

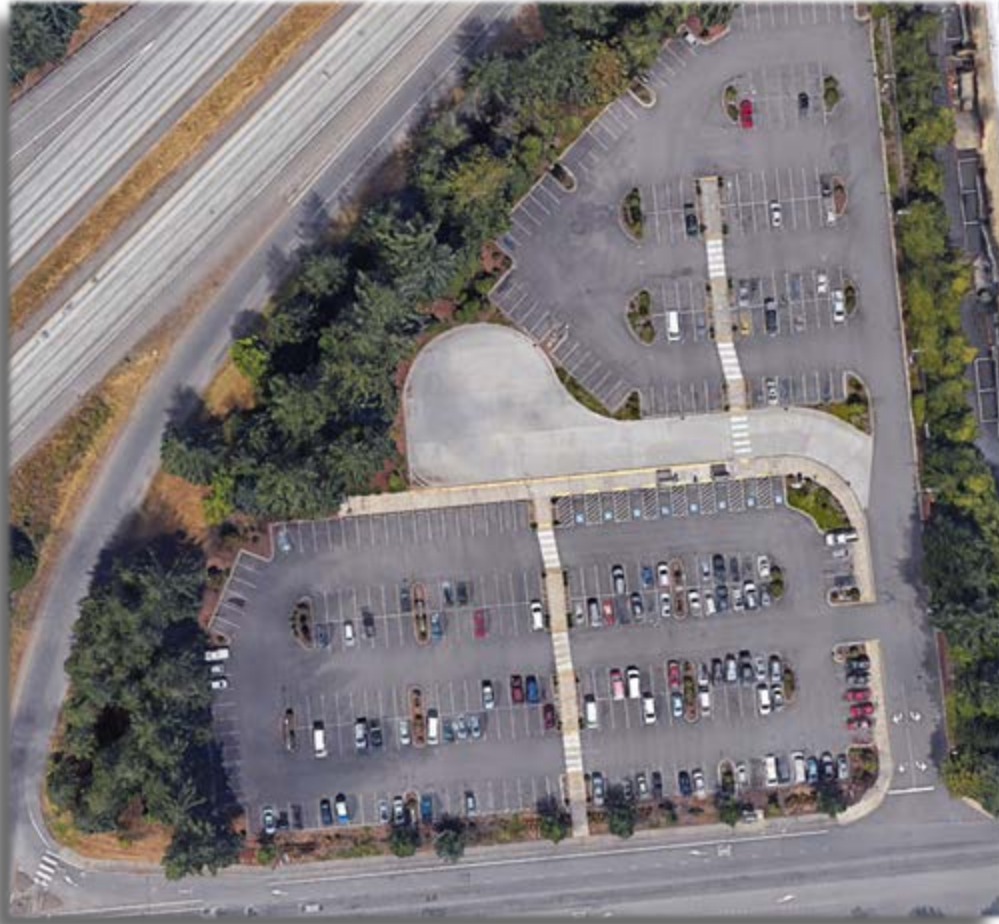
Martin Way Park-and-Ride Direct Access Project Update

Intercity Transit Authority

Eric Phillips, Development Director

March 2, 2022

Direct Access Project - Martin Way Park-and-Ride Project Overview



Multi-faceted project will:

- Improve Operations
- Reduce Trip Times for Riders
- Enhance operator comfort and security

Include Internal IT team to support facility design and operations

Construction from July 2022 – June 2023

Project Support

Intercity Transit Project Team:

- Eric Phillips – Development Director
- Thera Black – Project Coordinator
- Tammy Ferris – Procurement Coordinator

Consultant Team: SCJ Alliance, Lead and MSG architects Sub

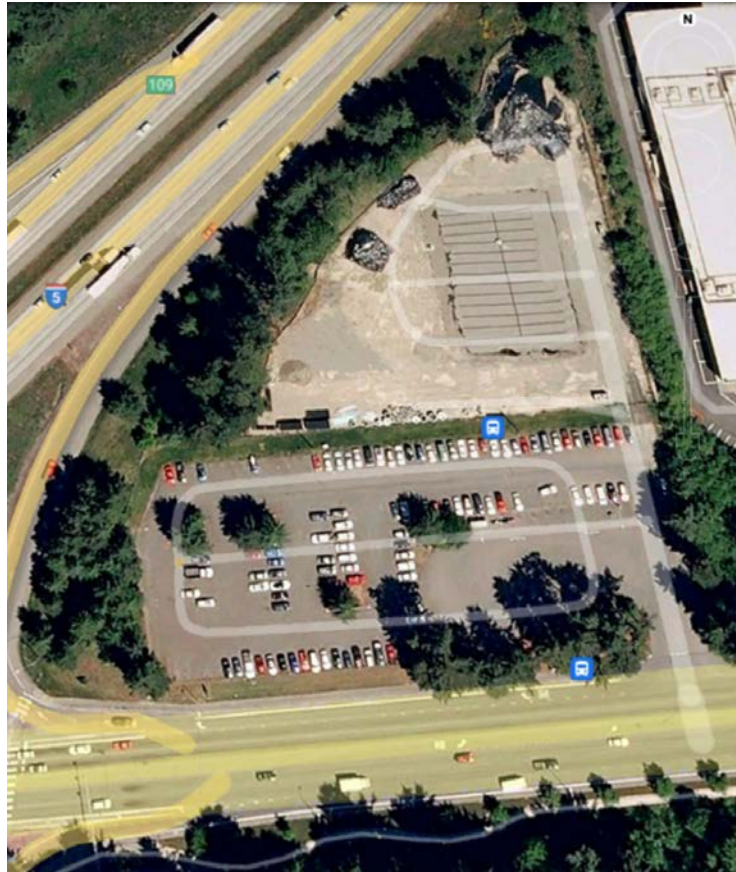
- Patrick Holm PE, Project Lead SCJ
- Scott Sawyer, PE, Principal SCJ
- Garner Miller, Architect, MSG
- WSDOT Project Support – Traffic, Access, Environmental, Operations, Planning OR and HQ staff.
- IT - Project Development Team - includes Facilities, Operations, IS, Planning and Procurement staff.

Martin Way Park-and-Ride History

2006



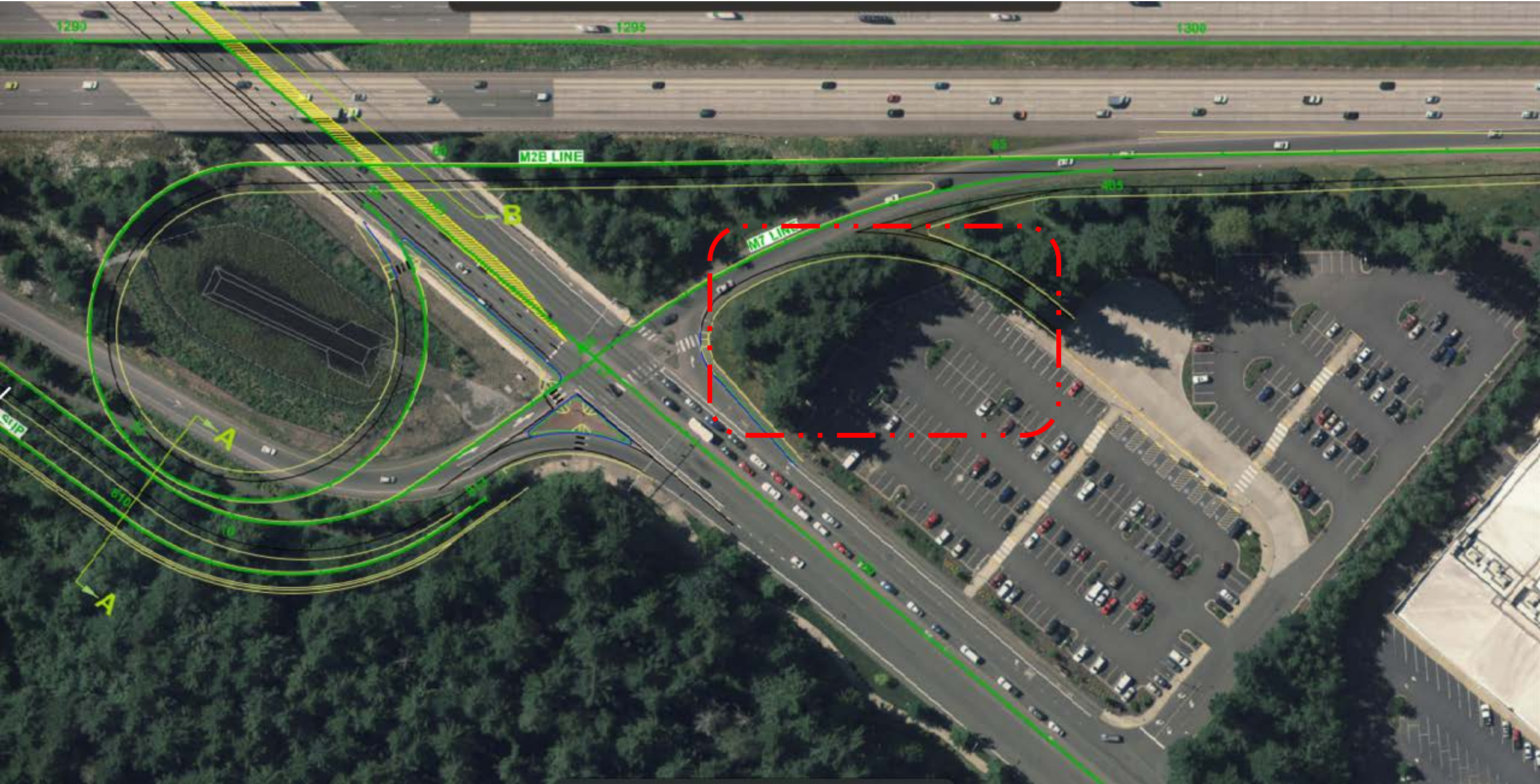
2009



2013



Future Changes planned: Martin Way Park-and-Ride – 2015 I-5/Martin Way IJR



The project was identified and has been listed as a regionally significant project for a long time:

- I-5\Martin Way Interchange Justification Report (IJR)
- TRPC 2045 Regional Transportation Plan, (Appendix L, Project– T4)
- Intercity Transit Short- and Long-Range Plan
- Intercity Transit – TIP
- Martin Way Corridor Study
- Intercity Transit 2022-2027 Strategic Plan
- Intercity Transit 2021-2026 Transit Development Plan
- WSDOT I-5: Tumwater to Mounts Road Corridor Planning and Environmental Studies Linkage Report

Local, State, and Regional Transportation Improvements Plans

Martin Way Park-and-Ride Project - Conditions (problems) we will tackle

- Unprotected **left turn into Martin Way Park-and-Ride** across three lanes of traffic can be a safety issue and is **difficult** when congested due to signal queues & challenging when traffic is free-flowing due to variable traffic speeds on Martin Way.
- **Delays create running time unpredictability** affecting route schedules, **adding 5-7 minutes** to the one-way Olympia Express trip during peak periods and **costing IT an estimated \$350,000 - \$400,000 a year** due to recurring congestion & delays built into the public schedule.
- Delays getting into and out of the P&R **add to inconvenience and unreliability for customers**, accounting for **15% of travel time on average between Olympia and Lakewood** and discouraging potential growth and retention in ridership



Device:1990 SN:701B31D5:28:AA:4E
Camera:Road
Date/time:3/19/2019 4:55:29 PM
GPS - speed:17mph lat:47.049148333 lon:-122.814985

Project Benefits for IT

- **Protected Movements:** “Transit Only” **Direct access** from the I-5 NB on-ramp will allow IT to use the intersection and ramp traffic signals providing **protected turn movements** into the Park and Ride and create one-way flow for buses.
- **Schedule Predictability:** once operational we will begin a process to revise running times to capture the schedule savings providing the opportunity to add more frequent service and improve the public schedule. These savings are estimated at around \$350,000 a year and would be reinvested into service.
- **Enhanced site amenities** including operator restrooms, new lighting, security cameras, layover area and updated waiting areas for riders.

Project Benefits for our Riders

- **Shorter and More Direct Trip:** The addition of a new “flyer stop” on the I-5 NB on-ramp will reduce the time it takes for the bus to continue NB to Lakewood. A significant savings for the NB trip compared to current operations.
- **Schedule Reliability:** The direct access improvements and new flyer stop will result in revised routing into the Park and Ride that uses traffic signals during peak times. We anticipate around a 15% potential savings for each trip leg.
- **Additional Parking, lighting, security cameras,** updates. Riders will see a general “refresh” of the facility and be able to benefit from the new flyer stop and updated rider facilities at the Park & Ride.

Martin Way Park-and Ride Project Elements

Three distinct operational efficiency and safety improvements

- 1. Add a flyer stop to the I-5 northbound on-ramp** - NB Olympia Express skips the Park-and-Ride completely
- 2. Add a transit-only direct access lane from the northbound on-ramp** – EB buses turn left at the signal and pull right into the Park-and-Ride
- 3. Modify the site layout** of the Park-and-Ride to
 - reconfigure bus bays and travel ways,
 - add pedestrian access to the flyer stop,
 - add operator comfort facilities and on-site storage
 - Reconfigure and add new parking



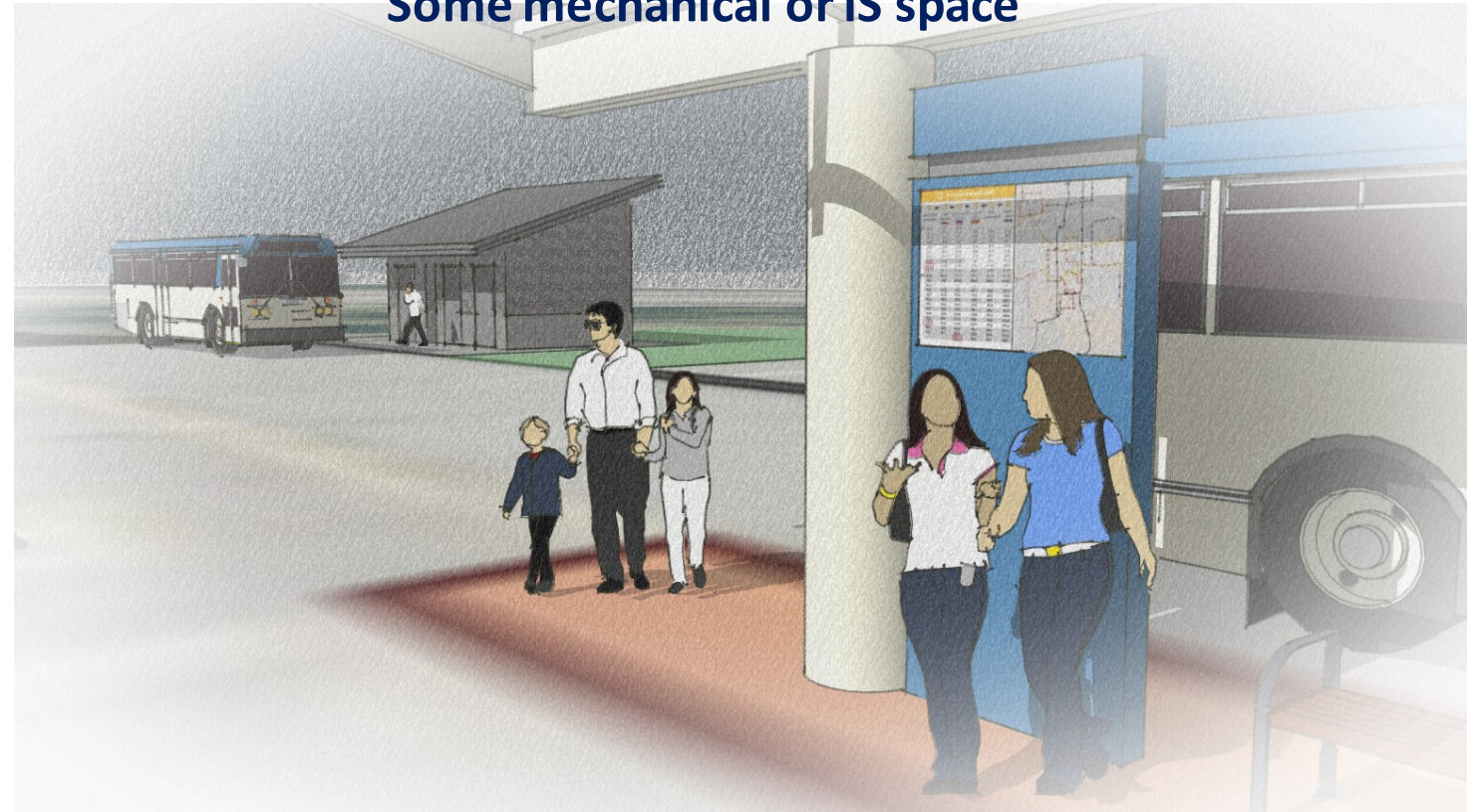
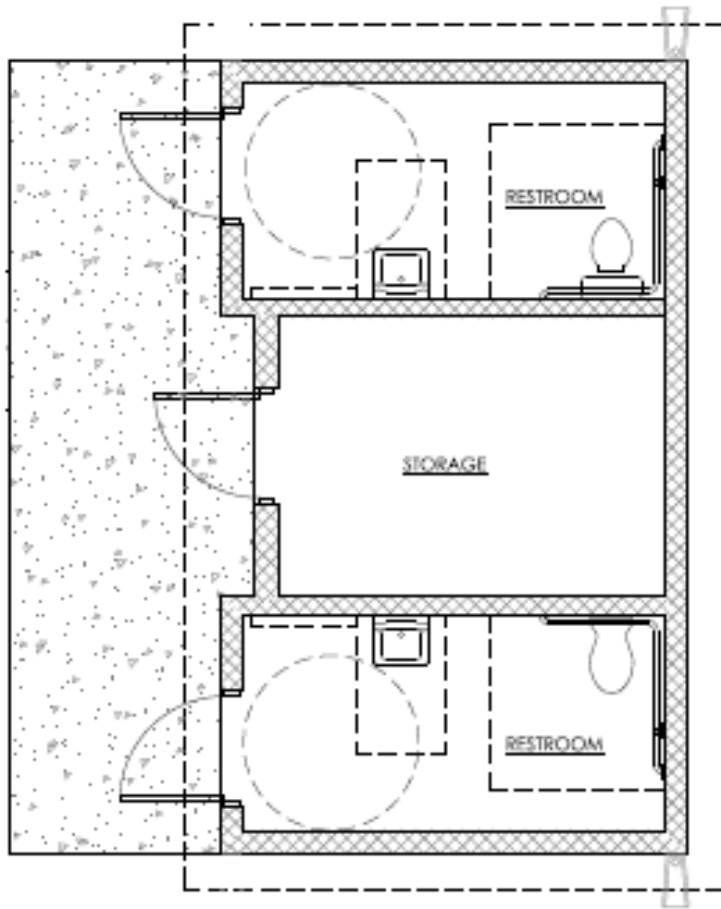
Employee Restroom and storage Building

Concept –

Basic conditioned space

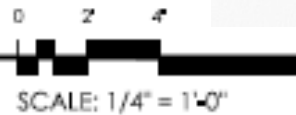
Some central storage and

Some mechanical or IS space



1 RESTROOM FLOOR PLAN

A2.10 1/4" = 1'-0"



Intercity Transit Awarded a State Grant to Construct MW P&R Direct Access

Project Costs, Revenues, and Schedule

\$ 350,000	Engineering/Design
\$3,341,000	Construction
\$3,691,000	Estimated Cost
\$3,700,000	(2022 Project Budget)
\$2,152,800	WSDOT RM Grant (2020)
\$1,547,200	Local Funds

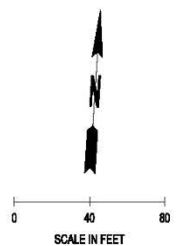
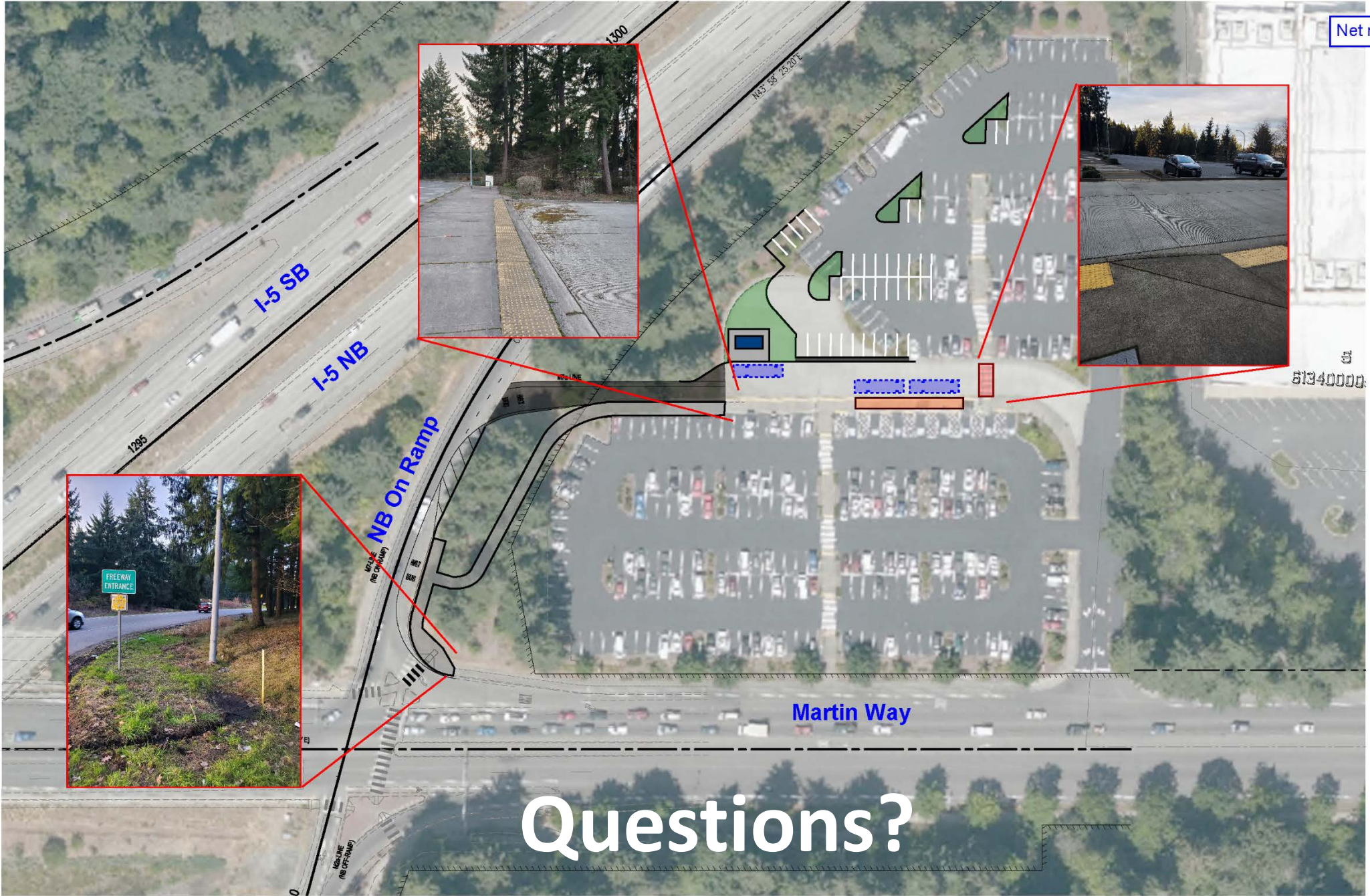
Major Project Milestones

<u>Federal and State Review</u>	Date
Access Break review	2/2022
NEPA Review	4/2022
<u>Preliminary design, survey</u>	4/2022
<u>Final Design</u>	8/2022
<u>Construction</u>	9/22-6/23
Operationally Complete	7/2023

Per grant rules, grant-funded portion of the project must be complete by June 30, 2023

SEC. 16 T. 18 N. R. 1 W.

Net new stalls: ~28 stalls



RESOURCE SLIDES

For Questions and follow-up.

Olympia Express – Northbound

2019 – 29 buses/day

Future – 36 buses/day

Current movements 

Movements after project 



Olympia Express – Southbound

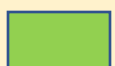
2019 – 29 buses/day

Future – 36 buses/day

Current movements



Movements after project



The One – All Trips

2019 – 26 buses/day

Future – 50 buses/day

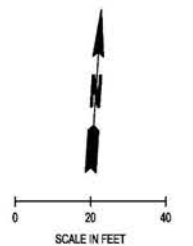
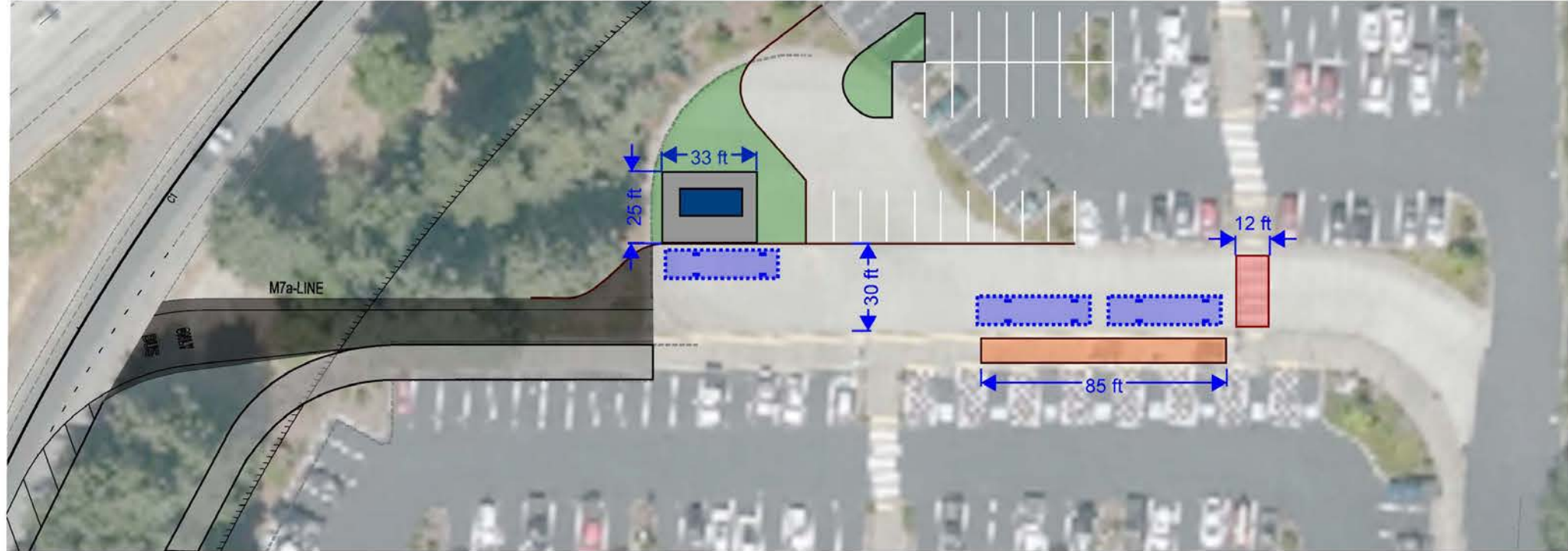
Current movements



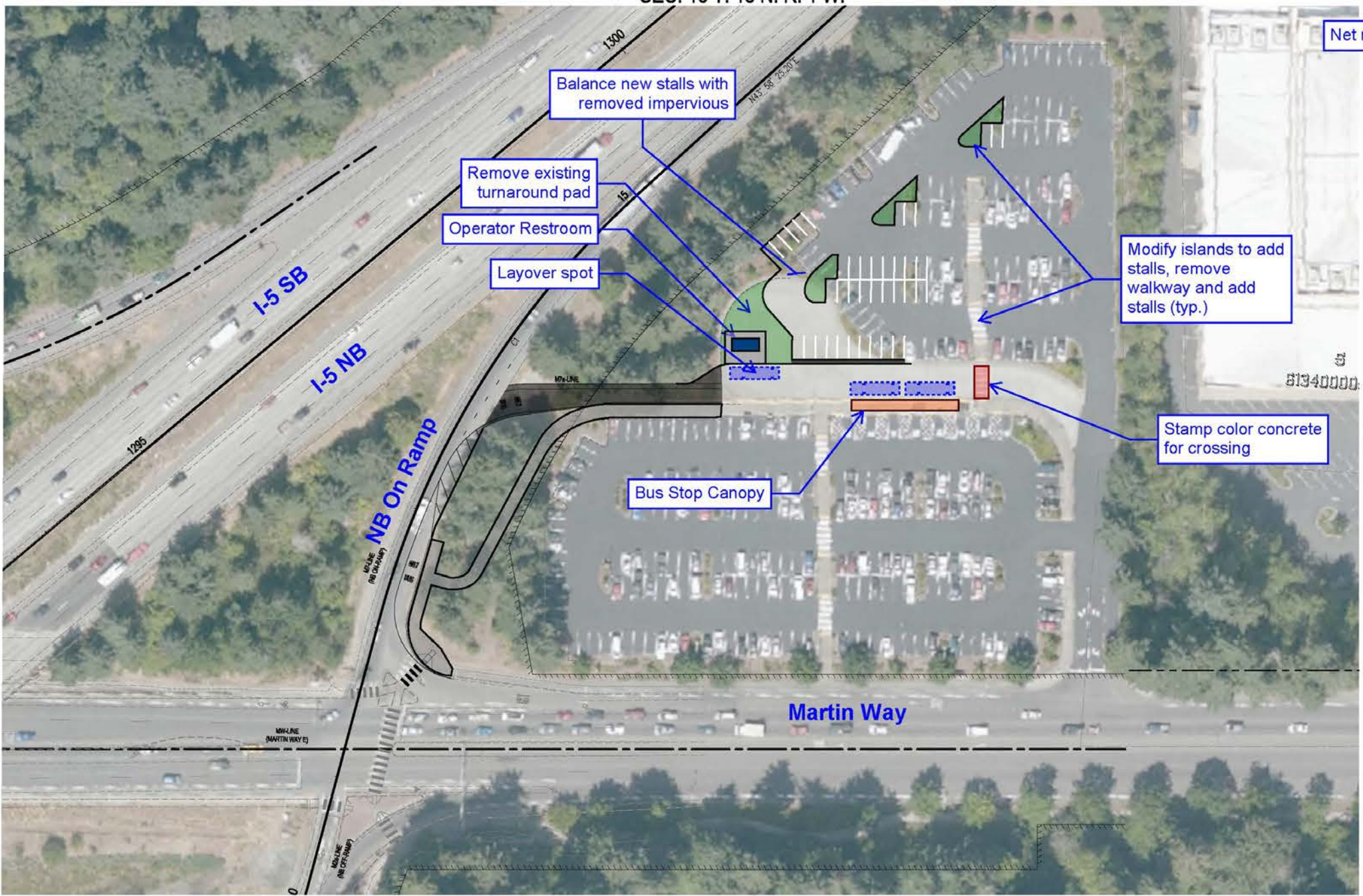
Movements after project



SEC. 16 T. 18 N. R. 1 W.



Net new stalls: ~28 stalls



Balance new stalls with removed impervious

Remove existing turnaround pad

Operator Restroom

Layover spot

Modify islands to add stalls, remove walkway and add stalls (typ.)

Stamp color concrete for crossing

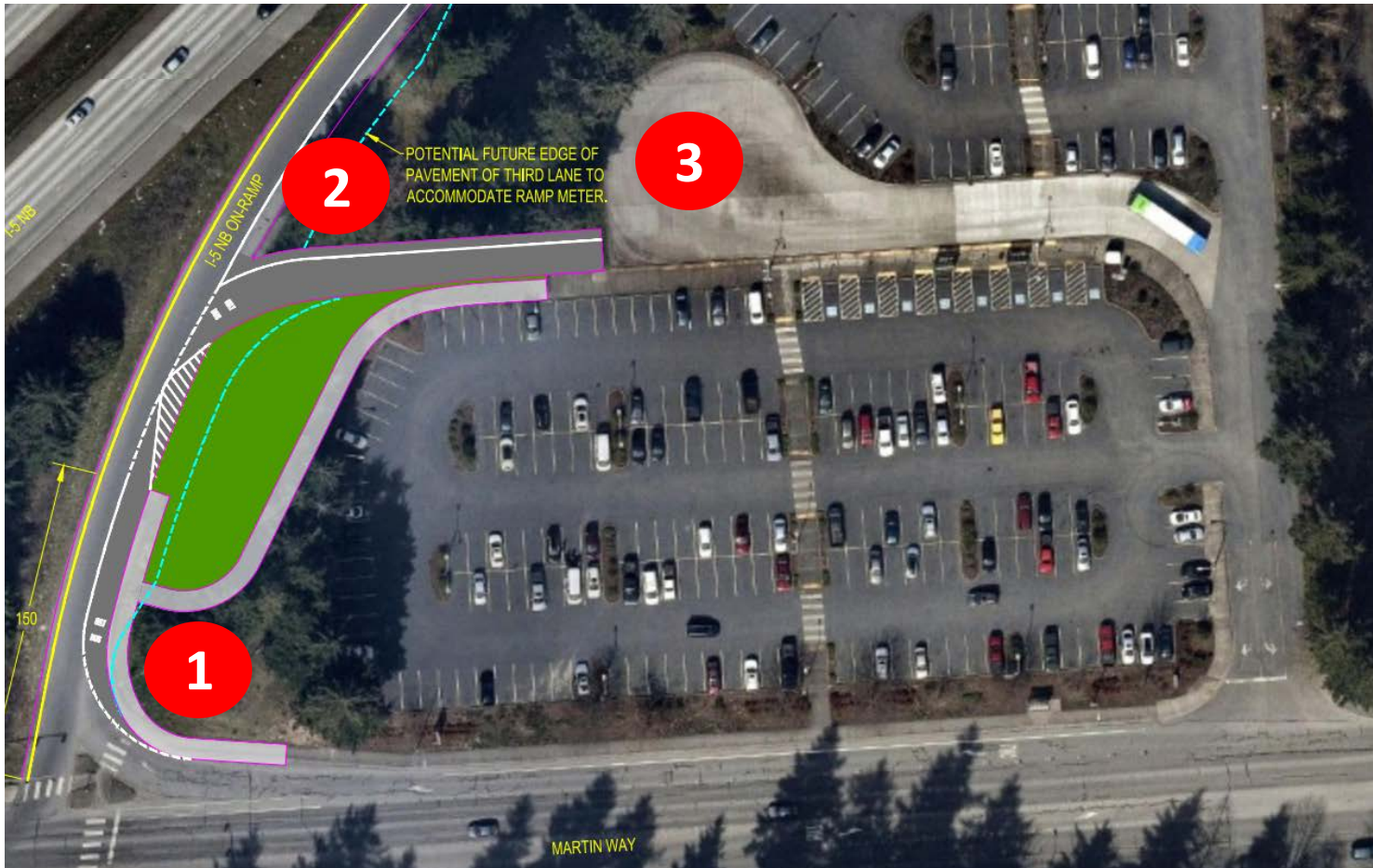
Bus Stop Canopy

User: work\jsh... CITY PROJECT\BID\10-3 MARTIN WAY PARK & RIDE DIRECT ACCESS\CAD\DWG\CONCEPT\EMBT\0306 - CONCEPT EMBT.DWG

REVISIONS	DATE	BY	DESIGNED BY: H. BROWN	ISSUE DATE: JANUARY 19TH, 2022	ALL DIMENSIONS	PROJECT NAME: INTERCITY TRANSIT	DRAWING No.:
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Martin Way Park-and-Ride Project Elements

Get clean concept image without yellow "ramp meter" text.



1. New NB Olympia Express Bus Stop on the NB On-Ramp
2. Transit-Only Direct Access into the Park and Ride
3. "Employee only" Restroom facilities

Work will also address:

- Some updates to the parking layout and internal configuration
- New walkway to the bus stop at the on-ramp
- Lighting, security, drainage.

Martin Way Park-and-Ride Project Elements – Flyer Stop



- 1** Add a flyer stop to the I-5 northbound on-ramp, NB Olympia Express buses will skip the Park-and-Ride, picking up passengers at new flyer stop on ramp before merging back onto I-5, eliminating lane-crossing and unprotected left-turn at driveway

Martin Way Park-and-Ride Project Elements – Transit-Only Access Lane



- 2** Add a transit-only access lane into Park-and-Ride
- All EB buses get protected left turn at the signal and exit right into the Park-and-Ride, eliminating unprotected left turn at the driveway

Martin Way Park-and-Ride Project Elements – On-site Improvements



3 Add operator facilities, revamp internal travel lanes & parking

New building for operator restrooms and storage will be added plus a new bus canopy for passengers. Bus bays, travel lanes and parking will be redesigned to accommodate direct access lane and new walkway to flyer stop.