, I would be grateful for the opportunity to discuss this matter further or provide additional information that might assist in your efforts. Thank you for your dedication to our community, and I look forward to your response.

# Related Written Comments

*Not specific to the Draft TDP*

11-9-2023

Jose Sadeghi

I hope this message finds you well. I work for the Washington State Dept. of Transportation (WSDOT), located at 7407 31st Ave. NE, Olympia, WA 98516. Our organization boasts a workforce of over 1000 employees, many of whom are eager to utilize public transportation to commute to either the Lacey Transit Center or the Olympia Transit Center. Regrettably, the nearest bus station to our WSDOT facility, specifically Line 65 (Britton Pkwy at Gateway Blvd.), requires a substantial 20-minute walk. This considerable distance discourages our employees from choosing public transit as their preferred mode of transportation. Hence, I am reaching out to inquire whether there might be a possibility of introducing a new bus station at the intersection of Gateway Blvd NE and Marvin Rd NE. This strategic location would not only benefit WSDOT but also serve several other local businesses and residential areas, including warehouses, a FedEx Shipping center, Target distribution warehouse, Home Depot, and the Alpine Mobile Estates residential complex. The addition of a bus station at this key junction would not only enhance the accessibility of public transportation for our employees but also contribute to reduced traffic congestion and environmental benefits. We believe that this initiative would make public transit a more attractive and feasible option for our workforce and other residents and employees in the vicinity. I appreciate your time and consideration in evaluating my request. I eagerly await your response and look forward to hearing your thoughts on the matter. Thank you for your attention to this important issue.

6-30-2023

Alex Sturbaum

I would like to contact you to be a voice in support of bringing back late night buses. Currently, buses in Olympia stop running in the early evening. This has had a profound negative effect on the nightlife in the city, and I believe is part of why some late-night establishments (such as King Solomon's Reef) have shuttered, and others have cut their hours back. Olympia should not be accessible only to people who have access to cars - Evergreen students in particular will find it hard to spend time downtown - and it will be better for downtown businesses if they can be open later. Thanks for your consideration.



# Related Written Comments

*Not specific to the Draft TDP*

6-29-2023	Misty Hogard	Hello, my name is Misty Hogard, I am the Transportation Coordinator here at, Lacey Post Acute & Rehabilitation. We are located at 4524 Intelco Loop SE, Lacey. We have used the Dial a Lift services for many years, as a way to allow our patients to get to and from doctor's offices, stores, or general outings. We have been made aware, that the growth of the community in the last few years, has put a significant strain on the demand for Dial a Lift services. There may be a solution, to how we can reduce the demand for DAL services. We have noticed, there are roughly 3-4 buses, who stop at Intelco Loop, and Corporate Center Dr. Unfortunately, for most of the patients in our community, they are not able to make it to that location, as it is too far. Is there anyway, we could have a bus stop located, right outside our facility? We have a number of patients who would like to go to Fred Meyer, for various reasons. For example, I know Rt. 66 runs directly to Fred Meyer, if there is a bus stop in front of our facility, our patients would be more willing/able to use a fixed bus route for their outings, instead of using the Dial a Ride system. I also believe this would be a benefit to the other facilities in our area.
6-5-2023	Dennis	The 620 to Lakewood leaves so late on the weekends. Is there any way to even have it leave an hour or so earlier for the first run of the day? It makes it hard when traveling to Seattle. Thank you for any consideration on this matter.
6-5-2023	nschroeder	With all the new construction in the Lacey area and influx of military families I am wondering if a route designated solely for the base would help relieve the traffic congestion locally and on I-5. Just a thought to pass on. . .
4-28-2023	Karan Sharma	Request to start a bus service to and from SeaTac airport, public transportation will be helpful for our environment and for our people.
4-5-2023	vandusenjames273	Is isn't it possible to have all if not most buses operate 23—24/7 as it would be a real blessing & team with TRIMET as they're also with R southern friends — TWIN TRANSIT...?

# Related Written Comments

*Not specific to the Draft TDP*

2-15-2023

Melissa Reynolds

I'm am hoping to talk to someone about the bus 48 route. Hansen Elementary does not have sidewalks from Kaiser to Road 65 or Road 65 to Cooper Point. This has been an issue for years. Our students and families that live in this area (between Kaiser and Cooper Point from 14th to 20th) do not have a safe way to access the bus stops (at Walnut/14th or 20th). And the students who live outside of this area have no safe way to get to school. Some of the students in our district live on the other side of Capital Mall off Fern Street. I know it has been brought up to Walk n Roll and to Intercity Transit in the past but I am just wonder how I can petition for a stop to be added on Road 65. It is the only street outside of the housing developments that has a sidewalk and we desperately need safer access to both our school and from this area to the greater Olympia area with the busing system. Hoping someone can point me I the right direction.

# Related Written Comments

*Not specific to the Draft TDP*

6-16-2024	Ian Helms	<p>Due to the bus schedules changing i end up having to wait at a stop for 30 minutes between buses. I take the bus to and from work. I take the 12 from the tunwater walmart to 7th ave at i st and by the time the 12 gets there the 68 has just barely passed the stop going toward lacey transit center which is the bus i transfer to to get home and since it had already gone by i have to wait for 30 minutes for the next bus. Its only on the weekends i have this problem but it happens every time. I dont know there is anything to do that can solve my problem but it is very inconvenient that i have to wait 30 minutes for the next bus to come every weekend because of the schedule changes.</p>
6-5-2024	Joshua Jacobson	<p>I work at Amazon's OLM1 building on 3300 Hogum Bay Rd NE, Lacey WA. 98516. We have many associates or employees that use the transit system on Hogum Bay Rd. I'm reaching out on their behalf to see how we can get covered benches at some or all of the bus stops around our facility. Our teammates are on their feet all day and the weather is rainy sometimes here in WA, so waiting in the rain is not enjoyable. Please help me learn how I can work towards making this happen or who I need to contact to make this happen.</p>
6-4-2024	Monica Kaplan	<p>I take the 64 everyday from Lacey Park and then attempt to transfer to 62A. 62A at 8:05, I'm Always missing just a minute or two. Why doesn't the 62A wait? I am constantly requesting the bus drivers to communicate with 62A to wait and I constantly get a reason for them not to reach out. This has been exhausting. I just want to get to work</p>
5-23-2024	Anonymous	<p>I have a safety concern for those living in deschutes highlands and the residents who may move in to the neighborhood being built. The closest bus stop to there is henderson and yelp (r.68) and you must cross a bridge that has a bike lane or sidewalk. This is a safety hazard and I think a closer stop should be built.</p>

# Related Written Comments

*Not specific to the Draft TDP*

1-23-2024	Rachael Wilson (CAC)	I am a new member of CAC, but felt this was a more appropriate venue for addressing site-specific issues. I've recently found myself becoming a somewhat regular rider of route #64, utilizing stop #992 (Rainier Rd at Rainier Loop). I wanted to point out that this stop isn't serviced by a sidewalk, there is no safe crossing at Rainier Loop SE, the stop itself benefits from no lighting or coverage, is very close to a road where cars feel safe speeding, and can feel very dangerous when it is wet/dark. It is neither safe nor accessible for an able-bodied person, let alone someone with mobility issues. Thank you for your consideration.
1-18-2024	Claudia Duncan	I currently work in Olympia at 1500 Jefferson. There is a bus stop right out front of my building, but it is for Route 612, which is no longer active. So, I take Route 620. The bus stops for 620 are 0.5 miles away. My request is that the 620 adopt the existing 612 bus stops that go by 1500 Jefferson. It is one extra city block for the bus to go that I request. This would be extremely helpful as a single female trying to safely get to work.
12-6-2023	Judy Viskoe	I am appalled at the current spot in Lacey, to get on the 620 bus going north! It is on the side of the freeway ramp! But the worst thing, is one is forced to leave their car (warmth, or AC, protection out of the elements, AND MOST IMPORTANTLY, the SAFETY of their car) in the Martin Way Park and Ride, to go walk down a path to the bus stop there!! By trees. No covering. ISOLATED. Not only in the darkened hours of winter, but the COLD, RAIN, SLEET or SNOW! (And in Summer, the rain and heat.) We're talking about all people; but sadly, WOMEN and CHILDREN, and ELDERLY! Do you WANT people to use these buses? It is NOT safe! The old method of waiting safely, securely, comfortably INSIDE a vehicle until the bus arrives, is gone!! WHAT WERE YOU THINKING!? Please don't respond with the trouble the bus would have to get into the park and ride! That is not the first priority here! PEOPLE'S SAFETY, comfort and convenience is #1 priority! The bus getting into the park and ride CAN be arranged, changed. There is a nice covered area in the park and ride, where passengers could at least be out of the weather! PLEASE REDO this mistake! The Transit Authority is setting itself up for a future lawsuit should something awful happen.
11-20-2023	Kevin Brown	The new location for the Martin Way park & ride bus stop on the 620 route is dangerous for riders & busses alike. Keep the old stop location before there is an accident. A freeway on ramp is not a place for pedestrians or stopped vehicles.



# Related Written Comments

*Not specific to the Draft TDP*

## Expanded service



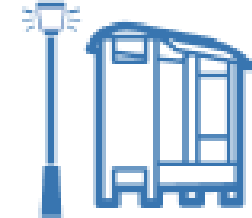
- West Olympia, Crestline/Elliott
- Hansen Elementary, Road 65
- Capitol Campus, Jefferson
- Black Lake (2)
- Cain Rd.
- Henderson Blvd. (3)
- Olympia Airport
- Intelco Loop
- WSDOT Olympic Region Bldg.
- DuPont
- JBLM
- SeaTac

## Changes to Existing Service



- Route 94 span (2)
- Late Night
- Route 620 weekend span
- Operate 24/7 like TriMet
- Improve connections between Route 12 and 68 (Tumwater), and Routes 64 and 62 (LTC)

## Bus Stops



- Install a shelter at the Amazon Distribution center in Hawks Prairie
- Bus stops without sidewalks
- Opposition to the flyer stop at the Martin Way Park n' Ride

# Next Step:

**Consider the 2024 – 2029 Transit Development Plan  
for final adoption in August**

Rob LaFontaine

Planning Deputy Director

Presented to the Intercity Transit Authority on July 17, 2024

**INTERcity**  
**TRANSIT**