CITY OF YELM

TRANSPORTATION PLAN

April 2009

DRAFT 2009 TRANSPORTATION PLAN UPDATE

Project Information

City of Yelm
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TABLE OF CONTENTS

REFERENCES (Referred to herein, but bound as separate documents)
Thurston Regional Transportation Plan – May 2004 (and as amended)
Yelm Comprehensive Plan – Chapter VI. Transportation - 2008

INDEX OF ACRONYMS

EA	Environmental Assessment
EIS	Environmental Impact Statement
FHWA	Federal Highways Administration
HSS	Highways of Statewide Significance
ISTEA	Intermodal Surface Transportation Efficiency Act
LID	Local Improvement District
LOS	Levels of Service
OCD	Office of Community Development
PWTF	Public Works Trust Fund
RTP	Regional Transportation Plan
TDM	Transportation Demand Management
TFC	Transportation Facilities Charge
TIA	Traffic Impact Analysis
TIB	Transportation Improvement Board
TIP	Transportation Improvement Program
TRPC	Thurston Regional Planning Council
TSM	Transportation System Management
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

Transportation

TRANSPORTATION

A. Adoption of Existing Documents

The City of Yelm adopts the following documents as the transportation plans to be effective in the Urban Growth Area:

- Relevant portions of the Regional Transportation Improvement Program for Thurston County 2008-2011 (and as updated)
- Thurston Regional Transportation Plan, May 2004 (and as amended)
- Yelm/Thurston County Joint Comprehensive Plan – Chapter VI. Transportation, 2007 (Note: Goals and Policies relevant in both the city limits and the Yelm Urban Growth Area are indicated with an *)
- State Highway Transportation System Plan (2007-2026)

The Traffic Impact Analysis Guidelines are available through Yelm Community Development Department.

The Thurston Regional Planning Council or other authorized transportation organizations may amend the Regional Plan from time to time. Yelm will consider such changes annually to determine changes necessary if any, and to bring the Yelm Transportation Plan or the Yelm Comprehensive Plan, Chapter VI Transportation up to date.

The City's Capital Facilities Plan is based in part on the Regional Transportation Improvement Program. The Capital Facilities Plan is intended to be consistent with and to implement the Regional Transportation Plan.

B. Objective of Transportation Plan

The objective of the Transportation Plan is to provide a cost-effective network to accommodate all modes of travel in and around the core area. To accomplish this objective, Yelm will actively pursue:

1. A connected-streets policy to promote the efficient flow of traffic, and travel by all modes within the community.
2. A series of connected arterials that will permit traffic to bypass the urban core if it is merely passing through, to reduce congestion in the central core.
3. A mitigation/impact fee strategy which will promote alternative routes and alternative methods of transportation rather than merely building ever larger streets.
4. Collecting traffic mitigation fees from new development activity, by means of the City’s Transportation Facility Charge (TFC) Chapter 15.40 Yelm Municipal Code, to assist in funding selected system improvements identified on the 6-year Transportation Improvement Program.

C. RCW 36.70A.070 COMPLIANCE

The 1998 legislation, House Bill 1487, known as the “Level of Service” Bill, amended the Growth Management Act; Priority Programming for Highways; Statewide Transportation Planning, and Regional Transportation Planning Organizations. The combined

amendments to these RCWs were provided to enhance the identification of, and coordinated planning for, "transportation facilities and services of statewide significance (TFSSS)". HB 1487 (RCW 36.70A.070) recognizes the importance of these transportation facilities from a state planning and programming perspective. It requires that local jurisdictions reflect these facilities and services within their comprehensive plan.

To assist in local compliance with RCW 36.70A.070 , the Washington State Department of Transportation (WSDOT), Transportation Planning Office and the Washington State Department of Community Trade and Economic Development, Growth Management Program (CTED) promulgated implementation guidelines in the form of a publication entitled "Coordinating Transportation and Growth Management Planning."

Together with these entities, the City of Yelm has worked to compile the best available information to include as required. See **Appendix A**.

The City of Yelm asserts that proposed improvements to state-owned facilities will be consistent with the Regional Transportation Plan (RTP) and the State Highway System Plan within Washington's Transportation Plan (WTP).

- The City of Yelm Road Adequacy Policy (Level of Service Standard) is included with all Transportation Goals and Policies in Chapter VI. Transportation – Yelm/Thurston County Joint Comprehensive Plan. See Goal 2.1 and Policy 2.1*.

City of Yelm will continue to collaborate with WSDOT, CTED and the Thurston Regional Planning Council (TRPC) to enhance the consistency of statewide transportation planning at the local, regional and state level and will make necessary changes in the transportation elements of the comprehensive plan as new or final information becomes available.

D. Other Transportation Modes

1. Railroad
   The City of Yelm has purchased 4.55 miles of the Burlington Northern Santa Fe Railroad which had been threatened for abandonment, now known as the Yelm/Roy Prairie Line (YRPL), preserving and enhancing a vital transportation link in Thurston County for both passenger and freight rail operation. It will serve as a dual use bike/pedestrian and commuter/freight corridor.

2. Air
   The City of Yelm supports scheduled air service at the Port of Olympia air terminal in Tumwater. While not in Yelm, the community benefits from this service.

3. Public Transit, Carpool and Vanpool
   Yelm supports the work of InterCity Transit in providing bus and other transit services to the urban area. City development regulations will identify means to facilitate and encourage such services.

4. Alternate Modes of Transportation
   Yelm supports alternate modes of transportation, including walking and bicycling. A connected network of sidewalks, bicycle routes and trails will support bike and

pedestrian travel. Development regulations will identify steps that can support and encourage all forms of alternate transportation.

The Yelm current and future bike and trail facilities are identified on Map 1. The Regional Trails Plan has identified a connected network of trails for the Thurston County region. Through regional cooperation the Yelm to Tenino trail connection – including the portion within the Yelm city limits -- has been developed. Additions and connections to complete the network and link to other areas are shown on Map 1.

E. Implementation of Transportation Plans

Transportation planning and development in the Urban Growth Area is a joint exercise of responsibility between the City, the County and the State. Yelm will be responsible for planning and implementation of the policies of the City's Transportation Plan and supplements within the incorporated Urban Growth Area, and will keep Thurston County advised of any new projects or changes to existing programs that the County should consider in its planning or review, in order to assure consistency, conformance, and concurrency. Thurston County will be responsible for planning and implementing the policies of the current Regional Transportation Plan within the unincorporated Urban Growth Area, and will keep the City advised of any projects, programs, or changes which the City should consider in its planning or project review, in order to assure consistency, conformance, and concurrency. The City and the County will jointly cooperate to encourage the State Department of Transportation to support, promote, and conform to the plans adopted hereunder. Proposed improvements to state-owned facilities will be consistent with the Regional Transportation Plan (RTP) and the State Highway System Plan within Washington's Transportation Plan (WTP).

The Transportation plans adopted herein have been reviewed for consistency with land use plans and are in aid and support of the land use plans. Where changes in land use or transportation occur, this Plan shall be specifically reviewed to assure consistency, conformance, and concurrency and that the goals continue to be met. The City of Yelm will continue to collaborate with WSDOT, CTED, and TRPC to enhance the consistency of statewide transportation planning at the local, regional, and state level and will make necessary changes in the transportation elements of the comprehensive plan as new or final information becomes available. City of Yelm acknowledges that the concurrency requirement does not apply to transportation facilities and services of statewide significance in Thurston County, State Highway 101 and I-5.

Note: Transportation Goals and Policies have been moved to Yelm Comprehensive Plan Chapter IV – Transportation. These were updated and adopted in 2007

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Transportation Improvement Program

TRANSPORTATION IMPROVEMENT PROGRAM

A major part of any Transportation Plan is the Transportation Improvement Program. The 2009 update depicts the overall transportation future of Yelm. Included are the recommended projects for the City and its Urban Growth Area. The improvements of this transportation program are not only the City's future transportation focus, but also the manifestation of the planning policies for providing adequate transportation facilities and services for the next 20 years.

Background Studies

Development of the Transportation Program was based upon studies completed for the Transportation Plan update, including the Thurston Highlands Environmental Impact Statement traffic analysis, using the Thurston Regional Planning Council 2005-2030 transportation model. These studies include identifying existing and future safety and capacity deficiencies. A program was developed to improve existing facilities, connections to "fill-in" the existing system, and new facilities to meet the projected travel needs throughout Yelm and the Yelm Urban Growth Area. Modifications have been made to the 2001 update based on the most current information on travel demand and roadway deficiency. The 2009 update identifies projects anticipated to be needed as growth occurs, including adding connections to the existing transportation network. Both regional and local facilities have been recommended to remedy the existing and future deficiencies.

Future Travel Conditions

The current (2030 Horizon) Thurston Regional Planning Council (TRPC) transportation model was used to identify future travel conditions in Yelm. These travel projections were based upon 20-year+ (2005-2030) land use forecasts prepared by TRPC staff and the Yelm Community Development Department. The land use forecasts were studied and accepted by the County and the cities and towns within Thurston County as the likely development patterns of the Yelm area.

Results from the transportation model still show a strong need for projects – especially new connections to accommodate future growth in the Yelm Urban Growth Area. As identified in past plans the central issue was the construction of a system that provides greater opportunities for traffic to travel around and through the City while promoting commercial growth in the center of Yelm. The answer to this issue was to develop alternatives to travel on Yelm Avenue with a recommendation for north loop and south loop roadways. Although these routes are alternatives to travel through the City Center, the City chose to locate the routes as close as possible to the core of Yelm and adopt a Commercial Siting policy in Chapter VI, Yelm/Thurston County Joint Comprehensive Plan to restrict commercial development along these loop roadways. By taking this approach, the loop roadways can be developed as high-capacity, limited access facilities. An Environmental Assessment in February, 2000 analyzed a new highway corridor around the City of Yelm to provide an alternate east-west route, known as Y2/Y3, and an Amendment to the 1995 Comprehensive Plan incorporated the corridor plan and the specific corridor route location based on the Environmental Assessment.

Map 1 depicts the locations of the proposed 20-year improvement programs for the plan update. Descriptions of the primary projects identified in the plan are presented in the following section.

Plan Recommendations

The following lists the primary roadway facilities and recommendations of the 2009 Transportation Improvement Program Update. Commentary is provided describing the need for improvement, planned construction of the facility, potential alternatives to the route, and preliminary cost estimate of implementing the recommendation. The cost estimates are preliminary and do not substitute for detailed estimates that will be developed as part of engineering design studies.

Transportation Improvement Program

Y1 SR 510 to SR 507 Loop

Project Description

Y1 is a major arterial street which would extend south from 93rd Avenue through the Thurston Highlands Master Planned Community and connect to SR 507 between Yelm and Rainier.

Need

Projected growth in the Southwest portion of the Yelm and its Urban Growth Area prompt the need for an arterial roadway between the two major state highways SR 510 (Yelm Avenue West) and SR 507 towards Rainier. Based on current traffic needs and an assessment of the traffic model forecasts, this facility will promote local travel and circulation within the Southwest area of Yelm.

Constraints

The portion of the Y1 corridor located north of the Thurston Highlands requires the purchase of right-of-way.

Cost (in 2008 dollars)

$10,000,000

Y2 SR 507 Yelm Loop

Project Description

Y2 is a new two lane State Route connecting the existing SR 507 on the east side of Yelm with SR 507 south of Yelm, creating an alternate route around the southeast quadrant of the City.

Need

Limited expansion potential in the downtown core along the existing Yelm Avenue (SR 507) corridor requires the construction of an alternate route to accommodate regional traffic.

Constraints

A new bridge crossing of Yelm Creek and its floodplain would be needed, slopes and critical areas along the corridor will be construction challenges.

Cost (in 2008 dollars)

$100,000,000

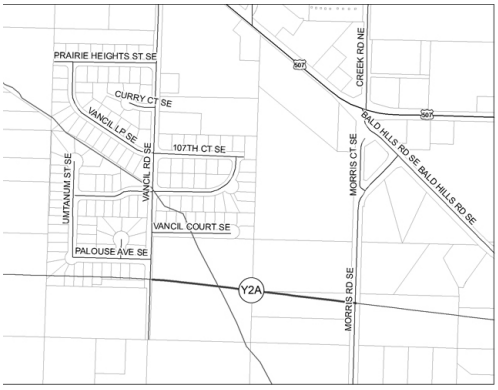
Y2A Vancil Road to Morris Road

Project Description

Construct a new collector from Vancil Road to Bald Hill Road.

Need

This connection would accommodate a significant amount of peak hour trips and is an integral section of the southern mini-loop that makes other connections work better for local access traffic.



Constraints
All new right-of-way would be required which may include some improvements such as stormwater facilities and structures.
Cost (in 2008 dollars)
$2,100,000

Y2B Morris Road to Bald Hill Road

Project Description
Extend 109th within the Y2 corridor from Bald Hill Road to Morris Road

Need
The utility of this new connection is dependent on the Y2A connection which would connect Bald Hill Road with SR 507 south of the SR 510 Yelm Loop. A new corridor from SR 507 to Morris Road would remove much of the regional traffic from SR 507 between Grove Road and 5 corners and significantly improves traffic in this area.
Constraints
Full right-of-way would be required.
Cost (in 2008 dollars)
$4,410,000

Y2C Bald Hill Road to SR 507/SR 510 Yelm Loop Intersection

Project Description
Construct a new collector street between Bald Hill road and the traffic signal at the SR 507/SR 510 Yelm Loop intersection.

Need
This connection would accommodate a significant portion of the current peak hour traffic between Walmart and 5 corners. This improvement provides significant benefits on its own and as part of a larger 'mini-loop' as it removes regional traffic traveling between Pierce County and south Thurston County from SR 507 and Yelm Avenue.
Constraints
Full right-of-way would be required.
Cost (in 2008 dollars)
$3,640,000

Y3 SR 510 to SR 507 (SR 510 Yelm Loop)

Project Description

Similar to the Y2 South Yelm Loop, the north loop provides a primary alternative for traffic traveling through and around the City Center. In addition, the City's industrial center is located north of the City Center near Canal Road. Construction of this facility would accommodate traffic associated with the industrial center, including truck traffic generated by this type of development.

Need

The Y3 SR 510 Yelm Loop is a three-lane highway with one through lane in each direction and a left-turn lane where needed. The Y3 alignment runs northerly from SR 507, crossing 103rd Avenue S.E., Canal Road, and Flume Road. At Railway Road the alignment runs northwesterly, crossing over the Chehalis Western Railroad and running south of and parallel to the Centralia Power Canal, crossing Wilkensen Road, Canal Road, Rhoton, Crystal Springs, Cullens, Killion, Mountain View, and Burnett Roads before creating a new intersection with SR 510 near Mud Run Road.

Constraints

None.

Cost (in 2008 Dollars)

$65,000,000

Y4 Northern Mini Loop

Project Description

The Y4 Mini Loop is a series of connected streets running west to east, parallel to SR 510/SR507 (Yelm Avenue). The connected streets allow local traffic to move through and around town, without having to travel on Yelm Avenue adding to the congestion created by through traffic. In 2008, a portion of the mini loop has been completed to include the reconstruction of Coates Road, the Stevens Street Extension, connecting First Street with 103rd Avenue, and the improvement of 103rd Avenue from Yelm Avenue to Creek Street. The following improvements, Y4A, Y4B, and Y4C complete the mini loop, providing connection from Killion Road to the intersection of 103rd Avenue and the SR 510 Yelm Loop.

Y4A Killion Road to Coates Road (New Connection)

Project Description

This new connection is approximately 1,300 lineal feet. Built as a Commercial Collector with two drive lanes and a left turn lane at the intersections of Killion Road and Coates Road. This improvement would extend the northern 'mini-loop' and allow local traffic to bypass Yelm Avenue from the traffic signal at Killion Road to the traffic signal at the SR 510 Yelm Loop SR 507 intersection.

Need
This improvement would provide alternate local access to the commercial property along Yelm Avenue between Killion and Mountain View, potentially a large commercial center in the future.
Constraints
Right-of-way would be required.
Cost (in 2008 Dollars)
$2,410,000

Y4B West Road Improvements (Reconstruction)

Project Description
Reconstruction includes the completion of the northern side of West Road to include a drive lane, center turn lane where needed, curb, gutter, planter strip with street trees, and sidewalk.

Need
Reconstruction of approximately 1,800 linear feet completes the "mini-loop" from Killion Road to the intersection of Creek Street and 103rd Avenue. Fully improved street facilities provide more streamlined and safe traffic movements, and bike and pedestrian access.
Constraints
None.
Cost (in 2008 Dollars)
$780,000

Y4C 103rd Avenue between Creek Street and SR 510 Yelm Loop

Project Description
103rd Avenue is improved from SR 507 (Yelm Avenue East) to Creek Street. From Creek Street, through the intersection of Grove Road, and to the new intersection of the SR 510 Yelm Loop 103rd Avenue are two resurfaced drive lanes with gravel shoulders. Reconstruction includes two drive lanes with a center turn lane where needed, paved shoulders, curb & gutter, planter strip with street trees and sidewalks for approximately 2800 linear feet.

Need
This portion of the "mini-loop' would complete access from the east end of the City to the west end. Fully improved street facilities provide more streamlined and safe traffic movements, and bike and pedestrian access.

Constraints
The bridge crossing over Yelm Creek would need to be widened at a minimum and potentially replaced.
Cost (in 2008 Dollars)
$1,210,000

Y5 Yelm Avenue Improvements

Presently Yelm Avenue is the only through route to the Yelm area and in some cases it provides the only route to a destination. It experiences severe congestion problems throughout a typical weekday, especially on side streets which affects their accessibility. According to traffic model projections, the need for a three-lane roadway is immediate.

Y5A Burnett Road/93rd Avenue Intersection Realignment and Signal

Project Description
A signal at 93rd Avenue requires the realignment of both Burnett Road and 93rd Avenue to align with each other.

Need
Current traffic volumes indicate the need for left turn lanes at most intersections along Yelm Avenue. Forecast traffic volumes indicate the need for a traffic signal at the 93rd Avenue/SR 510 (Yelm Avenue West) intersection.
Constraints
Both Burnett and 93rd would have to be realigned and right-of-way acquired for this improvement.
Cost (in 2008 Dollars)
$1,200,000

Y5B Longmire Street Signal

Project Description
Install a traffic signal at the intersection of Longmire Street.

Need
Traffic analyses of residential development in the vicinity of Longmire Street have forecast that a signal is needed to achieve an acceptable level of service at this intersection.
Constraints
None.
Cost (in 2008 Dollars)
$850,000

Y5C Central Business District between Cullens Road and 4th Street

Project Description

Reconstruction includes two drive lanes with a center turn lane where needed, paved shoulders, curb & gutter, and sidewalks with street trees.

Need

Yelm Avenue within the Central Business District is in disrepair and does not include a center turn lane or access control throughout much of the corridor. The sidewalks to the west of the signal are old and in need of repair.

Constraints

Preserving historic Hawthorne trees while providing a new road surface and sidewalks.

Cost (in 2008 Dollars)

$1,970,000

Y5D SR 507 between Creek Street/Bald Hill Road Intersection and the SR 510 Yelm Loop Intersections (Reconstruction)

Project Description

Reconstruct to City standards of an Urban Arterial with two drive lanes, bike lanes, planter strip with street trees and sidewalks, including the reconstruction of the Grove Road intersection and access control.

Need

This major commercial corridor currently carries both regional and local traffic and is currently substandard with no provisions for multi-model transportation (pedestrians or bikes). There are no turn lanes or access control within this corridor. The Grove Road intersection is currently failing and is unsafe.

Constraints

Yelm Creek and its floodplain may limit expansion of Yelm Avenue (SR 507) through a significant length of the project. A traffic signal at Grove Road is not possible due to proximity with the signal at the SR 510 Yelm Loop.

Cost (in 2008 Dollars)

$1,350,000

Y6 105th Avenue Mini-Loop

The Y6 Mini Loop is a series of connected streets running west to east, parallel to SR SR507 (Yelm Avenue East). The connected streets allow local traffic to move

through and around town, without having to travel on Yelm Avenue adding to the congestion created by through traffic.

Y6A Mill Road/SR 507 Intersection Realignment

Project Description

Realign the intersection of Mill Road and SR 507 to collector standards with a dedicated left turn lane on Mill and a left turn pocket on SR 507.

Need

Currently, Mill Road enters onto SR 507 at an angle, creating difficulty and safety issues for traffic entering onto both Mill Road and SR 507.

Constraints

Right-of-way would need to be acquired.

Cost (in 2008 Dollars)

$600,000

Y6B Mill Road Vertical Realignment

Project Description

Reconstruct Mill Road north of Mill Pond School to a safe grade with provisions for bike lanes and sidewalks.

Need

The grade on Mill Road is unsafe and provides no provisions for bikes or pedestrians, despite being adjacent to Mill Pond School.

Constraints

Working around existing structures and driveways to significantly change the grade of Mill Road.

Cost (in 2008 Dollars)

$700,000

Y6C Mill Road to 105th Avenue (New Connection)

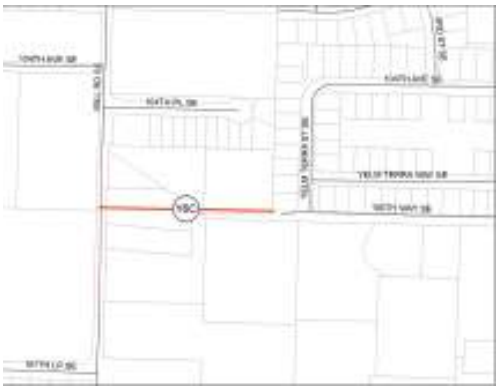
Project Description

Extend 105th from Mill Road to the current terminus of the road at the west end of the Yelm Terra Subdivision.

Need

The extension of 105th would provide a more direct connection between Mill Road and Clark Road, currently 'looped' at 109th. While potentially part of a southern 'mini-loop', this improvement would provide benefit independently of any other improvements within the 'mini-loop'.

This connection would provide good access to Mill Pond and Ridgeline schools, both vehicular and pedestrian/bicycle, as well as emergency vehicle access.



Constraints

This improvement is dependent on the vertical realignment of Mill Road, an expensive improvement needed for safety and pedestrian access. Additionally, the Mill Road/SR 507 intersection is currently substandard and would need to be realigned prior to directing additional traffic to the intersection. It is likely that structures would have to be purchased as part of right-of-way acquisition for this improvement.

Cost (in 2008 Dollars)

$1,750,000

Y6D Extend 105th Avenue from Clark Road to Vancil Road (New Connection)

Project Description

Construct a new connection at 105th Way between Clark Road and Vancil Road.

Need

This connection would carry a significant amount of traffic and is an integral section of the southern mini-loop that makes other connections work better.

Constraints

All new right-of-way would be required which may include some improvements such as stormwater facilities and structures.

Cost (in 2008 Dollars)

$1,880,000

Y7 Prairie Line Railroad

The rail corridor will serve as a dual use bike/pedestrian and commuter/freight corridor. A number of repairs are necessary prior to resuming operations on the line, and other repairs can be scheduled during the first year of operation. Plans for future use include developing additional traffic from industrial users and a possible link to commuter rail service to Tacoma and Seattle.

Y7A Connect Prairie Line to Tacoma Rail

Project Description

Connect the Yelm Prairie Line to the Tacoma Rail Mountain Line south of Roy.

Need
Connecting to Tacoma Rail will allow the City to operate or contract for short haul rail services from the Yelm Industrial Area to the Port of Tacoma, Port of Olympia, Fredrickson, and Centralia.
Constraints
Right-of-way and crossing SR 7.
Cost (in 2008 Dollars)
$3,500,000

Y7B Rail trail between the power canal and Roy

Project Description
The City of Yelm has completed approximately 1.1 miles of a 10 foot wide multi-use trail along the City owned rail corridor between SR 510 (Yelm Avenue East) and Canal Road.
Need
The extension of the Prairie Line trail would create an extension of the regional trail system, linking Roy to Yelm, Tenino, and Olympia. The trail would also provide access to land trust property along the Nisqually River.
Constraints
Crossing the Nisqually River.
Cost (in 2008 Dollars)
6,000,000

Y8 Southern Mini-Loop

The Southern Mini Loop is a series of connected streets running west to east, parallel to SR 510/SR507 (Yelm Avenue). The connected streets allow local traffic to move through and around town, without having to travel on Yelm Avenue adding to the congestion created by through traffic.

Y8A Extend Mosman from Longmire to Solberg (New Connection)

Project Description
Extend Mosman at the Golf Course from Longmire Street to Solberg Street as a direct connection.

Need
This simple connection would carry about 586 peak hour trips, a significant number although many of them are using the Mosman connection between SR 510 Yelm Avenue West and SR 507 now and would simply use this slightly shorter connection.
Constraints
Full right-of-way required. The golf course edge would have to be reconfigured to accommodate the improvement.

Cost (in 2008 Dollars)
$680,000

Y8B Improve Solberg from Yelm Avenue to Mosman (Reconstruction)

Project Description
Reconstruct Solberg to City standards to include two drive lanes, shoulder, sidewalk, and planter strip with street trees.

Need
As stated above, this connection would carry about 586 peak hour trips, a significant number. Improvements should be completed for vehicular and pedestrian safety.

Constraints
None.

Cost (in 2008 Dollars)
$780,000

Y8C Improve Mosman from Solberg to SR 507 (Reconstruction)

Project Description
Reconstruct Mosman to City standards to include two drive lanes, on street parking, sidewalks and planter strips with street trees.

Need
This road currently carries a significant amount of traffic and it will increase when the Mosman improvements occur. Improvements will provide better vehicular access, and pedestrian safety.

Constraints
None.

Cost (in 2008 Dollars)
$1,130,000

Y8D Mosman/SR 507 Intersection Realignment

Project Description
Currently Mosman extends from the west to the east, intersects with SR 507, and continues east to 4th Street. The intersection of Mosman is shifted, and the current Mosman Street enters SR 507 approximately 100 feet south of where Mosman continues east.

Need
Realigning the intersection would create safer vehicular movement and improve the capacity of the intersection.
Constraints
Cost (in 2008 Dollars)
$600,000

Y8E Improve Mosman from SR 507 to 4th (Reconstruction)
Project Description
Reconstruct Mosman to City standards to include two drive lanes, on street parking, sidewalks and planter strips with street trees.
Need
This road currently carries a significant amount of traffic and it will increase when the other improvements occur.
Improvements will provide better vehicular access, and pedestrian safety.
Constraints
Cost (in 2008 Dollars)
$2,170,000

Y8F Extend Mosman from 4th to Clark (New Connection)
Project Description
Extend the eastern end of Mosman to Clark Road as a new collector street.
Need
This improvement would provide an important local connection between the downtown core to commercial areas and to the signal at Clark Road.
Constraints
Full right-of-way required, currently the entire alignment is in the County.
Cost (in 2008 Dollars)
$1,450,000

Y9 Bald Hill Road (Reconstruction)
Project Description
Bald Hill Road would be reconstructed to a 3-lane facility between the Western Chehalis Railroad and its intersection with Yelm Avenue (SR 507).

Need
Bald Hills Road is a primary traffic carrying facility in the Yelm area. The existing roadway is in poor condition and does not provide adequate access to commercial and residential properties along the route. Upgrades to the existing facility are needed to accommodate current and future traffic usage.
Constraints
Right of way required.
Cost (in 2008 Dollars)
$2,050,000

Y10 N.P. Road (Reconstruction)
Project Description
N.P. Road serves the Yelm Industrial Area as well as providing the primary connection from the proposed SR 510 Yelm Loop main intersection (roundabout) at Wilkensen Road to the City Center.

Need
N.P. Road is not currently improved to City standards and does not provide for the turning movements of industrial traffic.
Constraints
None.
Cost (in 2008 Dollars)
$3,020,000

Y11 Parkview Drive (New Connection)
Construct a new local access road from Mill Road to Parkview Drive on the south side of Cochrane Park, connecting 3rd Street to Mill Road.

Y11A Parkview Drive Phase I Pedestrian Connection
Project Description
Construct a sidewalk and bike lane from Parkview Drive to Mill Road, at the east edge of Cochrane Park.

Need
Provides a valuable pedestrian and bicycle connection to Cochrane Park from surrounding neighborhoods as well as connection to the downtown area.
Constraints
None.
Cost (in 2008 Dollars)
$150,000

Y11B Parkview Drive Phase II Vehicular Connection

Project Description

Construct a local access residential connection from Parkview Loop to Mill Road.

Need

Provides a connection between Mill Road and 3rd Street serving local access needs.

Constraints

Mill Road/SR507 intersection improvements need to be constructed before adding additional trips to Mill Road.

Cost (in 2008 Dollars)

$450,000

Y12 View Drive (Reconstruction)

Project Description

Reconstruct View Drive to modified collector standards.

Need

SR 510 Yelm Loop is a limited access highway, with no access from Crystal Springs Road. View Drive is the northerly connection between Crystal Springs and Rhoton Road. This street will be used for northerly connection of the two streets, and the Loop.

Constraints

View Drive is currently a residential street through an existing neighborhood.

Cost (in 2008 Dollars)

$1,110,000

Y13 Rhoton Road Improvements – 1st Street to Canal Road

Project Description

Reconstruct and widen roadway to collector standard.

Need

Rhoton Road is a main connection from the SR 510 Yelm Loop to the City's Industrial area and downtown.

Constraints

None.

Cost (in 2008 Dollars)

$5,110,000

Y14 Central Business District Sidewalks

Project Description

Reconstruct and construct pedestrian oriented sidewalks throughout the Central Business District.

Need

A pedestrian friendly downtown core will promote a healthy historic downtown district.

Constraints

None.

Cost (in 2008 Dollars)

$1,250,000

IMPLEMENTATION STRATEGY

The preferred implementation program is summarized below.

- FY 2008-FY 2013 (to coincide with the six-year Transportation Improvement Program (TIP);
- FY 2014 -FY 2019(to represent mid-range priorities); and
- FY 2020 -FY 2030 (to represent long-range priorities).

As the Transportation Plan is amended and the six-year TIP is updated annually, the Concurrency Management Program for Yelm will be used to determine when the mid- and long-range projects should be constructed. By following the Concurrency Management Program, the City will be assured that the appropriate transportation facilities will be in-place as development comes on-line.

FUNDING STRATEGY

The following funding sources are available for funding transportation facilities:

- **Transportation Facilities Charge (TFC)** – City collects traffic mitigation fees from new development projects that add traffic to the City Transportation system.
- **Grants** – **State and Federal**
- **City General Fund**
- **Gas Tax** (portion of tax comes back to the city)
- **Public Works Trust Fund Loan**
- **Real Estate Excise Tax**
- **Bonds**
- **Local Improvement District (LID)**
- **Transportation Benefit District (TBD)** (motor vehicle license fee and impact fee)

Appendix A

APPENDIX A – State Owned Transportation Systems

The following information is included to comply with RCW 36.70A.070 which amended the Growth Management Act to include information about state-owned transportation systems. Source: Washington State Department of Transportation.

Information Specific to Yelm

1. An inventory of state-owned transportation facilities

There are two state highways within the City of Yelm. They are SR 507 and SR 510.

SR 507 between milepost 27.32 and milepost 29.23 is within the incorporated limits of the City of Yelm.
SR 507 has a state functional classification of R2 which means it is a Rural-Minor Arterial.
SR 507 has the following highway access management classifications between mileposts within Yelm (See WAC 468-51 and 468-52 for more detail about classifications). Cities typically follow these classifications by adoption through ordinance or create their own more stringent classifications.

MP 27.32 to MP 27.95, Yelm SCL to Vic Mill Road, Class 2
MP 7.95 to MP 28.07, Vic Mill Road to Mosman Avenue, Class 4
MP 28.07 to MP 28.48, Mosman Avenue to Fourth Street, Class 5
MP 28.48 to MP 29.23, Fourth Street to ECL, Class 4

SR 507 is a Highway of Regional Significance (Non-HSS). It is not of Statewide significance. This means adopted level-of-service thresholds are set by the Thurston Regional Planning Council (MPO/RTPO) jointly with WSDOT. Also, through GMA, the threshold can be urban rather than rural for cities with less than 5,000 population (federal urban threshold that WSDOT typically uses).

SR 510 between milepost 14.41 and milepost 15.67 is within the incorporated limits of the City of Yelm.
SR 510 has a state functional classification of R2 which means it is a Rural-Minor Arterial.
SR 510 has the following highway access management classifications between mileposts within Yelm:

MP 14.41 to MP 15.20, Yelm WCL to Cullens Street, Class 4
MP 15.20 to MP 15.67, Cullens Street to Jct SR 507, Class 5

SR 510 is also a Highway of Regional Significance (Non-HSS) and is not of Statewide significance. Again, TRPC jointly with WSDOT sets the level-of-service threshold for Regionally Significant State Highways (Non-HSS).

2. * An estimate of traffic impacts to state-owned facilities resulting from their land use assumptions

Traffic impact analysis would be provided by the City of Yelm or their consultant to address concurrency issues. This analysis would include state highway facilities even though HSS state highways are exempted and Non-HSS state highways are silent about concurrency. WSDOT has provided prior comments for City of Yelm comprehensive plan updates.

3. * A list of state transportation system improvements needed to meet demand

The traffic analysis for the comprehensive plan would have to first identify if there are any existing and future deficiencies based upon adopted LOS thresholds (TRPC jointly with WSDOT), and provide recommendations for system improvements. Those recommendations could be

incorporated into subsequent State Highway Transportation System Plans, Local and Regional TIP lists, etc.

The current 2007-2026 State Highway Transportation Plan (HSP) identifies the following conceptual solutions within City of Yelm incorporated limits:

SR 510/Burnett Rd to SR 507 - Two Way Left Turn Lane and Sidewalk, MP 11.81 to MP 13.07, Appendix J Tier II Solution
SR 510/Yelm Loop - New Alignment Y-3, MP 10.75 to MP 13.07, Appendix J Tier III Solution
SR 507/Yelm Loop - New Alignment Y-2, Appendix K Solution that requires further analysis
SR 510/Yelm Loop - New Alignment Y-1, MP 10.75 to MP 10.76, Appendix K Solution that requires further analysis (private developer funded connection to SR 507 partially built)
SR 507 from Lewis/Thurston county Line to Thurston/Pierce County Line, MP 5.44 to MP 30.67, is listed in Appendix L for locations that require further analysis.

4. * The adopted level of service standards for state-owned highways

The City of Yelm Road Adequacy Policy (Level of Service Standard) is included with all Transportation Goals and Policies in Chapter VI. Transportation – Yelm/Thurston County Joint Comprehensive Plan. See Goal 2.1 and Policy 2.1*.

The following information is excerpted from the 2007-2026 State Highway Transportation Plan (HSP)

Appendix B

Transportation Project Plan

NC = New Construction
R = Reconstruction

Y1 – SR 510 to SR 507 Loop

Y2 – SR 507 Yelm Loop

Y2A – Vancil Road to Morris Road

Y2B – Morris Road to Bald Hill Road

Y2C – Bald Hill Rd to SR 507/SR 510 Yelm Loop Intersectionion

Y3 – SR 510 to SR 507/SR 510 Yelm Loop Intersection

Y4 – Northern Mini Loop

Y4A – Killion Road to Coates Road (NC)

Y4B - West Road Improvements (R)

Y4C - 103rd Ave between Creek St and SR 510 Yelm Loop

Y5 – Yelm Avenue Improvements

Y5A - Burnett Rd/93rd Ave Intersection Realignment

Y5B - Longmire Street Signal

Y5C - CBD between Cullens Rd and 4th St

Y5D - SR 507 between Creek St and SR 510 Yelm Loop Intersection

Y6 - 105th Avenue Mini-Loop

Y6A – Mill Road/SR 507 Intersection Realignment

Y6B – Mill Road Vertical Realignment

Y6C - Mill Road to 105th Avenue (NC)

Y6D - 105th Avenue Extension Clark Road to Vancil Road (NC)

Y7 – Prairie Line Railroad

Y7A - Connect Prairie Line to Tacoma Rail Mountain Line

Y7B - Rail Trail between Power Canal and Roy

Y8 - Southern Mini-Loop

Y8A – Extend Mosman from Longmire to Solberg (NC)

Y8B – Solberg Improvements Yelm Avenue to Mosman (R)

Y8C – Mosman Improvements from Solberg to SR 507 (R)

Y8D - Mosman/SR 507 Intersection Realignment

Y8E - Mosman Improvements SR 507 to 4th (R)

Y8F - Extend Mosman from 4th to Clark (NC)

Y9 – Bald Hill Road (R)

Y10 – N.P. Road (R)

Y11 – Parkview Dr (NC)

Y11A - Parkview Dr Phase I Pedestrian Connection

Y11B - Parkview Dr Phase II Vehicular Connection

Y12 – View Drive (R)

Y13 – Rhoton Road Improvements 1st Street to Canal Road

Y14 – Central Business District Sidewalks

City of Yelm
20 Year Transportation Plan (2005-2030)

Legend

- Library
- Schools
- High Schools
- Transit Center
- Planned Improvements
- Shared Use Trail, Existing
- Shared Rail & Trail, Existing
- Shared Rail & Trail, Proposed
- Other Existing Streets
- Urban Growth Areas
- Nisqually Indian Reservation
- Department of Defense Lands

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DISCLAIMER:
This map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to accuracy or fitness of the information for a particular purpose.

N W E S
1 inch = 0.5 miles

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MAP #14

Fort Lewis
SOUTHWORTH ELEMENTARY
YELM HIGH
YELM MIDDLE
FORT STEVENS ELEMENTARY
RIDGELINE MIDDLE
MILL POND ELEMENTAR
YELM PRAIRIE ELEMENTARY
Yelm Prairie Line & Trail
Yelm to Tenino Trail
YELM HWY SE/SR 510
STATE HWY 507 SE/SR 507
86TH LN SE
89TH AVE SE
93RD AVE SE
83RD WAY SE
ORDWAY DR SE
HEATHER LN SE
BRIAR ST SE
PORT OF OLYMPIA BLVD SE
RATHBUN RD SE
UNKNOWN
BURNETT RD SE
MOUNTAIN VIEW RD SE
KILLION ST SE
CULLENS RD SE
CRYSTAL SPRINGS RD NW
RHOTON RD SE
WILKERSEN RD SE
YELM AVE SE/SR 510
COATES RD SE
SW BERRY LEY
LONGMIRE
TAHOMA BLVD
N 1ST ST
BALD HILL RD SE
WEST RD SE
NE ALGIER LOOP
3RD ST SE
MILL RD SE
CLARK RD SE
VANCIL RD SE
GEORGE RD SE
109TH AVE SE
103RD AVE SE
GROVE RD SE
MIDDLE RD SE
N.P. RD SE
RAILWAY RD SE
CANAL RD SE
BRIDGE ST SE
BRIDGE RD SE
FLUME RD SE
84TH LN SE
110TH AVE SE
115TH LN SE
HARRIS RD SE
MORRIS RD SE
VAIL RD SE
BALD HILL RD SE
SHAW RD SE
KOEPPEN RD SE
HOBART ST SE
STATE HWY 507 SE/SR 507
Y1
Y2
Y2A
Y2B
Y2C
Y3
Y4
Y4A
Y4B
Y4C
Y5A
Y5B
Y5C
Y5D
Y6A
Y6B
Y6C
Y6D
Y7
Y7A
Y7B
Y8A
Y8B
Y8C
Y8D
Y8E
Y8F
Y9
Y10
Y11
Y12
Y13