Martin Way Crossing Strategy

June 2025

THURSTON REGIONAL PLANNING COUNCIL

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THURSTON REGIONAL PLANNING COUNCIL

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Introduction

The Martin Way corridor is one of the busiest and most important transportation corridors in the Thurston region. It is a crucial urban artery and transit corridor linking multiple jurisdictions in the region, and connecting people to homes, businesses, and services. However, this former state highway only has intermittent pedestrian crossing opportunities and has high traffic volumes and speeds. This has contributed to several severe collisions involving pedestrians in recent years, especially near Intercity Transit bus stops.

As a result, Thurston Regional Planning Council (TRPC), Olympia, Lacey, Thurston County, and Intercity Transit have undertaken a joint pedestrian crossing strategy study to improve pedestrian safety and connectivity. The purpose of this study is to identify appropriate locations for new crossings on Martin Way. The study includes scope for specific improvements necessary to enhance pedestrian safety and mobility, including but not limited to driveway consolidation/access management, refuge islands, sidewalk improvements, and ADA improvements. The study will result in preliminary designs for up to 10 priority crossings or other safety and mobility improvements on this corridor.

Chapter 1
summarizes the crossing project timeline and the outreach conducted during the study.

Chapter 2
describes the methodology for identifying the 10 planned mid-block crossings along the Martin Way corridor.

Chapter 3
provides designs for the 10 planned mid-block crossings.

1

Outreach

1 Outreach

The 2022 Martin Way Corridor Study affirmed a vision among project partners – TRPC, Thurston County, the City of Olympia, and the City of Lacey – for the Martin Way Corridor to support high-capacity transportation options (Bus Rapid Transit or "BRT light") and high-density urban growth. The vision emphasizes access to affordable housing and development of the corridor towards a more pedestrian-oriented future. The corridor study identified the need for increased frequency of crossings and recommended a study to identify locations for additional pedestrian crossings of Martin Way.

TRPC and the project team sought to gather feedback about potential crossing improvements from the public, including a broad range of residents and businesses along Martin Way. The people living along the corridor are, in general, more diverse than in the surrounding region. Along Martin Way:

- One in three residents is a person of color
- One in five residents is over the age of 60
- One in five residents is a veteran
- Nearly one in five households earn a household income below the federal poverty threshold
- One in seven residents has a disability

The following sections summarize the outreach that was conducted as part of the Martin Way Crossing Study between September 2024 and June 2025.

Key Themes

The following themes emerged through the community outreach process which involved online and in-person open houses, online surveys, walk audits, and listening sessions with key stakeholders along the corridor.

1. Equity and Community Representation

The study emphasized reaching diverse and often underserved populations, noting a higher proportion of people of color, seniors, veterans, disabled residents, and low-income households along the corridor. Outreach efforts sought to include these voices in shaping safer, more inclusive transportation infrastructure.

2. Prioritization of Pedestrian Safety and Accessibility

Widespread concerns were noted about motorist speeds, sidewalk gaps, ADA deficiencies, distances between signalized crossings, lack of lighting, and difficult or dangerous crossings, especially near key destinations like clinics, social services, schools, and transit stops. The focus was on making Martin Way safer for all users, especially pedestrians, people with disabilities, and transit riders.

3. Data-Driven and Participatory Planning

Road safety audits, public surveys, community walk audits, listening sessions, and an in-person open house informed the design process, ensuring improvements were grounded in real-world conditions and user experiences. Specific high-priority crossings were identified based on field observations, community input, and safety concerns.

4. Mixed Feedback on Design Preferences

Survey responses indicated strong support for median islands and varied preferences for crossing signal types depending on location and jurisdiction (Olympia, Lacey, and Thurston County).

Steering Committee

A steering committee was formed to help guide the development of the crossing study and included staff members from TRPC, Thurston County, the City of Olympia, the City of Lacey, and Intercity Transit (the same partners as the Martin Way Corridor Study). The Steering Committee met monthly starting in September 2024, and then with the consultant team to hear about progress and provide feedback on project work. The Steering Committee meeting dates and agendas with the consultant team are summarized below.

Meeting 1—January 21, 2025
Agenda: Discussed project scope, schedule and planned walk audits

Meeting 2—February 18, 2025
Agenda: Reviewed information and lessons learned from walk audits

Meeting 3—March 18, 2025
Agenda: Reviewed Crossing Study prioritization process to identify top 10 crossing locations

Meeting 4—April 15, 2025
Agenda: Reviewed three initial crossing designs, visualizations and planned public open house on 4/30

Meeting 5—May 20, 2025
Agenda: Discussed feedback from 4/30 open house, and reviewed seven other crossing conceptual designs

Meeting 6—June 17, 2025
Agenda: Reviewed draft report

Targeted Outreach

TRPC identified a need to do targeted outreach to members of the diverse communities along the Martin Way Corridor. TRPC conducted this outreach in two phases. The first phase focused on getting feedback about where crosswalks should be located; the second phase focused on getting feedback about proposed crosswalk designs.

The primary method TRPC used for its targeted outreach was partnerships with community-based organizations (CBOs). CBOs are directly connected to members of these communities and have established trusting relationships, paving the way to reach these audiences in an inclusive and culturally sensitive manner.

During Phase 1, TRPC conducted targeted outreach in the form of surveys with the Thurston County Food Bank, Timberland Regional Library, and North Thurston Public Schools, and a listening session with Interfaith Works. The following takeaways emerged:

Specific High-Need Locations for Crosswalks
- Pattison to Lilly, Phoenix to Pattison, Carpenter to College, and Marvin to Galaxy as key areas needing more or improved crossings.
- Other specific locations noted: near Safeway, the encampment referred to as "The Jungle," Ensign Road, bus stop ID #491 near Brewery City, and bus stops without nearby crossings.

Safety Concerns and Collision History
- Several respondents mentioned frequent instances of crossings between marked crosswalks/traffic signals, pedestrian collisions, and one recent fatality.
- Lack of lighting and long distances between crossings contribute to unsafe conditions, especially at night.

High Pedestrian Activity and Vulnerable Populations
- Crossings are needed near bus stops, residential areas with seniors, affordable housing (for example, Lotus Court), and nearby residents with no access to cars.
- Heavy foot traffic is tied to transit usage, especially in areas like near Unity Commons and manufactured housing communities.

Lack of Adequate Infrastructure
- Complaints about long distances between crosswalks, lack of lighting, and no signals in key areas.
- Several areas noted to have no safe or designated places to cross, pushing people to cross in between marked crosswalks/traffic signals.

Anticipated Growth and Land Use Changes
- Mention of new apartment developments and city efforts to connect roads or purchase land (for example, Martin to Pacific).
- Indicates future pedestrian needs will only increase, particularly east of Marvin and in evolving areas like encampment referred to as "The Jungle."

During Phase 2, TRPC conducted targeted outreach in the form of surveys with the Thurston County Food Bank and Lacey Veterans Services Hub. The following takeaways emerged:

- Overall support for pedestrian actuated crossing signals (RRFBs)
- Mixed support for driveway consolidation
- Generally, respondents were not supportive of the removal of center turn lane in all three initial designs (Devoe Street, Food Bank, Gerald Street)

TRPC also conducted pop-up events in June at several of the proposed crossings along the corridor to gather feedback from those using the corridor about the specific crossing designs. Of the 22 corridor users surveyed, all generally favored the identified improvements, but were most enthusiastic about adding median crossing islands, overhead beacons and extending and connecting sidewalks.

1 Outreach

Walk Audits

In January and February 2025, the project team conducted five walk audits on Martin Way from Pacific Avenue SE to Meridian Road NE/Duterrow Road SE. This approach was developed following Federal Highway Administration (FHWA) Road Safety Audit (RSA) guidelines and informed by findings from crash data analysis, transit access, crossing opportunities, and other available data related to transportation safety on the corridor.

Road Safety Audits are formal safety examinations of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users. The primary purpose of Walk Audits was to identify potential crossing locations and connections to pedestrian generators along the corridor.

The project team conducted Walk Audits for each of the following five segments on the Martin Way corridor:

- Pacific Avenue to Lilly Road
- Lilly Road to College Street
- Martin Way P&R to Carpenter Street
- Kinwood Street to Galaxy Drive NE
- Marvin Road to Meridian Road/Duterrow Road

To conduct the audits, the consultant team (Transpo Group and Toole Design) led groups consisting of TRPC staff, Thurston County staff, City of Olympia staff, City of Lacey staff, and community partners on approximately two-mile walks along each segment. Participants were asked to observe and take notes regarding safety improvements they would like to see along the corridor. The following sections describe general observations summarized by segment.

Walk Audit 1: Pacific Avenue to Lilly Road (City of Olympia)

Key observations from Walk Audit #1:

- There are many sidewalk gaps on one or both sides of the street along this segment.
- ADA deficiencies were noted, including missing or non-compliant curb ramps.
- Intercity Transit is in the process of improving existing bus stops, and bus service increases are planned for mid 2026. Transit signal priority pilot project is underway.
- Intersection at Lilly Road: signal pre-empted frequently by emergency vehicles.
- The City of Olympia planning a corridor design project in 2025/26.

Walk Audit 2: Lilly Road to College Street (City of Olympia)

Key observations from Walk Audit #2:

- Sidewalks are present along most of the segment.
- There are some ADA deficiencies, including missing curb ramps at intersections.
- Intercity Transit has planned (Summer 2025) in-lane bus stop improvements at a few locations where existing pullout stops require buses to merge back into traffic.
- Nearby school district boundaries generally consider Martin Way a barrier for students crossing, and generally draw boundaries along Martin Way.
- Driver speeds observed to be greater than posted speed limit (35 mph).
- City of Olympia has plans for two new pedestrian crossings west of Sleater Kinney Road NE between existing Intercity Transit bus stops.

Walk Audit 3: Martin Way Park and Ride to Carpenter Street (City of Lacey)

Key observations from Walk Audit #3:

- There are challenging pedestrian crossings due to lack of an intuitive, direct route at the I-5 ramp west of Martin Way Park & Ride. Riders transferring from 62A (located on the southwest approach to the intersection) to 620 buses (stop located to the northeast of the intersection) do not have a pedestrian signal to facilitate their crossing of the freeway ramp entrance.
- Signal at shopping center entrance just west of Desmond Drive flashes yellow for traffic on Martin Way during morning hours when businesses are closed. During this time, pedestrian signal heads are dark effectively making it an unsignalized crossing of Martin Way.
- At Desmond Drive there is a conflict between turning motorists and pedestrians. Each of the traffic signal poles includes signs "Pedestrians Look for Turning Vehicles."
- Near the Nisqually Trout Farms driveway entrance and the Intercity Transit Stop (ID 520) near the 5700 block of Martin Way, Walk Audit participants observed a pedestrian waiting in middle of road with fast moving traffic on either side to complete a crossing.
- There is an approximately half mile gap between signalized crossings at Desmond Drive and Carpenter Road SE. Walking route transitions to roadway shoulder in this section,
- High observed vehicle speeds coincide with areas with sidewalk gaps and painted bike lanes to the east of Desmond Drive. Minimal bike markings for crossing intersections and as right turn pockets are developed for vehicles.

Walk Audit 4: Kinwood Street to Galaxy Drive Northeast (Thurston County)

Key observations from Walk Audit #4:

- Sidewalks are present along most of the segment; however, sidewalk width and pavement quality varies in several locations.
- There are some recent ADA improvements at intersections.
- Multiple driveways accessing the same business present, especially at Lacey Center, present access management challenges.
- High demand for crossings near the Thurston County Food Bank to and from the west bound transit stop on the opposite side of Martin Way to the west of Neil Street.

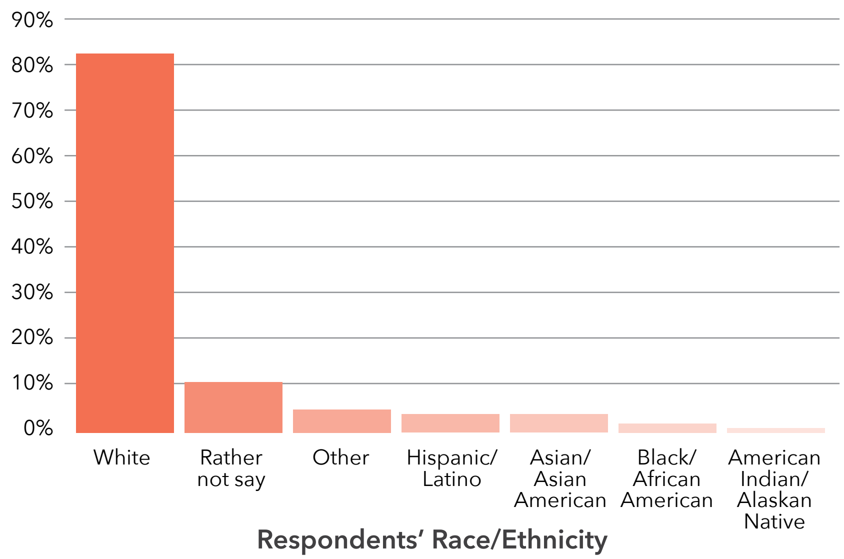
Walk Audit 5: Marvin Road to Meridian Road/Duterrow Road (City of Lacey)

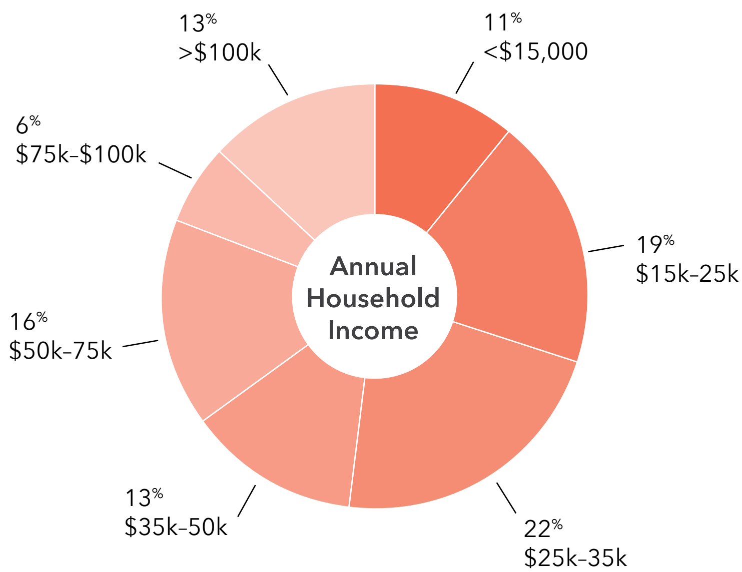
Key observations from Walk Audit #5:

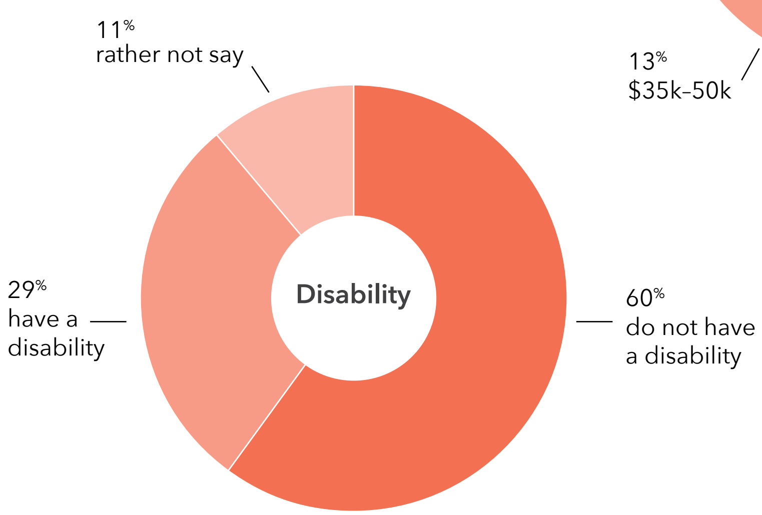
- There are large sidewalk gaps along this segment.
- There are makeshift off-street paths to accommodate pedestrians.
- Some recent development frontage has improved sidewalks.
- River Ridge High School located just off corridor. "Demand trails" have developed along the south side of Martin Way between Walgreens and Gerald Street.
- New westbound bus stop planned (Fall 2025) just west of Hoh Street.
- Intersection of Dutterow Road and Martin Way is being evaluated for a potential future roundabout, with the additional benefit of serving as a bus turnaround.

Public Surveys

Two public surveys were conducted during the Martin Way Crossing Study. The first survey was available online from early December 2024 to mid-January 2025. This survey was developed and administered by TRPC. The survey had a combination of multiple choice and open-ended questions about the Martin Way corridor asking respondents about travel on the corridor. The 52 questions gather information about which parts of the corridor respondents frequently travel on; whether users drove, walked, biked, or use transit; and what types of improvements respondents wanted to see along the corridor. Survey respondents were able to skip or answer as many questions as they desired. Three hundred and forty-one people responded to the survey. The breakdown of respondent demographics is shown in Figure 1.







Public Survey #1 Demographic Summary

Key summaries from the first public survey are summarized below, while a full breakdown of survey responses is provided in Appendix A.

Lily Road to College Street (Segment 2) is used most frequently. Of the 205 respondents who answered survey questions about this section, 176 (86%) reported that they use Segment 2 at least once or twice a month.

Respondents most want crossings near schools and/or childcare centers, health services, and bus stops. Across all sections of the survey, respondents reported that TRPC should give a high priority or the highest priority to adding crossings near these locations. Transportation hubs were ranked as the fourth most important location.

Respondents reported that it is most important to add crossings in Segment 4 (Carpenter Road to Marvin Road). For each section of the survey, respondents ranked the level of importance of adding mid-block crossings in that section of Martin Way. Of respondents who answered survey questions about Segment 4, 58.3% indicated that it was very important or moderately important to add mid-block crossings in that section. Segment 1 came in a close second, at 58%.

The other most important improvements are constructing sidewalks where there are none, repairing existing sidewalks, and improving lighting. While respondents ranked these improvements in different orders depending on the section of Martin Way, each of these improvements earned the top three highest rankings across all segments.

The second public survey was conducted online in May of 2025. The survey had 30 questions, including both multiple choice and open-ended questions, about the proposed mid-block crossings and potential design features. Survey respondents were able to skip or answer as many questions as they desired. Three hundred and sixty-four people responded to the survey, the breakdown of which is shown below.

Key insights from the second public survey are summarized below, while a full breakdown of survey responses is provided in Appendix A.

Median pedestrian refuge islands were very well received—70-80% of respondents thought they should be incorporated at all design locations.

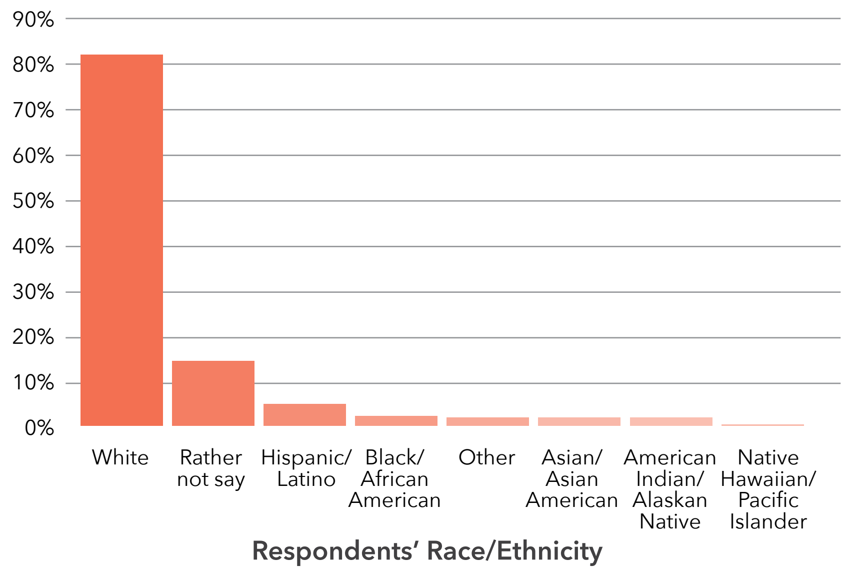
In Olympia, respondents typically favored roadside and median crossing signals instead of overhead crossing signals

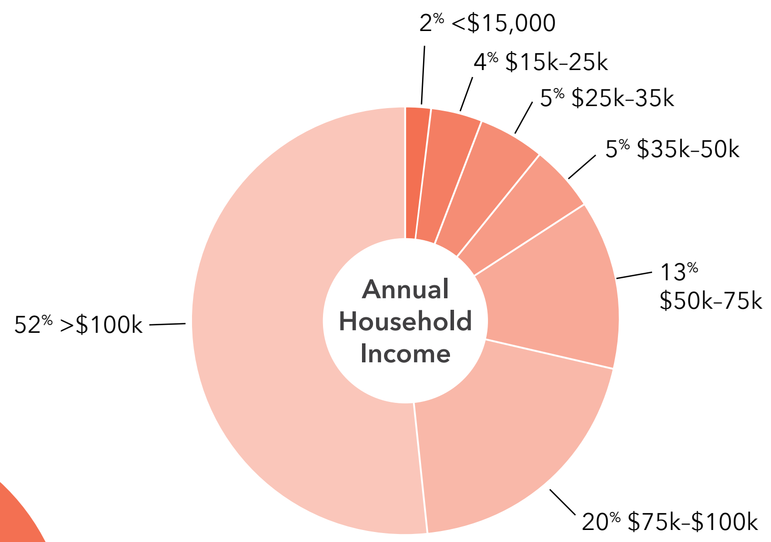
In Unincorporated Thuston County, respondents slightly favored overhead crossing signals instead of median and roadside crossing signals

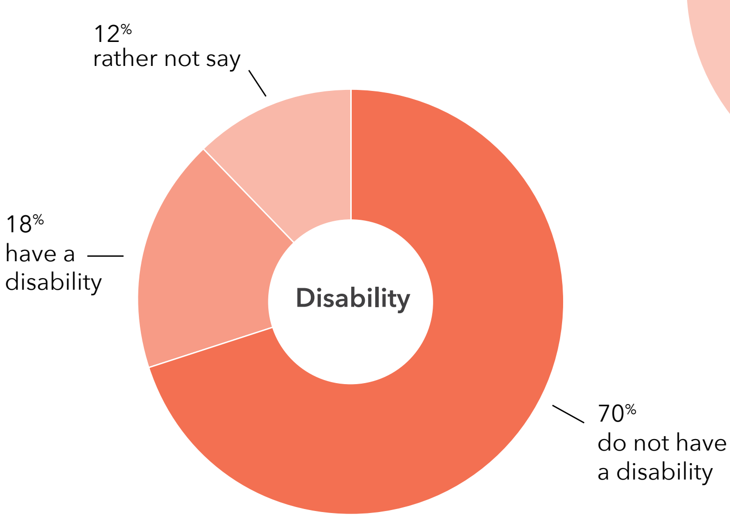
In Lacey, respondents mostly preferred overhead crossing signals compared to roadside crossing signals, but the margin was narrow.

Removing or narrowing driveways was generally not encouraged by survey respondents

Shared bicycle/pedestrian paths were favorable to nearly half of survey respondents at all crossing locations







Public Survey #2 Demographic Summary

1 Outreach

Open Houses

TRPC staff hosted an online open house December 4, 2024. The online open house included an overview of the project goals and objectives. Approximately 20 members of the public attended the online open house and answered a series of questions about the corridor, including how attendees traveled along the corridor, where they often traveled to and from, and which sections of the corridor would most benefit from additional pedestrian crossings. Attendees were then able to ask questions of TRPC staff members and discuss specific concerns along the corridor.

On April 30, 2025, TRPC hosted an in-person open house from 5:30 – 7:30 PM at the Intercity Transit offices (510 Pattison St SE) on Martin Way. For the Open House, the project team prepared poster boards summarizing the goals of the study, general safety information, and initial engineering designs for three new mid-block crossings at Devoe Street, the Thurston County Food Bank, and at Gerald Street (Chapter 3).

Approximately 25 members of the public attended the Open House. Attendees were asked to write comments sticky notes about the three initial designs and were able to discuss their impressions with both TRPC and project team members. Generally, attendees liked the median refuge islands and pedestrian actuated beacons (e.g. RRFBs), and were happy to see physical barriers between people walking or biking and vehicles. Attendees also expressed agreement that filling sidewalk gaps and relocating bus stops closer to proposed crossings were good ideas. Attendees had mixed feelings about the Devoe Street location, citing its proximity to the Pattison Street intersection. A full summary of notes from the 4/30 Open House is included in Appendix A.

Sample Visualization—Thurston County Food Bank Planned Crossing. All visualizations for the 4/30 open house are included in Appendix B

4/30/25 Public Open House for the Martin Way Crossing Study

2

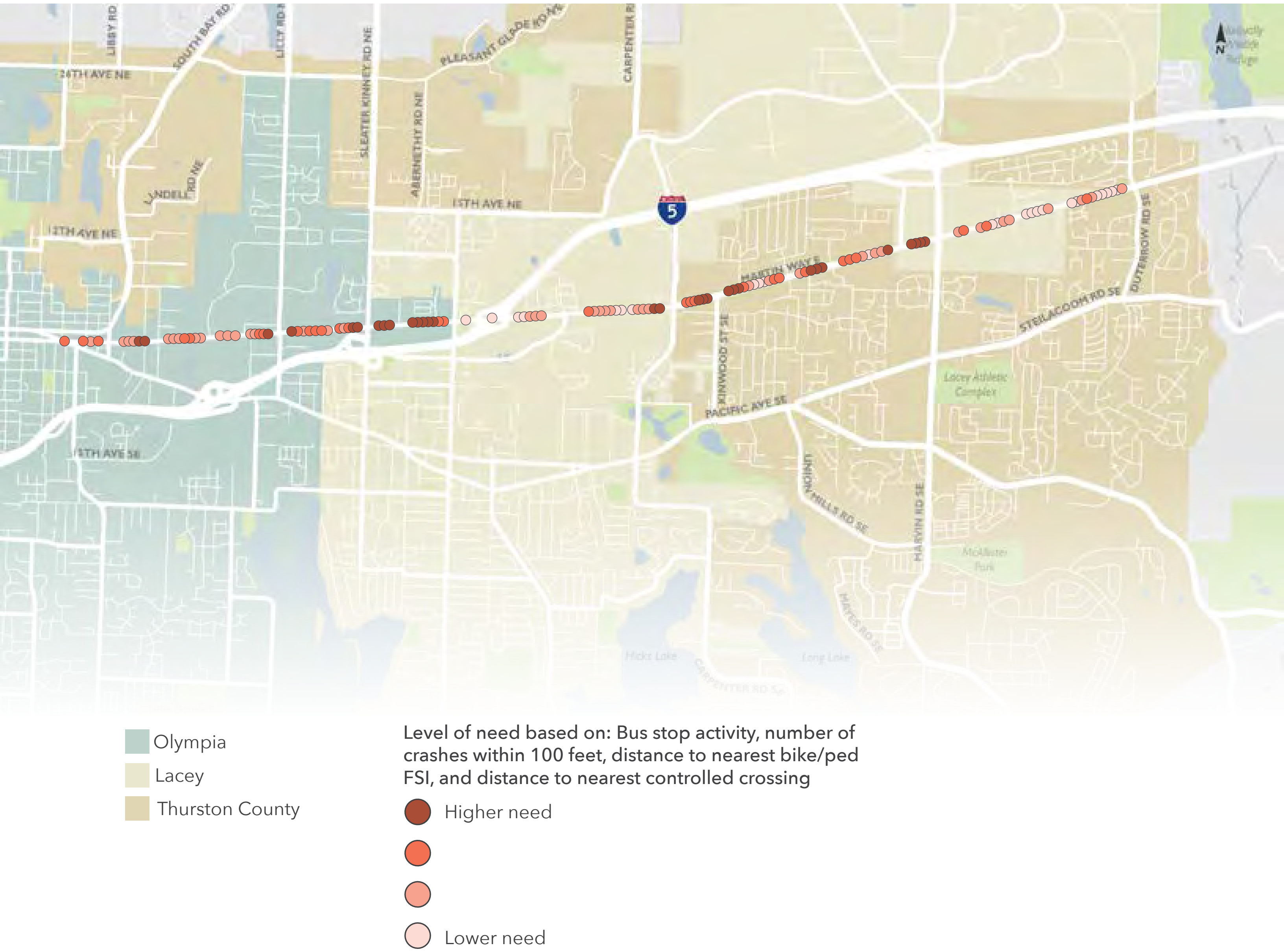
Crossing Identification

2 Crossing Identification

Potential crossing locations along the corridor were identified based upon the consultant team's review of relevant plans and policies of the partner agencies and findings from previous project tasks, including stakeholder engagement activities such as the walk audits (see Chapter 1).

The project team reviewed available data for the corridor and employed an "interpolated points" technique to identify locations with a greater need. In this technique, a geospatial point was placed every 150 feet from one end of the study area to the other. Points within 200 feet of a controlled crossing (e.g. traffic signal, RRFB, marked crosswalk) were removed. Every remaining point was run through a filter for average bus stop activity, number of crashes within 100 feet, distance to the nearest bike/ed FSI, and distance to nearest controlled crossing. After layering each filter on top of each other, darker dots were revealed as high need areas. Map 1 displays the areas with the most need based on this analysis.

Map 1: High Need Crossing Locations



2 Crossing Identification

The locations of highest need were reviewed for the entire corridor along with the locations identified in surveys conducted by TRPC and notes from the walk audits. The result was a list of 18 new potential crossing locations (Map 2) on Martin Way. After discussion with the Steering Committee, the location between Galaxy and Marvin Road was eliminated due to proximity to existing signalized crossings. The prioritization framework described in the next section was applied to these 17 crossings.

Map 2: Recommended crossing locations

2 Crossing Identification

Prioritization Framework

As part of the Martin Way Crossing Study, the TRPC needs to be able to direct resources to crossing locations identified as having the greatest needs. This section summarizes the framework used to prioiritize where mid-block crossings were most needed along the corridor.

The overall project location prioritization framework includes quantitative and qualitative steps that reflect the priorities shared during the March 18, 2025, meeting of the Steering Committee. Figure 1 gives an overview of the prioritization process.

Figure 1: Prioritization Process Overview

Quantitative Step

Proximity to:

- High crash density (all modes)
- Bicycle or pedestrian fatal or serious injury (FSI) crash(es)
- Bus stop(s) with high activity
- Existing signalized or enhanced crossing

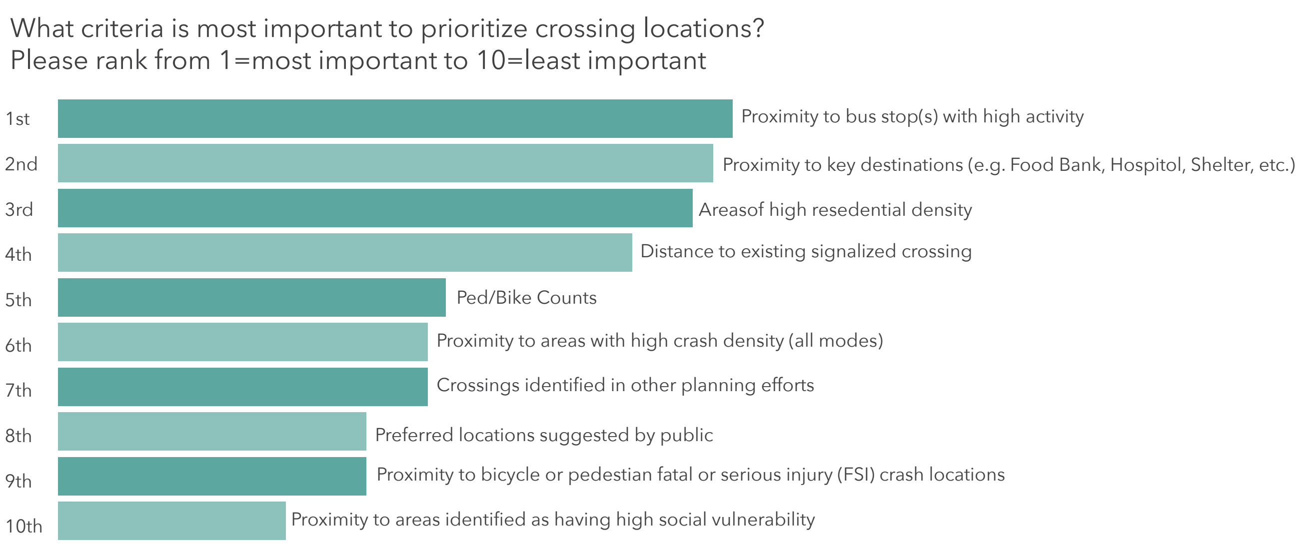
Additional criteria:

- Preferred locations suggested by public
- Areas identified as having high environmental health disparities
- Areas of high population density
- High density land use designation

Qualitative Step

- Crossings identified in other planning efforts
- Inclusion on CIP, TE or other funded project lists
- Environmental or site constraints Potential obstacles/resistances (e.g., environmental review requirements)
- Quick-build feasibility

Figure 2: Results from Prioritization Criteria Ranking Activity



During a discussion following the ranking activity, Committee members shared some of their rationale for ranking some criteria higher than others. Committee members said they ranked ped/bike counts lower to account for future demand that might not be reflected in counts of existing pedestrian and bicyclist activity. Committee members shared that they ranked criteria of high crash density (all modes) higher than proximity to bicyclist or pedestrian fatal or serious injury (FSI) crash locations because they felt it was a stronger indicator of overall safety on the corridor. Crashes were also possibly ranked lower because of a desire to be proactive and instead of reactive.

Committee members commented that preferred locations suggested by the public were ranked lower because they felt that all the voices are not always included in outreach, especially those who are most vulnerable or have the greatest equity needs.

One participant noted that if public comments are given higher weight in the prioritization process, then equity criteria should be given higher weight to account for the possibility that more vulnerable community member voices might not be included in the public comments. However, it should be noted that TRPC has conducted extensive general and targeted outreach to interested parties and community partners as part of this effort.

Following the Steering Committee prioritization criteria ranking activity, the project team noted that the criteria fell into three main themes: accessibility, safety, and equity. Each theme contains a subset of metrics. Table 1 shows the definitions of the quantitative metrics listed above to prioritize crossing locations. The qualitative step will be included in the prioritization after the quantitative analysis during refinement of the prioritized list of crossing locations.

Table 1: Prioritization Metrics and Definitions

Theme	Metric	Definition
Quantitative Metrics		
Accessibility	Transit	Average activity (boardings and alightings) at the nearest bus stop, based on data from Sept to Oct 2024
	Land Use	Location is within high density zone defined by Thurston County.
	Population Density	Population data for Census Block Groups along the study corridor from the 2023 American Community Survey
	Controlled Crossing	Distance in feet to nearest controlled crossing (i.e. traffic signal, RRFB, or marked crosswalk)
Safety	Crash Density	Number of crashes within 100 feet based on WSDOT crash data from 2014 to 2023.
	Ped./Bike FSI crashes	Distance in feet to nearest ped/bike FSI
Equity	Environmental Health Disparities	Overall rank of the Census Tract the recommended location is within, based on WA Environmental Health Disparities Map rankings
	Preferred pedestrian crossing locations suggested by public	Locations suggested in the survey and by stakeholders during listening sessions based on number of comments.
Quantitative Metrics		
Other Considerations	Crossings identified in other planning efforts	Qualitative assessment based on review of previous and current planning efforts and policies
	Inclusion on CIP, TE or other funded project lists	Qualitative assessment based on review of currently programmed projects
	Environmental or site constraints	Qualitative assessment based on review of critical areas
	Ped/Bike Counts	Quartiles based on existing counts

Quantitative Evaluation

Level of Traffic Stress

The project team systematically analyzed all pedestrian crossings in the study area. The Pedestrian Crossing Level of Traffic Stress (PxLTS) is a high-level, data-driven analysis. It roughly identifies crossings that are "probably comfortable" or "probably stressful" for people of all ages and abilities. It is not intended to be a definitive measure of safety or to identify what specific treatments are needed to improve any individual crossing. Rather, this analysis can be used to highlight corridors and locations where crossing the street may be challenging.

Using this technique, every crossing was given a PxLTS score from 1 to 4. A score of 1 indicates the crossing is relatively comfortable for all ages and abilities, while a score of 4 indicates the crossing is very stressful and uncomfortable. In this analysis, crossings with a score of 3 or 4 are categorized as "high stress." Several factors could make a crossing stressful for a pedestrian. There could be no crosswalk or signal at the crossing, making that location feel unsafe to cross. The cross-street could have high volume of cars traveling at high speeds, which would pose a barrier for pedestrians to cross. The PxLTS analysis revealed that every pedestrian crossing on the corridor was high stress.

Quantitative Scoring Method

The seventeen high-need locations identified through the Crossing Identification were given quantitative scores based on four natural breaks in the distribution of the following categories. Table 2 contains a scoring rubric for how points were allocated.

Table 2: Quantitative Scoring Rubric

	Accessibility				**Safety**		**Equity**	
Metric	Transit	Population Density (by block group)	Land Use	Distance to nearest Controlled Crossing	Crash Density	Distance to Bike/Ped FSI	Environmental Health Disparity	Survey
Units	average activity	population/ square mile	Thurston County zoning designation	feet	number of crashes within 100 ft	feet	overall rank	number of comments at nearest location mentioned on survey
1 Point	4–31	829–1,056	[none]	200–311	0–2	1,526–4,329	5	1–2
2 Points	32-65	1,057–3,134	[none]	312-441	3–4	910–1,525	6	3–4
3 Points	66–102	3,135–4,657	[none]	442–618	5–8	434–909	7	5–8
4 Points	103–186	4,658–5,955	Mixed Use High Density; High Density Corridor	619–1,537	9–32	0–433	8	9–15

Transit

Intercity Transit data was provided by Intercity Transit for ridership activity from September to October 2024. Recommended crossing locations near a bus stop with higher average activity were given more points (Map 3).

Map 3: Intercity Transit Bus Stops

Average weekday boardings and alightings (September–October 2024)

- 4–31
- 32–65
- 66–102
- 103–186

- Olympia
- Lacey
- Thurston County

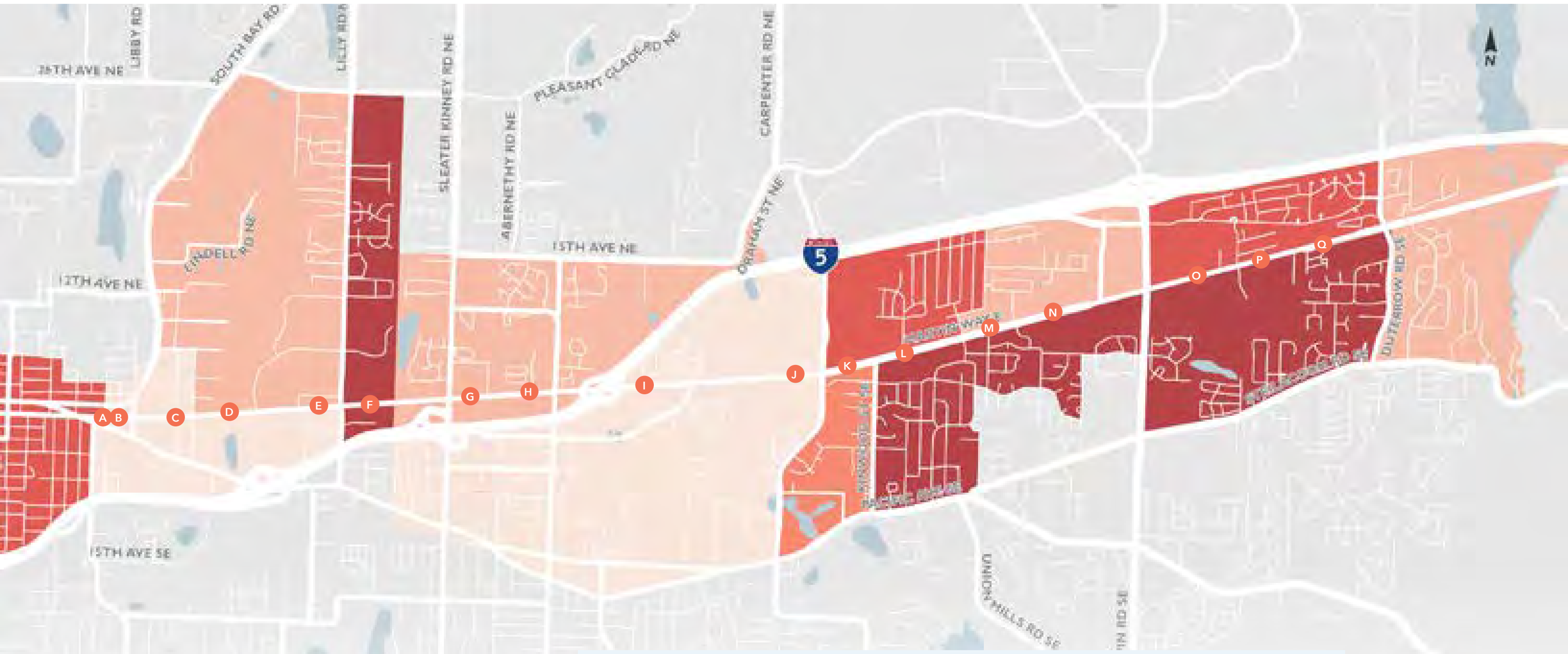
Proposed Locations

- A Chambers St
- B Steele St
- C Devoe St
- D Bark Store
- E Between Mary Elder and Lilly
- F Between Lilly and Chehalis Trail
- G Between Sleater Kinney and Kasey Keller
- H Driveway into 4500 Martin Way manufactured housing community
- I Park and Ride
- J Driveway into Nisqually Trout Farms
- K Between Carpenter and Kinwood
- L Food Bank (Neil St)
- M School St
- N Driveway into 7838 Martin Way manufactured housing community
- O Gerald St
- P Blackhawk Ln
- Q Copper Wood Ln

Population Density

Population by block group was obtained from the U.S. Census American Community Survey 2023. Recommended crossing locations in block groups with higher population density were given more points (Map 4).

Map 4: Population Density by Census Block Group, 2023



Population Density (pop/sq ml)

- 830–1,100
- 1,200–1,600
- 1,700–3,100
- 3,200–4,700
- 4,800–6,000

Proposed Locations

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- B Steele St
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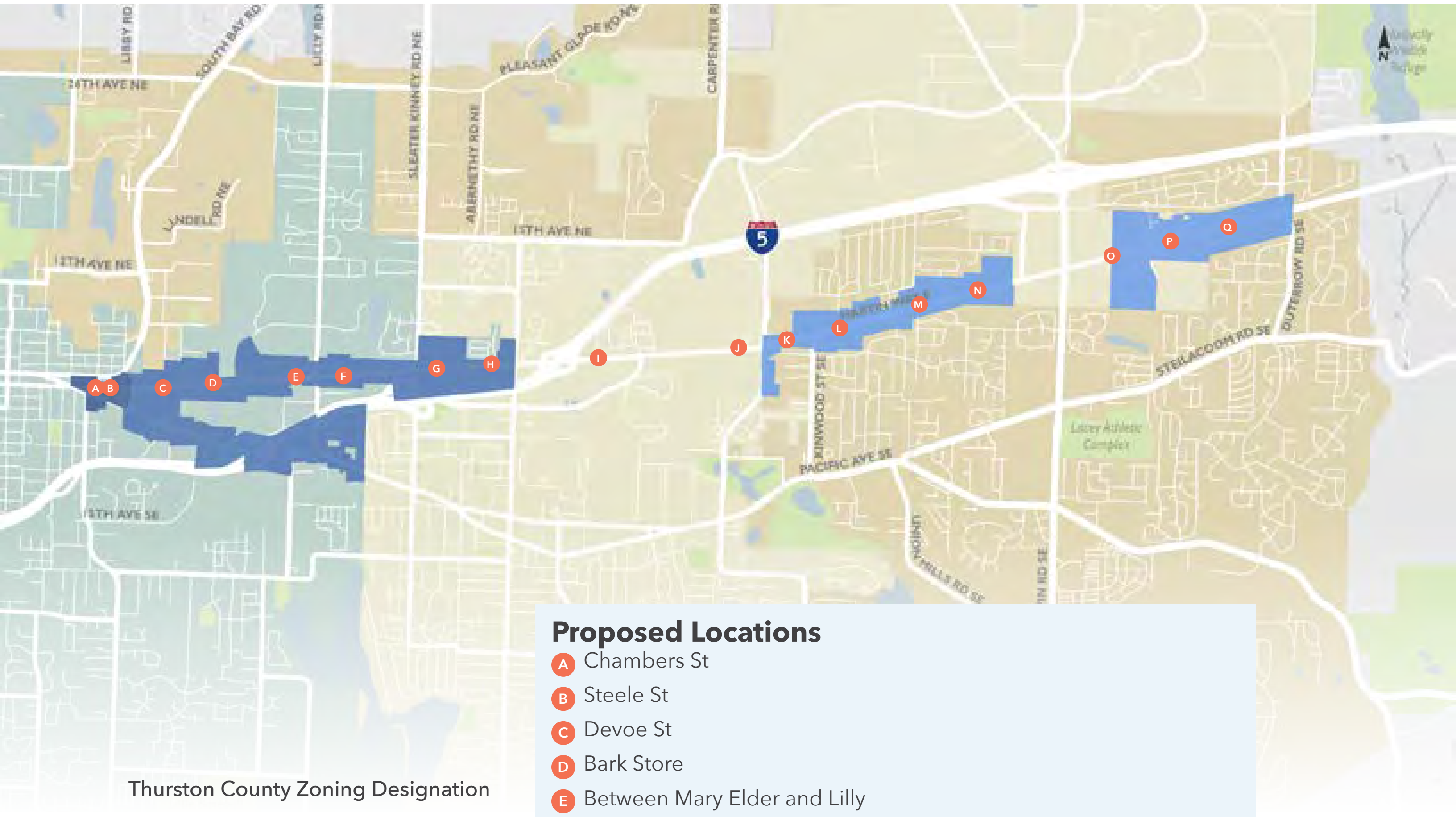
Land Use

Thurston County has zoned some areas in the study area for high density. Recommended crossing locations in these zones were given four points (Map 5).

Map 5: Land Use



Proposed Locations

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Thurston County Zoning Designation

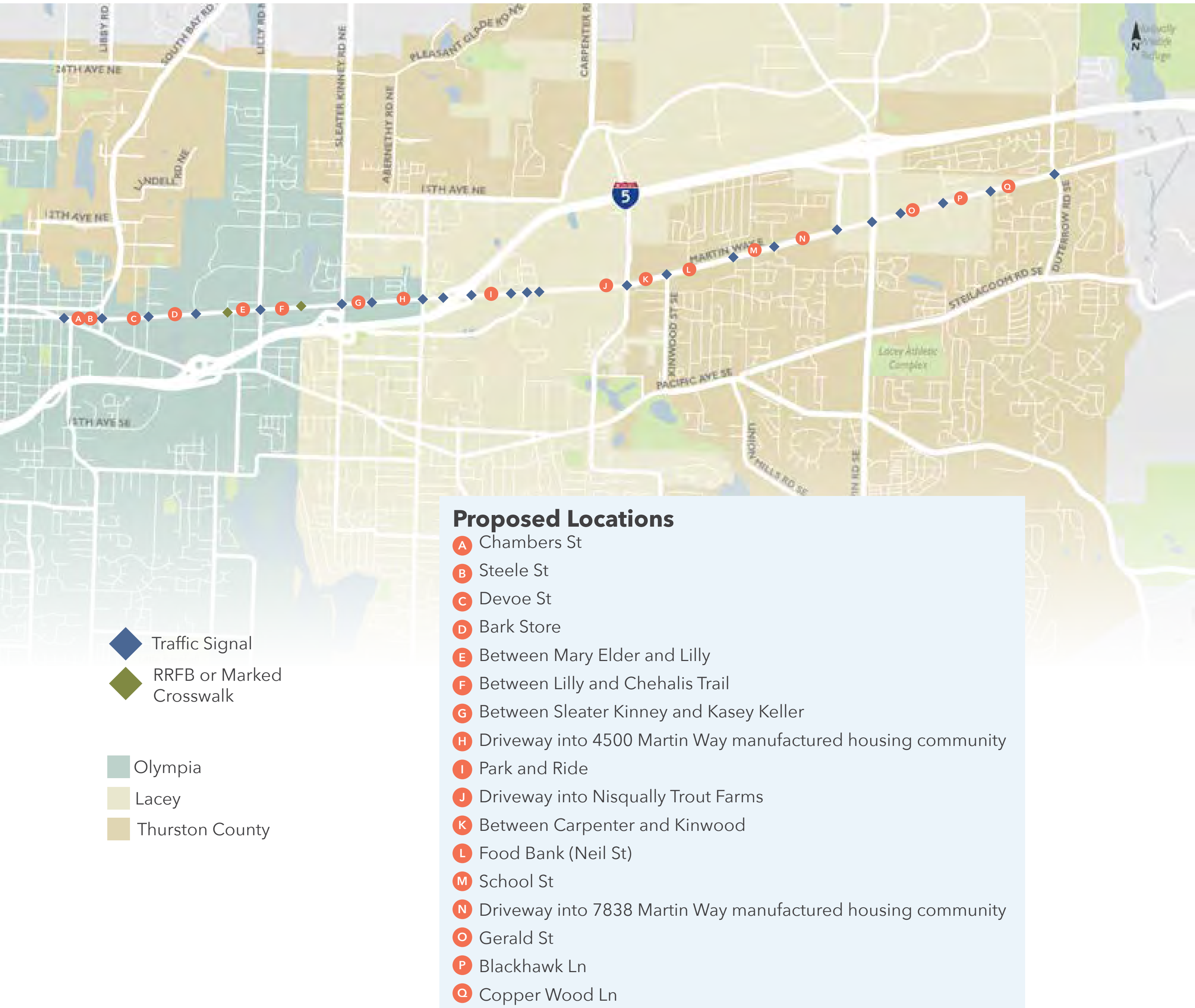
- High Density Corridor 3
- High Density Corridor 4
- Mixed Use High Density

- Olympia
- Lacey
- Thurston County

Controlled Crossing

Only unsignalized intersections and midblock crossings were analyzed. The distance to the nearest control (e.g. traffic signal, RRFB, marked crosswalk) was calculated. Recommended crossing locations with a longer distance to the nearest control were given more points (Map 6).

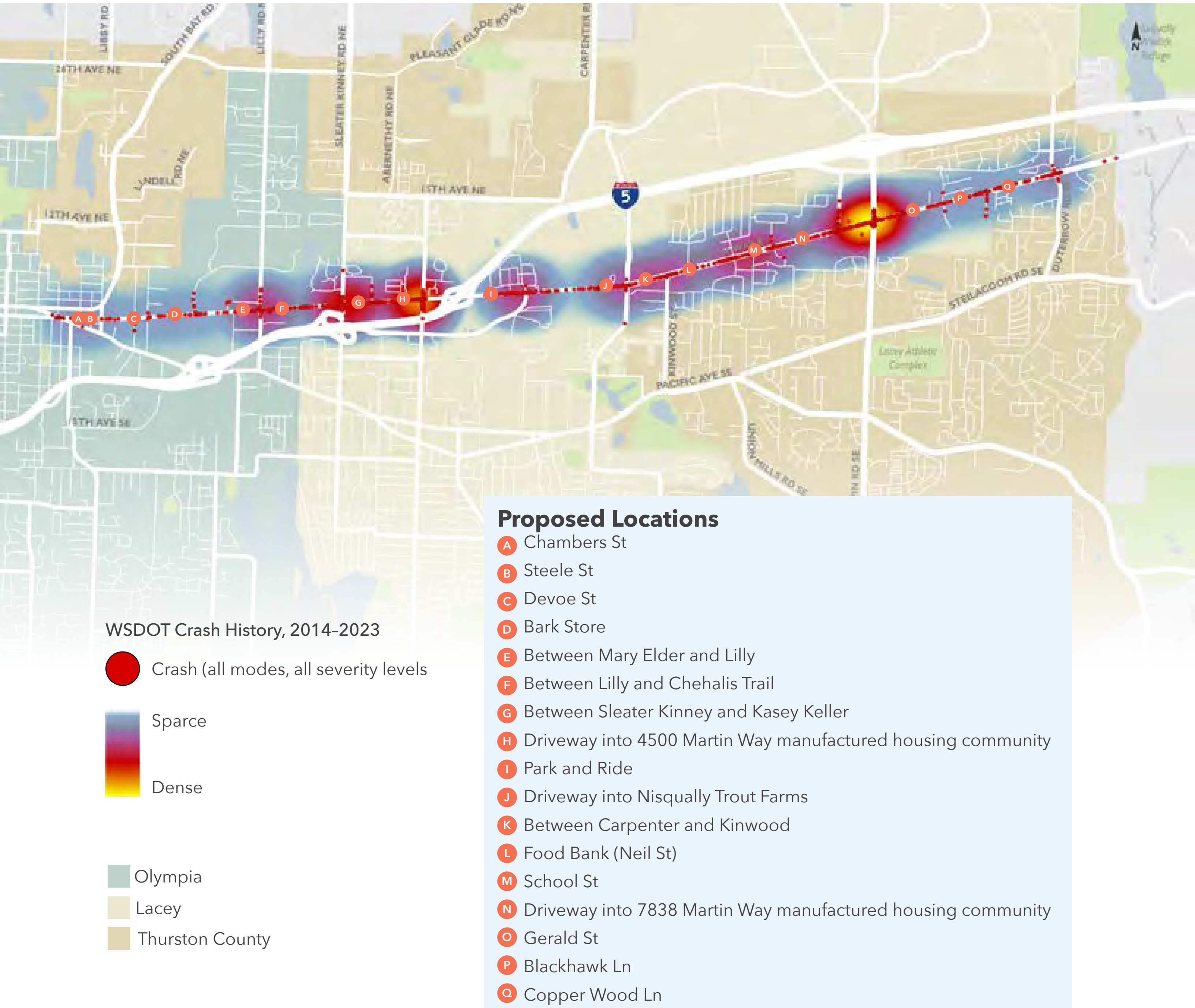
Map 6: Controlled Crossings



Crash Density

A 100-foot buffer was taken around each recommended crossing location. Those with more crashes within the 100 foot buffer were given higher points (Map 7). Historic crash data from 2014 to 2023 was obtained from Washington State Department of Transportation (WSDOT).

Map 7: Crash density along Martin Way, 2014-2023

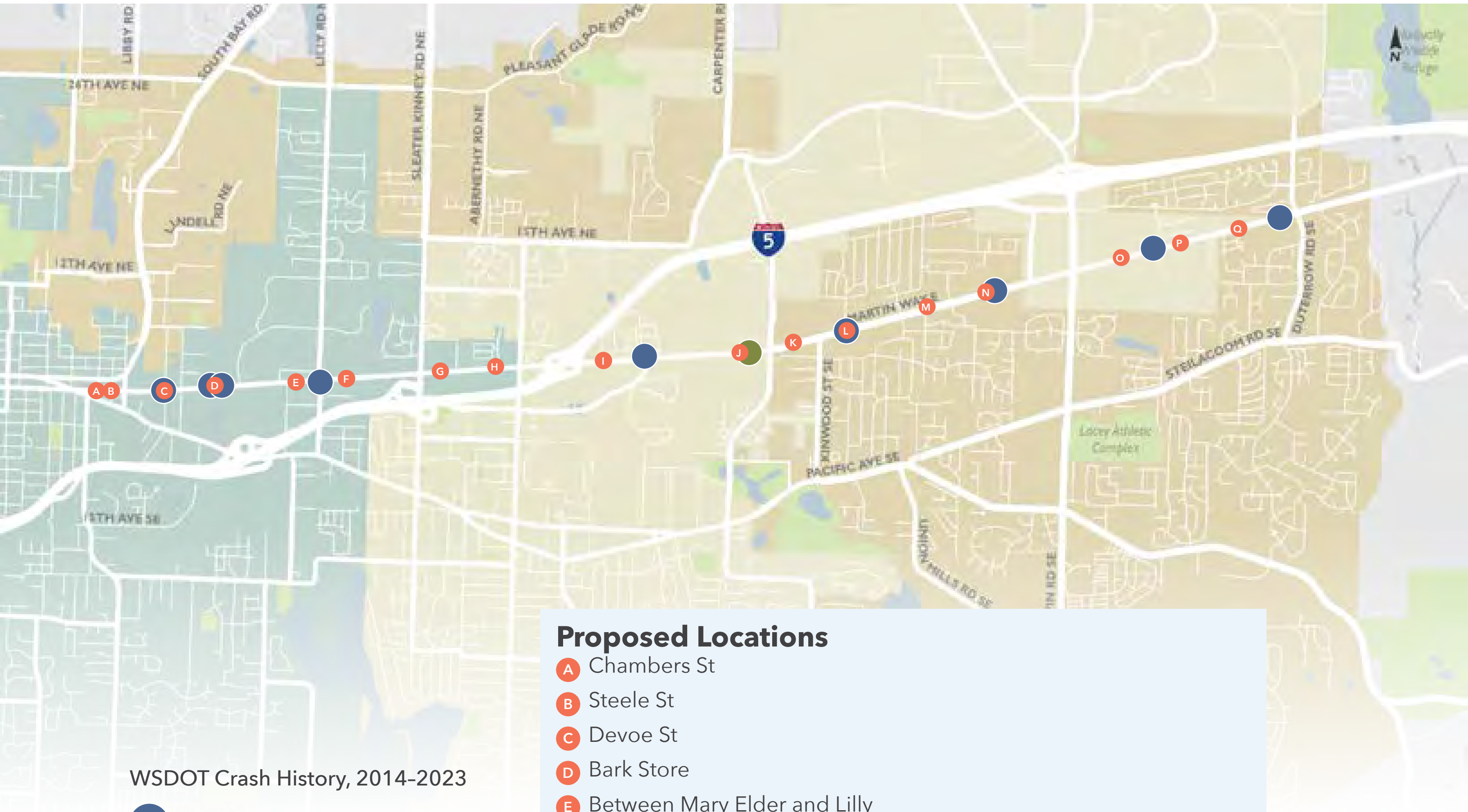


2 Crossing Identification

Fatal or Serious Injury Crashes involving People Walking or Biking

There were 11 bike/ped FSIs in the study area from 2014 to 2023. Recommended crossing locations closer to these crashes were given higher points.

Map 8: Bicyclist- and Pedestrian-Involved Fatal and Serious Injury Crashes, 2014-2023



WSDOT Crash History, 2014–2023

- Pedestrian-involved FSI crash
- Bicyclist-involved FSI crash

- Olympia
- Lacey
- Thurston County

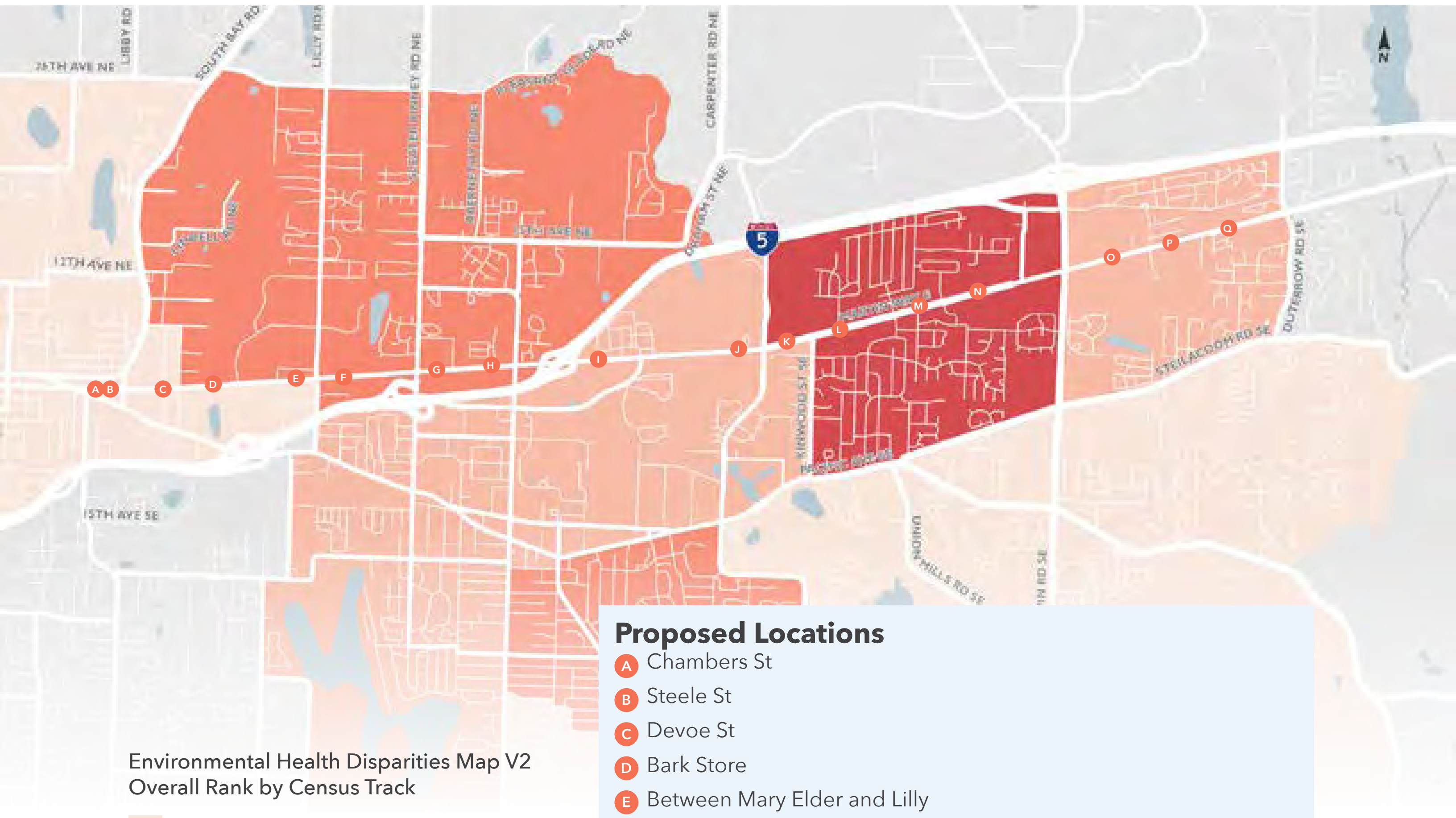
Proposed Locations

- A Chambers St
- B Steele St
- C Devoe St
- D Bark Store
- E Between Mary Elder and Lilly
- F Between Lilly and Chehalis Trail
- G Between Sleater Kinney and Kasey Keller
- H Driveway into 4500 Martin Way manufactured housing community
- I Park and Ride
- J Driveway into Nisqually Trout Farms
- K Between Carpenter and Kinwood
- L Food Bank (Neil St)
- M School St
- N Driveway into 7838 Martin Way manufactured housing community
- O Gerald St
- P Blackhawk Ln
- Q Copper Wood Ln

Environmental Health Disparity (EHD)

The Washington State Department of Health created the EHD Map to identify areas where communities experience a disproportionate share of environmental health burdens. They assess census tracts for inequities in health based on social, medical, climate, and environmental factors. Census tracts with a higher overall rank experience more health burdens. Recommended crossing locations in Census tracts with a higher EHD rank are given more points (Map 9).

Map 9: Environmental Health Disparities Map



Environmental Health Disparities Map V2
Overall Rank by Census Track

- 5
- 6
- 7
- 8

Proposed Locations

- A Chambers St
- B Steele St
- C Devoe St
- D Bark Store
- E Between Mary Elder and Lilly
- F Between Lilly and Chehalis Trail
- G Between Sleater Kinney and Kasey Keller
- H Driveway into 4500 Martin Way manufactured housing community
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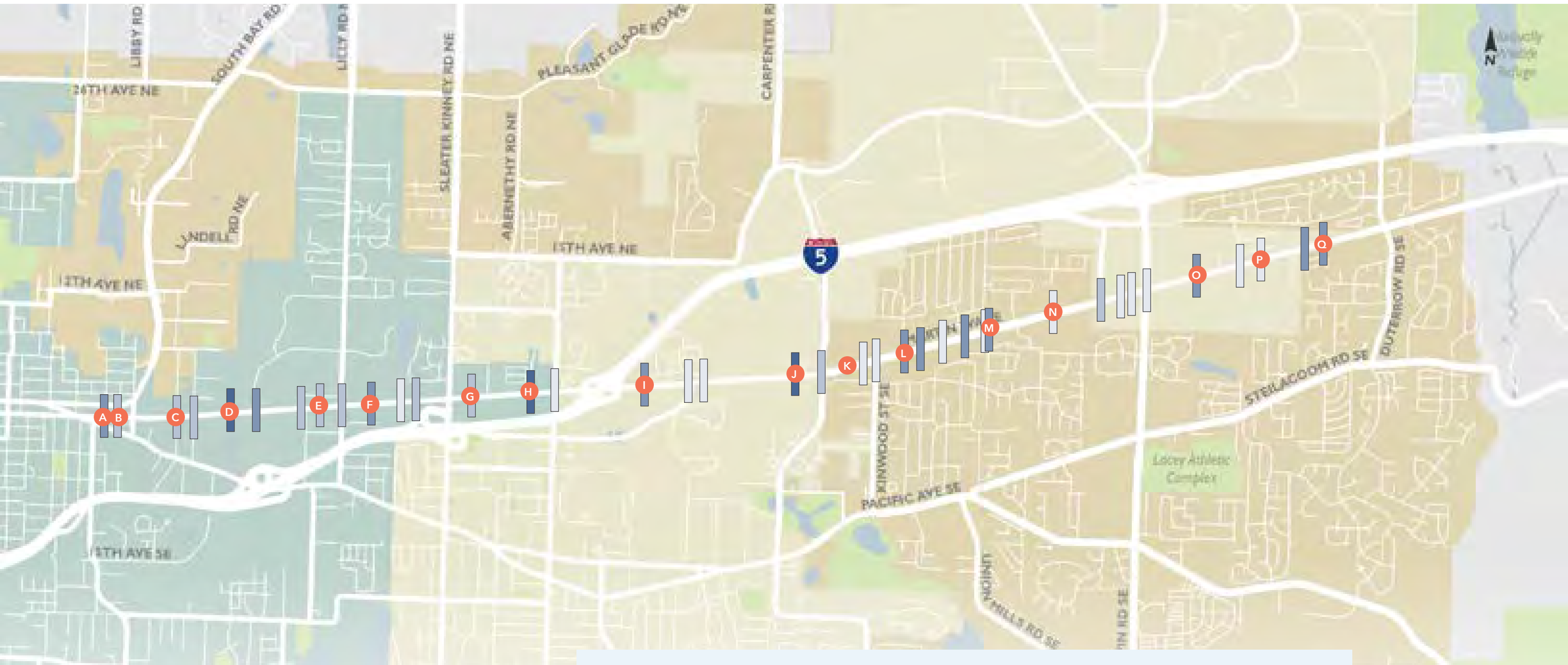
2 Crossing Identification

Survey

During the community engagement phase of this plan, community members were surveyed to identify places along Martin Way where they would like to see a crossing. Map 10 displays all the places mentioned by survey respondents and the number of times they were mentioned. Recommended crossing locations at places mentioned by survey respondents were given more points.

Map 10: Preferred pedestrian crossing locations suggested by public though surveys



Proposed Locations

- A Chambers St
- B Steele St
- C Devoe St
- D Bark Store
- E Between Mary Elder and Lilly
- F Between Lilly and Chehalis Trail
- G Between Sleater Kinney and Kasey Keller
- H Driveway into 4500 Martin Way manufactured housing community
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- M School St
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- O Gerald St
- P Blackhawk Ln
- Q Copper Wood Ln

Number of Mentions in Survey

- 1–2
- 3–4
- 5–8
- 9–15

- Olympia
- Lacey
- Thurston County

Qualitative Evaluation

Planning and Policy Alignment

The project team cross referenced the Policy and Plan Review with the 17 prioritized locations. Table 3 displays all the crossings that were identified in previous planning efforts. If a recommended crossing location was referenced in an existing plan, it may speed up implementation because the jurisdiction has already identified a need there.

Potential Obstacles

Some recommended crossing locations have environmental or site constraints that will make them less feasible to implement. Environmental review requirements for critical wetland areas also may decrease the feasibility of some locations.

Potential Opportunities

Some locations have potential for quick-build improvements that can be implemented sooner. In addition, many regional shopping destinations will be served by improved crossings along Martin Way.

Table 4: Recommended locations cross-referenced with existing plans and policies

	Martin Way Corridor Market Study (2021)	Olympia Comprehensive Plan (2021)	City of Olympia Street Safety Plan (2024)	Olympia Transportation Master Plan (2021)	Olympia Parks, Arts, and Recreation Master Plan (2016)	Olympia Capital Facilities Plan 2025-2030	Storm and Surface Water Plan	Pedestrian and Bicycle Plan for the City of Lacey and Lacey UGA (2018)	Lacey Comprehensive Plan (2016)	Lacey 2023-2042 Capital Facilities Plan	TRPC 2030 Transportation Plan (2012)	Thurston County 2025-2030 Capital Improvement Program (2024)	Thurston Regional Trails Plan (2023)	Intercity Transit 2025-2029 Capital Improvement Plan (2024)
Food Bank (Neil St)								x	x					
Bark Store	x	x		x	x									
driveway into 7838 Martin Way mobile home park								x	x					
driveway into 4500 Martin Way mobile home park	x													
School St								x	x			x		
Between Carpenter and Kinwood	x							x	x			x		
Copper Wood Ln	x							x		x				x
Gerald St								x						
Devoe St		x	x											
Chambers St	x	x												
Blackhawk Ln								x						
driveway into Nisqually Trout Farms	x							x			x			
Between Lilly and Chehalis Trail	x	x	x											
Steele St		x												
Between Sleater Kinney and Kasey Keller		x	x			x								
Between Mary Elder and Lilly		x	x				x							
Park and Ride		x						x					x	

Table 5: Quantitative Scoring Rubric

	Accessibility				Safety		Equity	
Metric:	Transit	Population Density (by block group)	Land Use	Distance to nearest Controlled Crossing	Crash Density	Distance to Bike/Ped FSI	Environmental Health Disparity	Survey
Units:	average activity	population/ square mile	Thurston County zoning designation	feet	number of crashes within 100 ft	feet	overall rank	number of comments at nearest location mentioned on survey
1 Point	4–31	829–1,056	[none]	200–311	0–2	1,526–4,329	5	1–2
2 Points	32–65	1,057–3,134	[none]	312–441	3–4	910–1,525	6	3–4
3 Points	66–102	3,135–4,657	[none]	442–618	5–8	434–909	7	5–8
4 Points	103–186	4,658–5,955	Mixed Use High Density; High Density Corridor	619–1,537	9–32	0–433	8	9–15

Prioritized List

The quantitative review resulted in a prioritized list of the seventeen recommended crossing locations. Table 3 displays the scoring results of the quantitative review.

Table 3: Quantitative Score of recommended crossing locations

		Accessibility				Safety		Equity		
Name	**Jurisdiction**	Transit	Population Density	Land Use	Distance to Nearest Controlled Crossing	Crash Density	Distance to Bike/Ped FSI	Environmental Health Disparity	Survey	**Quantitative Score**
Food Bank (Neil St)	**Thurston County**	**3**	**4**	**4**	**3**	**4**	**4**	**4**	**3**	**29**
Bark Store	**Olympia**	**2**	**2**	**4**	**4**	**3**	**4**	**3**	**4**	**26**
driveway into 7838 Martin Way mobile home park	**Thurston County**	**1**	**4**	**4**	**4**	**3**	**4**	**4**	**1**	**25**
driveway into 4500 Martin Way mobile home park	**Olympia**	**2**	**2**	**4**	**3**	**4**	**1**	**3**	**4**	**23**
School St	**Thurston County**	**2**	**4**	**4**	**3**	**4**	**1**	**4**	**1**	**23**
Copper Wood Ln	**Lacey**	**2**	**4**	**4**	**4**	**2**	**2**	**2**	**3**	**23**
Between Carpenter and Kinwood	**Thurston County**	**3**	**3**	**4**	**3**	**3**	**2**	**4**	**1**	**23**
Gerald St	**Lacey**	**1**	**4**	**4**	**2**	**4**	**2**	**2**	**3**	**22**
Devoe St	**Olympia**	**4**	**1**	**4**	**2**	**3**	**4**	**1**	**2**	**21**
Blackhawk Ln	**Lacey**	**1**	**4**	**4**	**3**	**2**	**3**	**2**	**1**	**20**
Chambers St	Olympia	2	3	4	1	4	1	1	3	19
driveway into Nisqually Trout Farms	Lacey	1	1	0	4	3	4	2	4	19
Between Lilly and Chehalis Trail	Olympia	2	4	0	3	1	3	3	3	19
Between Sleater Kinney and Kasey Keller	Olympia	4	2	0	2	4	1	3	2	18
Steele St	Olympia	2	1	4	1	4	2	1	2	17
Park and Ride	Lacey	1	1	0	3	3	2	2	3	15
Between Mary Elder and Lilly	Olympia	1	2	0	3	1	3	3	2	15

The top 10 locations (shown in bold) were selected for development of 30% engineering designs, as shown in Chapter 3.

3

Crossing Designs

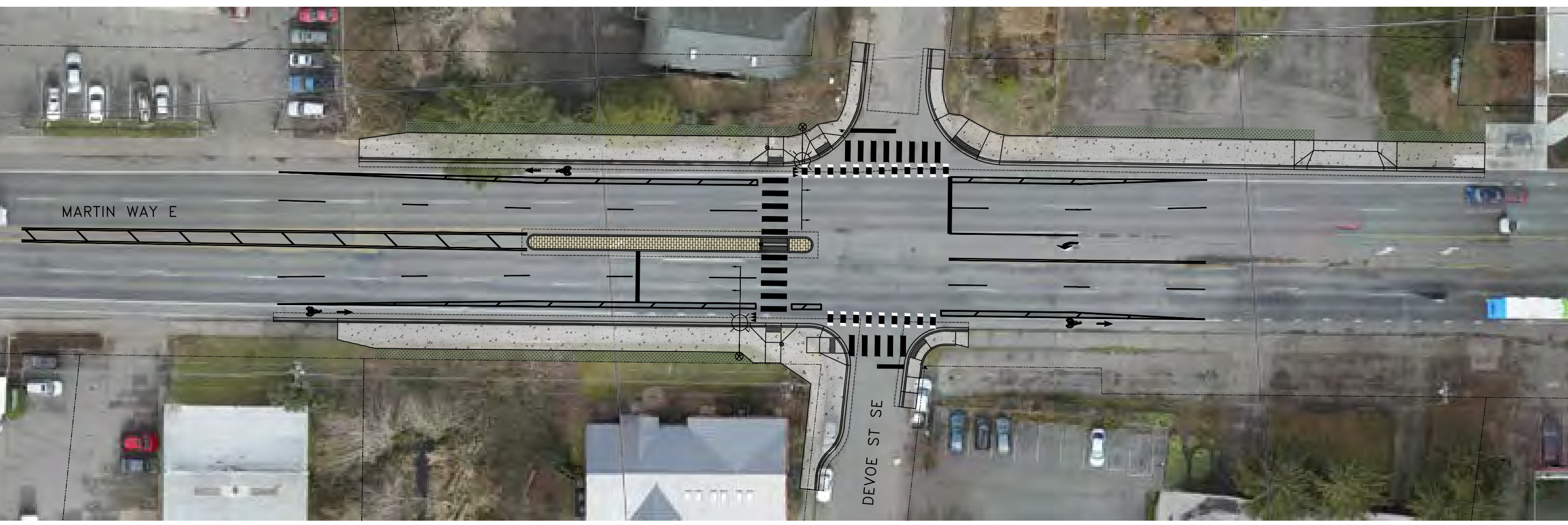
Devoe Street

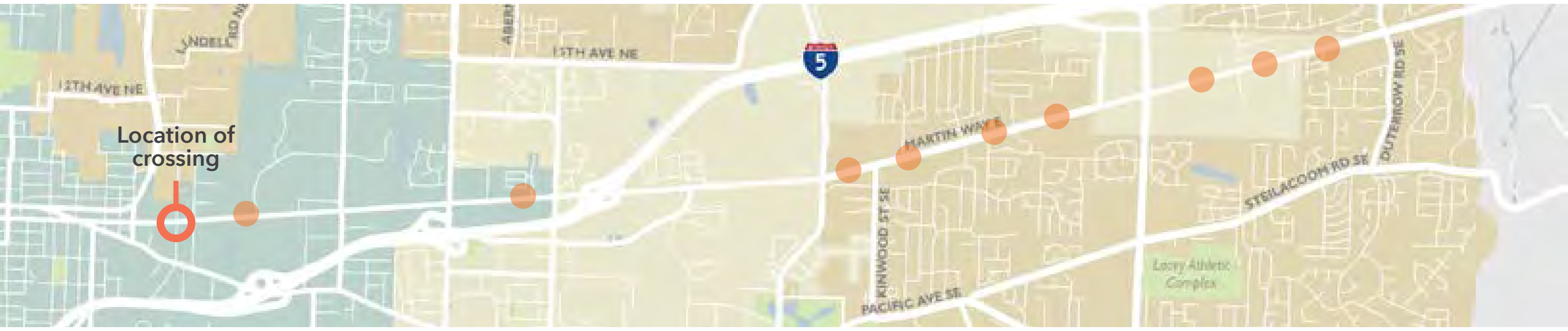
Located within the City of Olympia, the planned crossing at Devoe Street is intended to improve pedestrian crossing safety and access to local transit stops.

The improvement includes:

- Repurposing the eastbound left turn lane on Martin Way to provide a raised median refuge island
- Pedestrian actuated beacon/signal (type TBD)
- Reducing vehicle lane widths to install buffered bicycle lanes
- In-filling missing sidewalk for improved network connectivity
- Widening narrow sidewalks for pedestrian comfort
- Constructing a curb extension to reduce pedestrian crossing distance
- Reducing the width of a driveway to reduce pedestrian exposure
- Enhanced pavement markings and signs, as needed

Cost
$2,500,000
(2025)





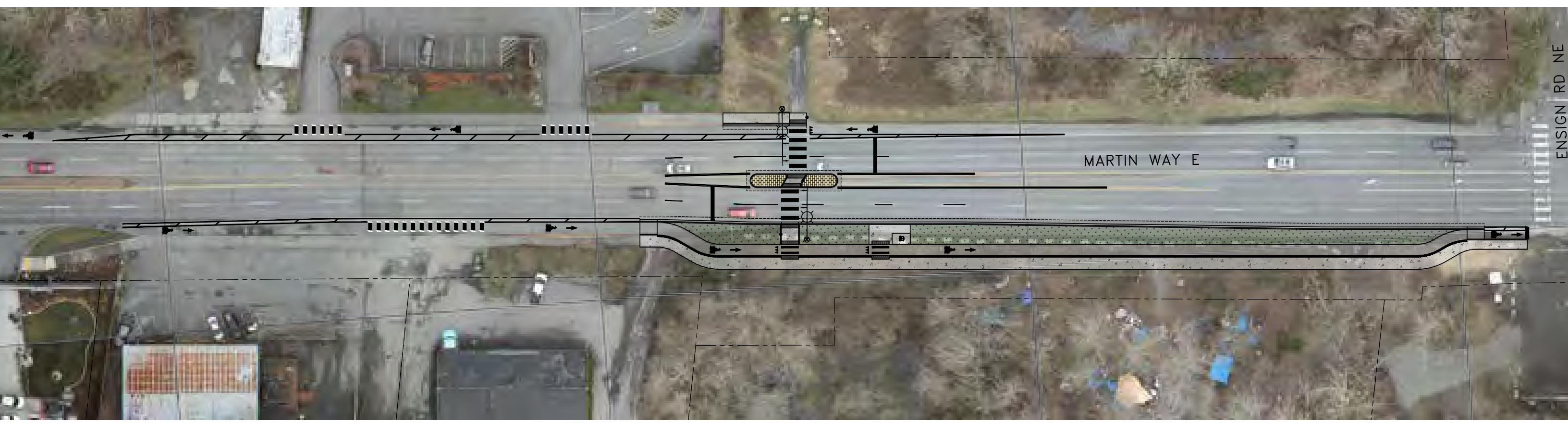
Bark Store

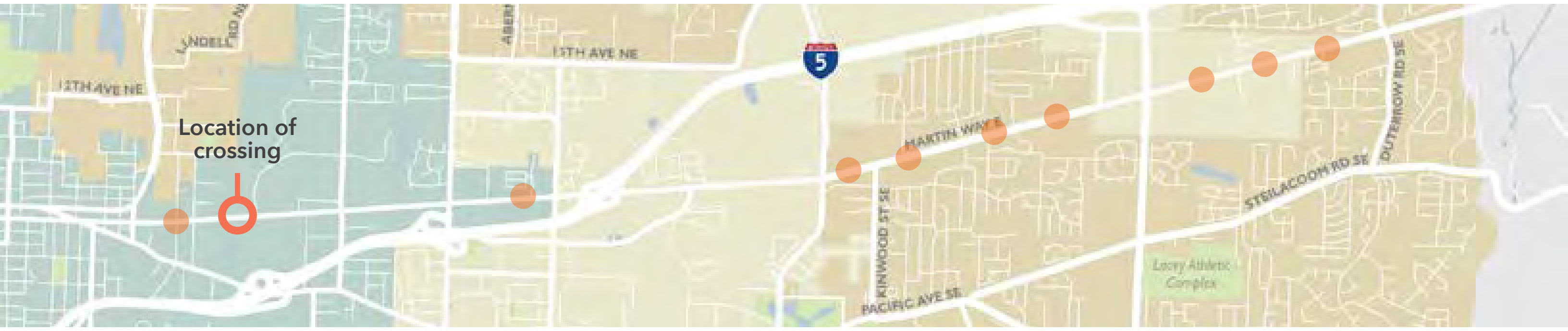
Located within the City of Olympia, the planned mid-block crossing located near the Bark Store is intended to improve pedestrian crossing safety and access to transit stops.

The improvement includes:

- Providing a raised median refuge island
- Pedestrian actuated beacon/signal (type TBD)
- Reducing vehicle lane widths to install a westbound buffered bicycle lane
- Narrowing Martin Way to provide an eastbound protected bicycle lane
- Closing a driveway to minimize potential conflicts between pedestrians/cyclists and turning vehicles
- In-filling missing sidewalk for improved network connectivity
- Relocating transit stops at the crossing for improved rider safety and convenience
- Enhanced pavement markings and signs, as needed

Cost
$2,600,000
(2025)





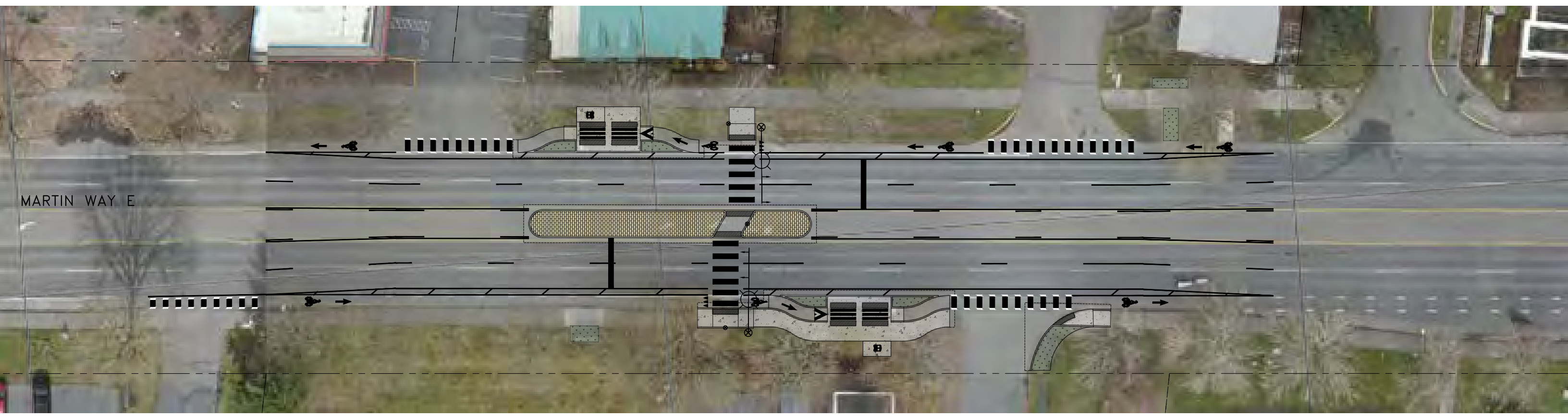
Driveway into 4500 Martin Way manufactured housing community

Located within the City of Olympia, the planned mid-block crossing located near the manufactured housing community is intended to improve pedestrian crossing safety and access to local businesses and transit stops. The improvement includes:

The improvement includes:

- Reducing vehicle lane widths to install buffered bicycle lanes
- Providing a raised median refuge island
- Pedestrian actuated beacon/signal (type TBD)
- Relocating transit stops at the crossing for improved rider safety and convenience
- Curb side bus stops to minimize conflicts between buses and cyclists
- Enhanced pavement markings and signs, as needed

Cost
$1,630,000
(2025)



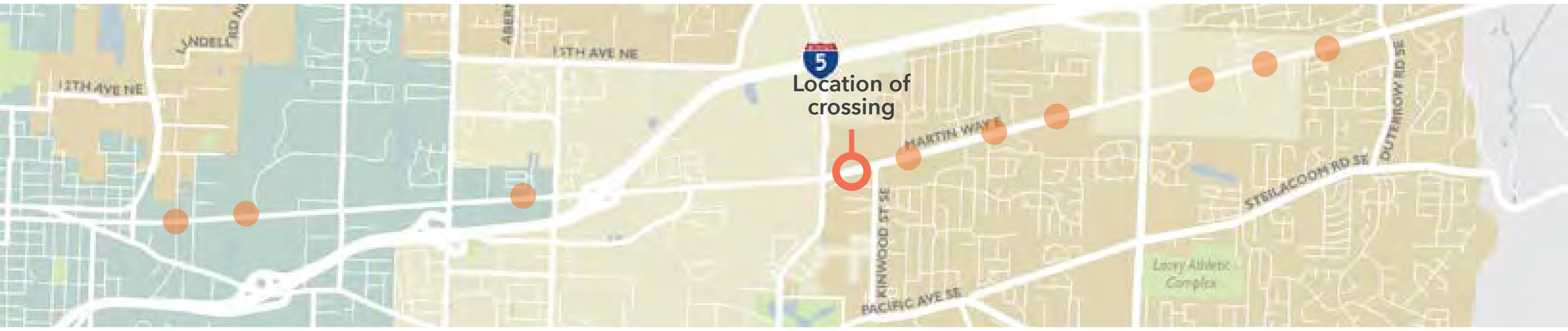
Between Carpenter and Kinwood

Located within Thurston County's urban growth area, the planned mid-block crossing located between Carpenter Road NE and Kinwood Street SE is intended to improve pedestrian crossing safety and access to local transit stops.

The improvement includes:

- Narrowing Martin Way to reduce pedestrian crossing distance
- Providing a raised median refuge island
- Pedestrian actuated Rectangular Rapid Flashing Beacons
- Closing a driveway to minimize potential conflicts between pedestrians/cyclists and turning vehicles
- Protected bike lanes for improved cyclist safety
- Enhanced pavement markings and signs, as needed

Cost
$2,350,000
(2025)



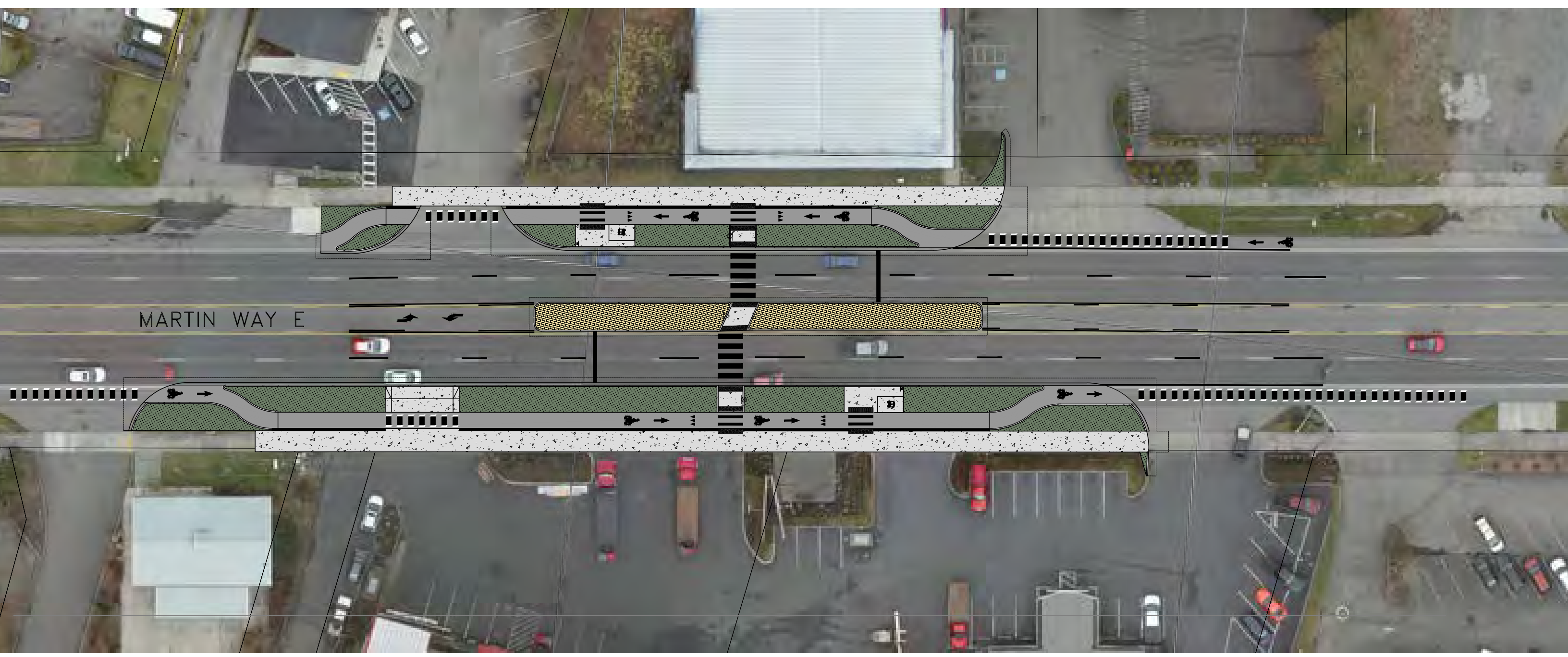
Food Bank (Neil St)

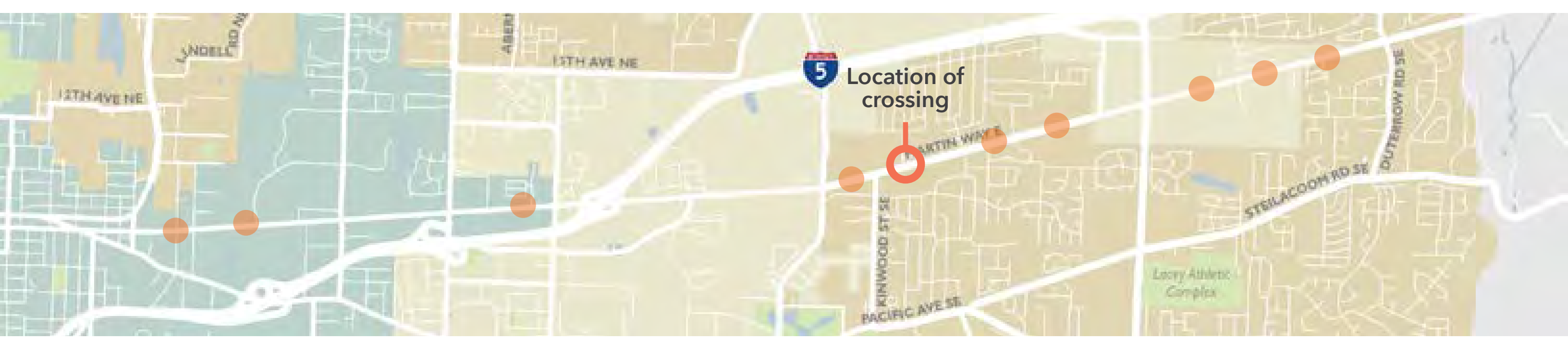
Located within Thurston County's urban growth area, the planned mid-block crossing in the vicinity of the Thurston County Food Bank is intended to improve pedestrian crossing safety and access to local transit stops.

The improvement includes:

- Narrowing Martin Way to reduce pedestrian crossing distance
- Providing a raised median refuge island
- Pedestrian actuated Rectangular Rapid Flashing Beacons
- Consolidating driveways to minimize potential conflicts between pedestrians/cyclists and turning vehicles
- Protected bike lanes for improved cyclist safety
- Relocating transit stops at the crossing for improved rider safety and convenience
- Enhanced pavement markings and signs, as needed

Cost
$2,620,000
(2025)





School Street SE

Located within Thurston County's urban growth area, the planned mid-block crossing located near School Street SE is intended to improve pedestrian crossing safety and access to local businesses.

The improvement includes:

- Narrowing Martin Way to reduce pedestrian crossing distance
- Providing a raised median refuge island
- Pedestrian actuated Rectangular Rapid Flashing Beacons
- Closing a driveway where alternate access is provided from a side street
- Protected bike lanes for improved cyclist safety
- Enhanced pavement markings and signs, as needed

Cost
$2,980,000
(2025)

7838 Martin Way Driveway at manufactured housing community

Located within Thurston County's urban growth area, the planned mid-block crossing located at the manufactured housing community is intended to improve pedestrian crossing safety and access to local businesses and transit stops.

The improvement includes:

- Narrowing Martin Way to reduce pedestrian crossing distance
- Providing a raised median refuge island
- Pedestrian actuated Rectangular Rapid Flashing Beacons
- Narrowing driveways to reduce pedestrian's/cyclist's exposure to turning vehicles
- Protected bike lanes for improved cyclist safety
- Enhanced pavement markings and signs, as needed

Cost
$2,090,000
(2025)

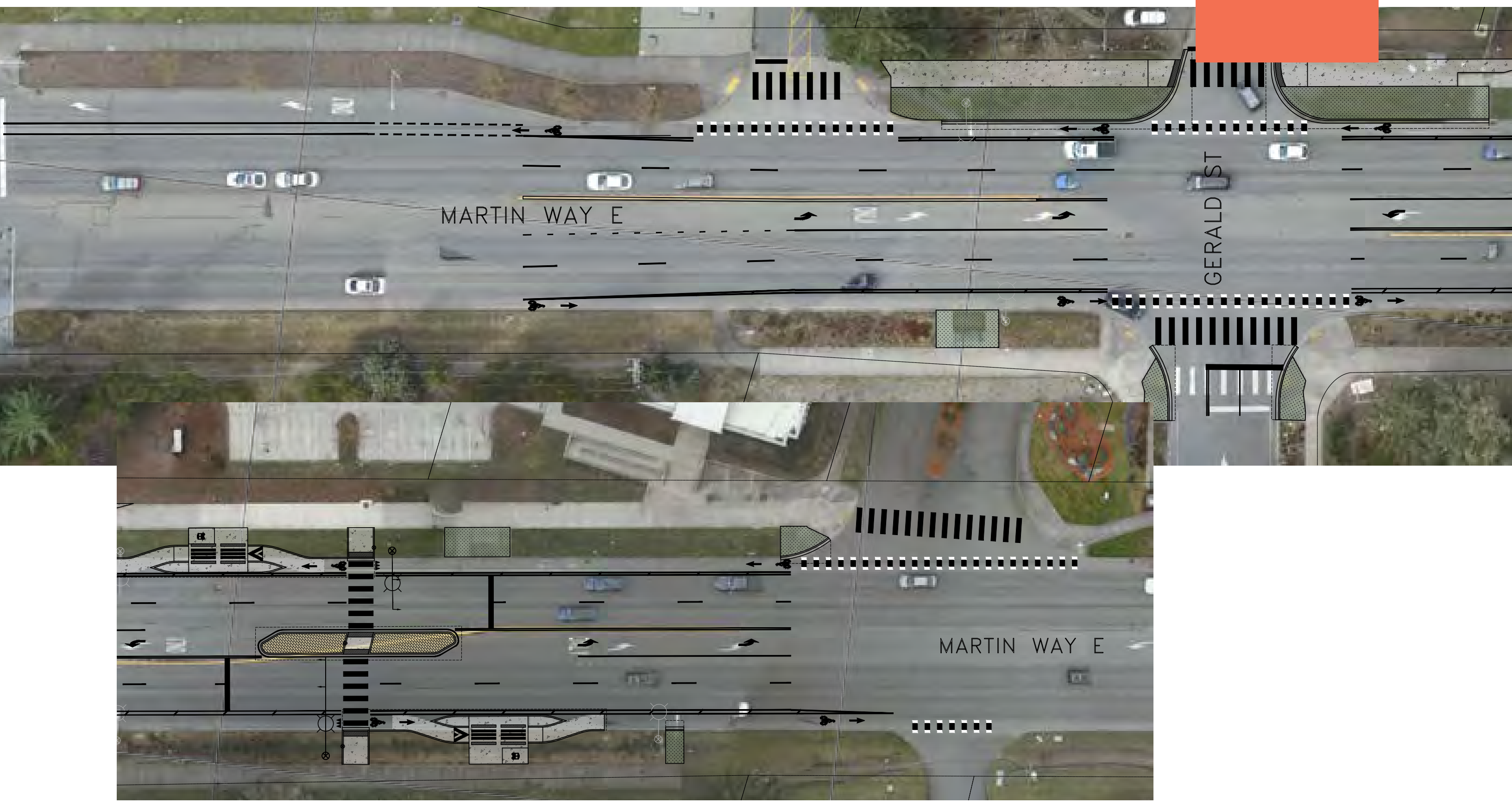
Gerald Street

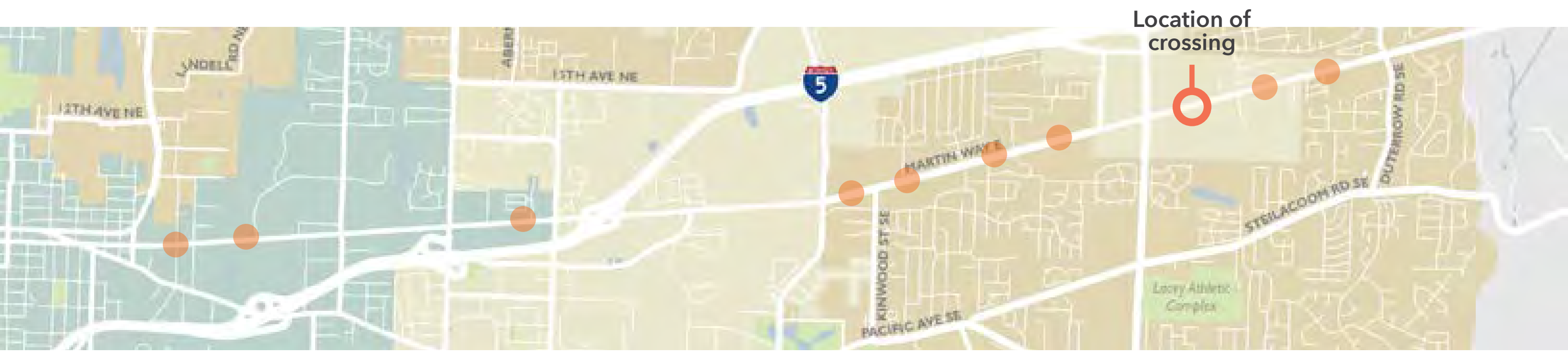
Located within the City of Lacey, the planned mid-block crossing near Gerald Street is intended to improve pedestrian crossing safety and access to local transit stops.

The improvement includes:

- Providing a raised median refuge island
- Pedestrian actuated beacon/signal (type TBD)
- Reducing vehicle lane widths to install buffered bicycle lanes
- In-filling missing sidewalk for improved network connectivity
- Relocating transit stops at the crossing for improved rider safety and convenience
- Enhanced pavement markings and signs, as needed

Cost
$2,350,000
(2025)





Blackhawk Lane NE

Located within the City of Lacey, the planned mid-block crossing near Blackhawk Lane NE is intended to improve pedestrian crossing safety and access to local businesses, residential apartments, and transit stops.

The improvement includes:

- Providing a raised median refuge island
- Pedestrian actuated beacon/signal (type TBD)
- Reducing vehicle lane widths to install buffered bicycle lanes
- In-filling missing sidewalk for improved network connectivity
- Enhanced pavement markings and signs, as needed

Cost
$1,590,000
(2025)

Location of crossing

Copper Wood Lane SE

Located within the City of Lacey, the planned mid-block crossing near Copper Wood Lane SE is intended to improve pedestrian crossing safety and access to local businesses and residential apartments.

The improvement includes:

- Providing a raised median refuge island
- Pedestrian actuated beacon/signal (type TBD)
- Reducing vehicle lane widths to install buffered bicycle lanes
- Enhanced pavement markings and signs, as needed

Cost
$1,790,000
(2025)

Location of crossing

4

Appendix