

# Regional Transportation Plan: Log Cabin Road History

Intercity Transit Authority Board | July 2, 2025

**July 9<sup>th</sup>: Transportation Policy Board recommendation**

**July 11<sup>th</sup>: Thurston Regional Planning Council action**

Adopt the 2050 Regional Transportation Plan

Outstanding Issue: Log Cabin Road Connection

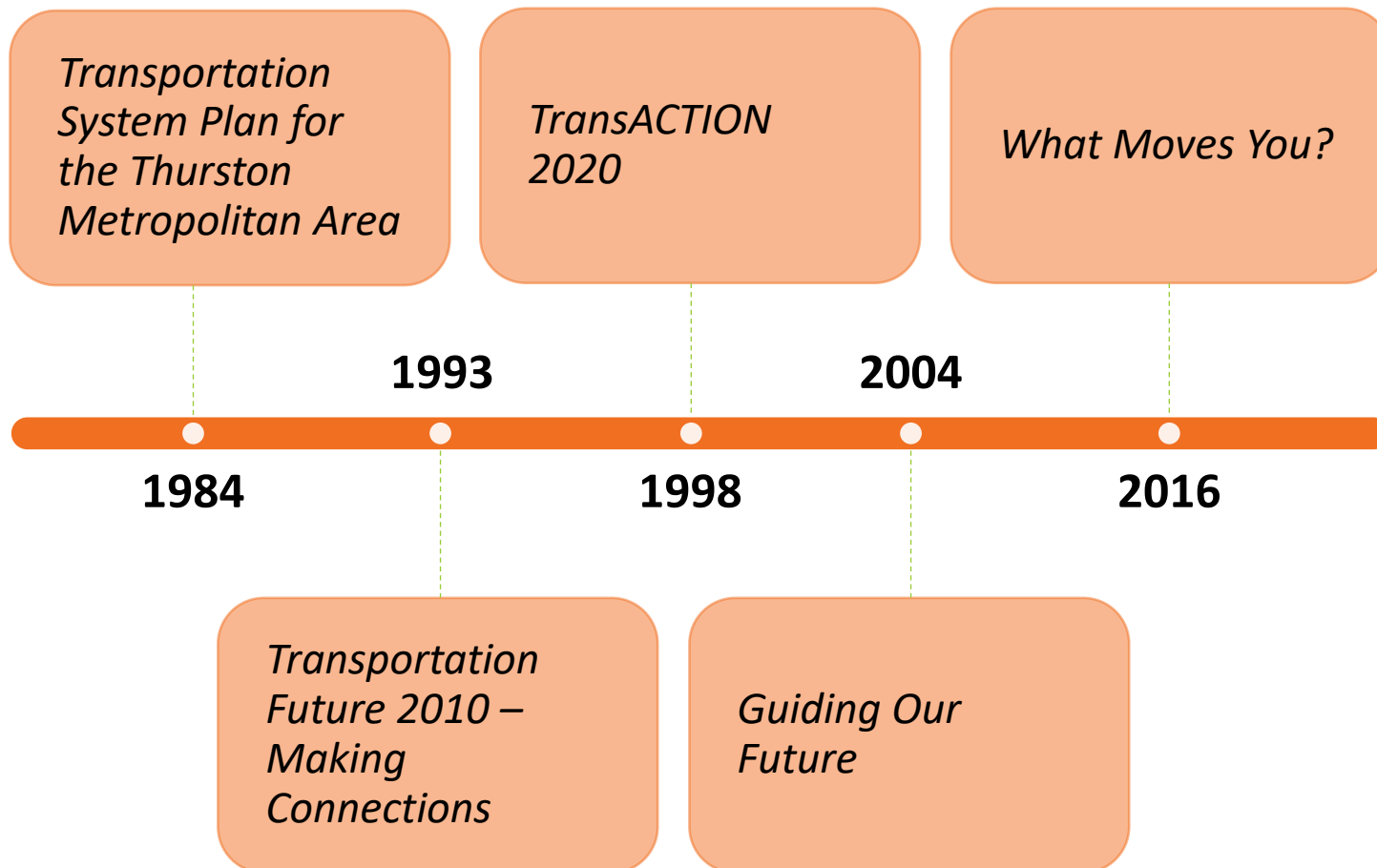
# What's happened since TPB's last meeting?

- **Communications with staff from affected jurisdictions** – what are your concerns with Log Cabin Road remaining in or being removed from the RTP?
- **Communications with state, federal partners** – what are the repercussions if TRPC doesn't adopt the RTP by July 11<sup>th</sup>?
- **Communications with TAC members** – what concerns do you have with being unable to make RTIP amendments between now and October?
- **Research!**

# Regional Planning: Policy Context

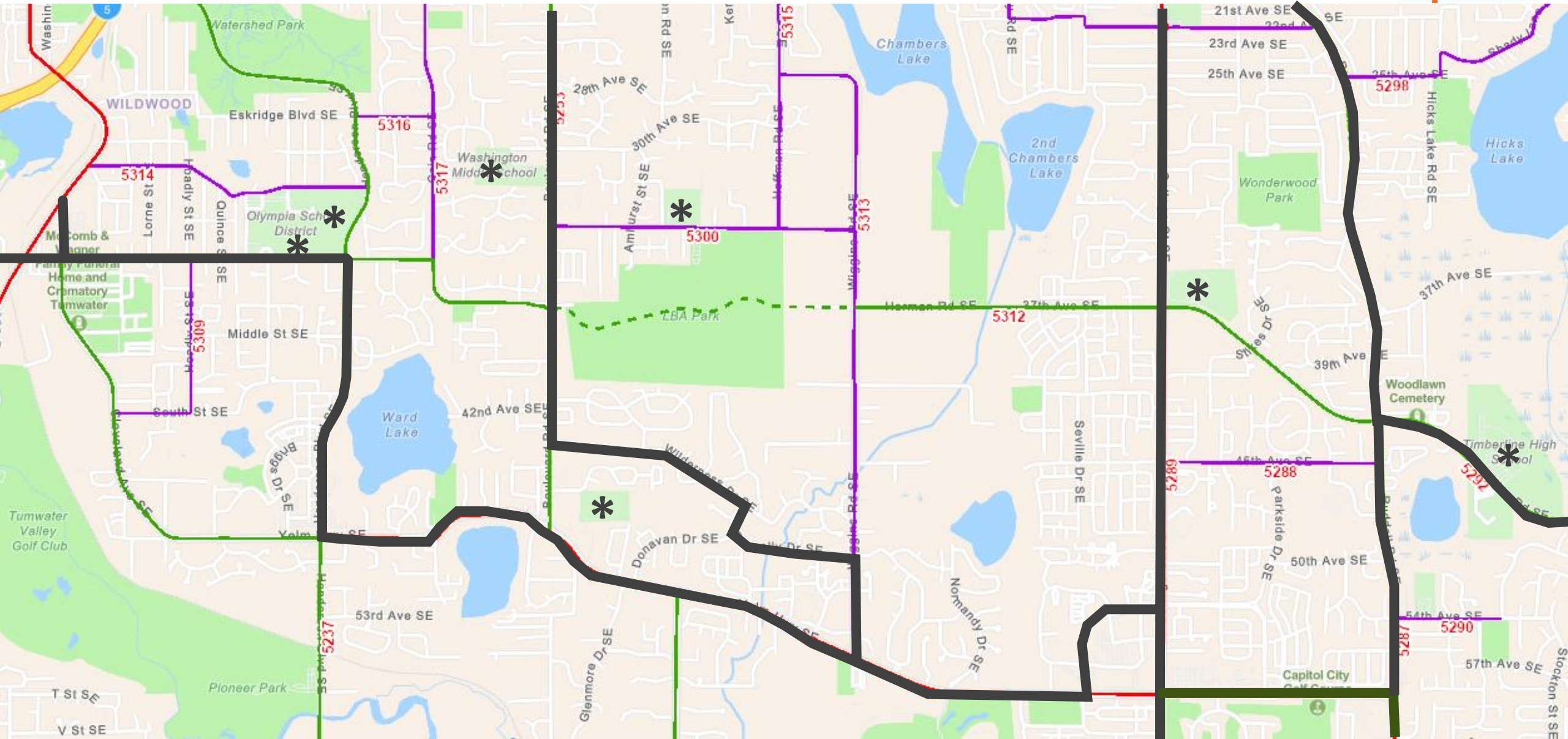
- Goal 2: Multimodal Transportation System
- Goal 9: Streets, Roads, and Bridges
- Goal 10: Public Transportation
- Goal 11: Bicycling
- Goal 12: Walking

# Regional Planning: Historical Context



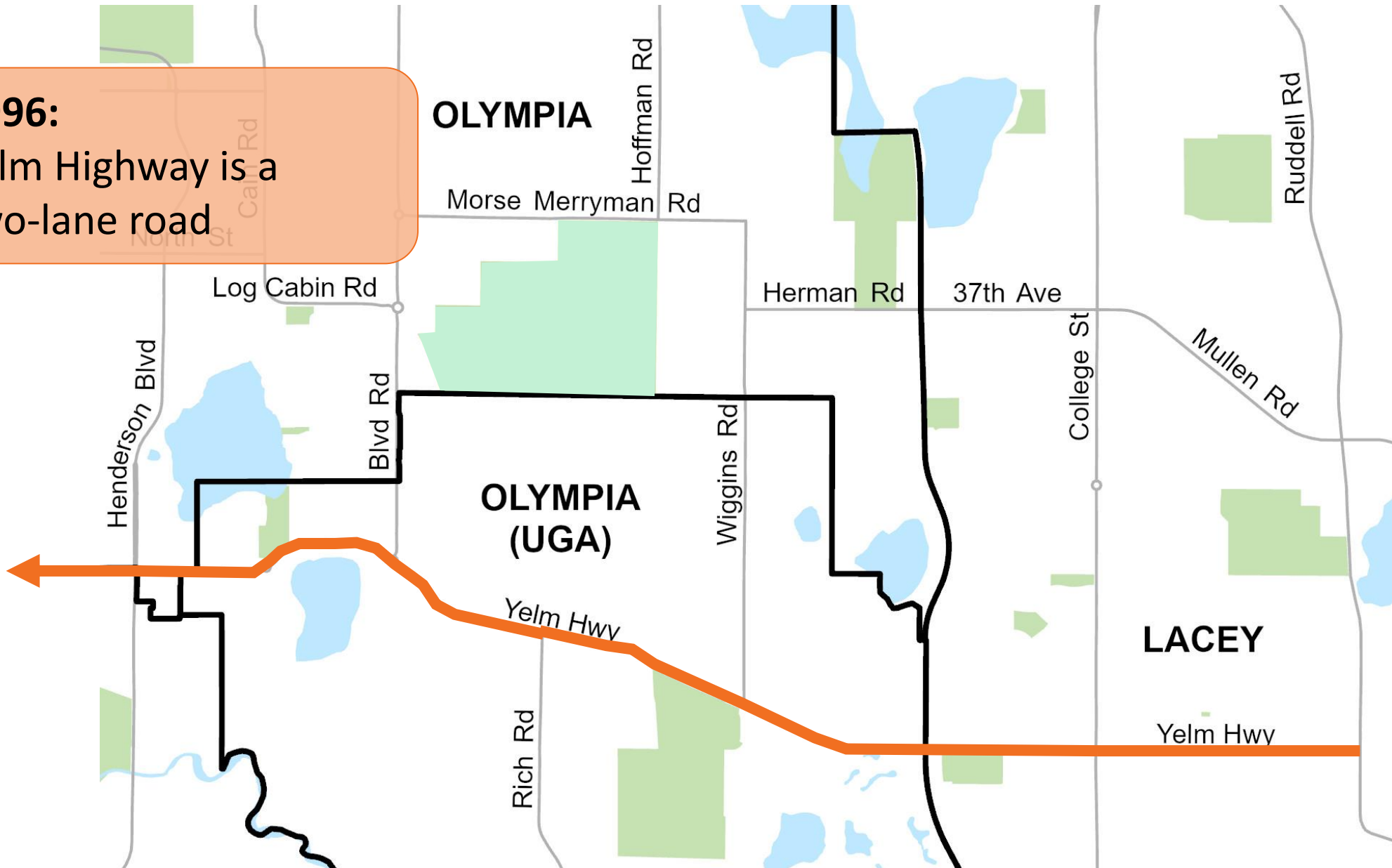
- ✓ Widen Yelm Highway
- ✓ Extend Mullen Road
- ⋮ Extend Log Cabin Road

# Where we are in 2025



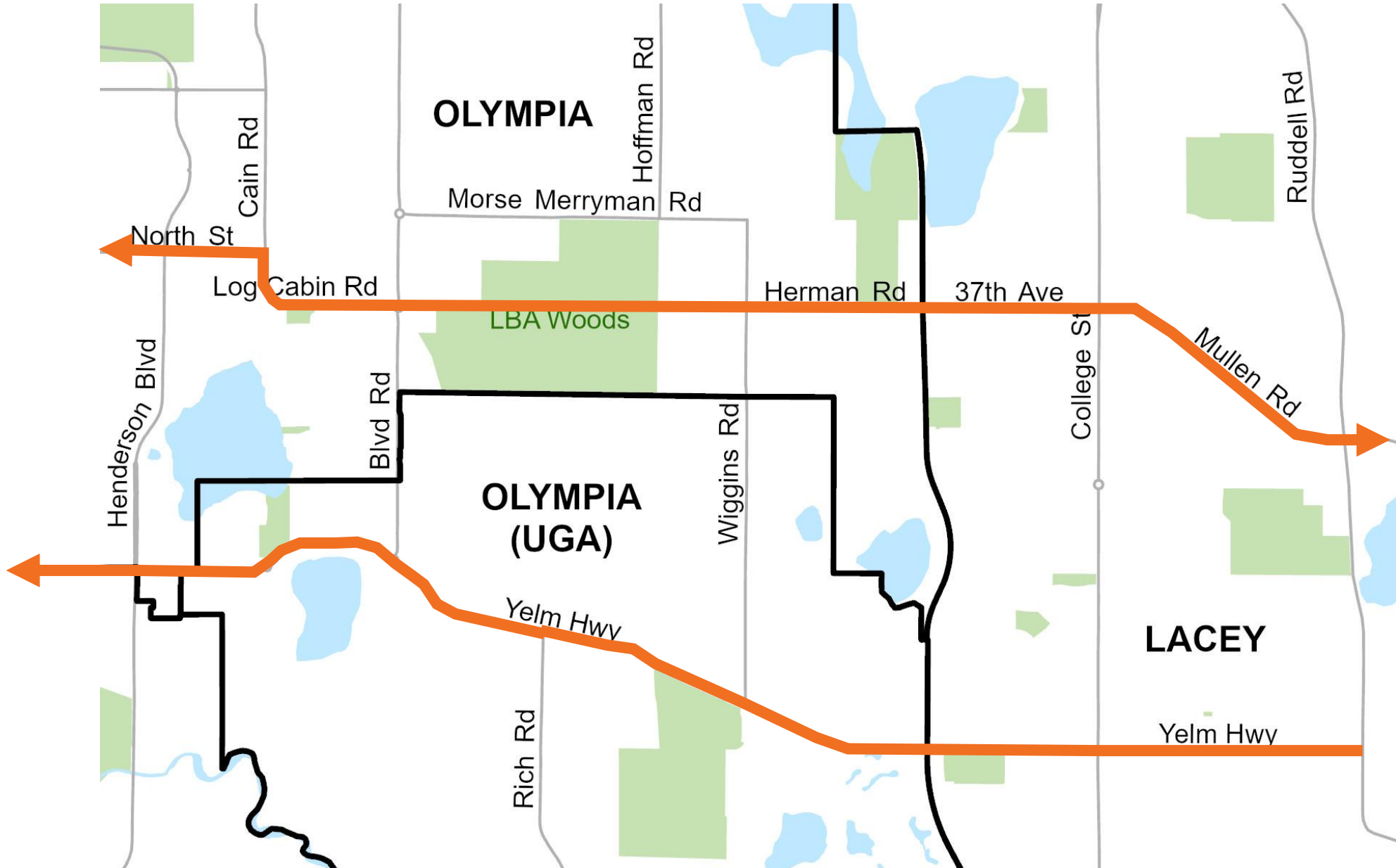
**1996:**

Yelm Highway is a  
two-lane road





# 1998: East-West Corridor Study finalized by Thurston County



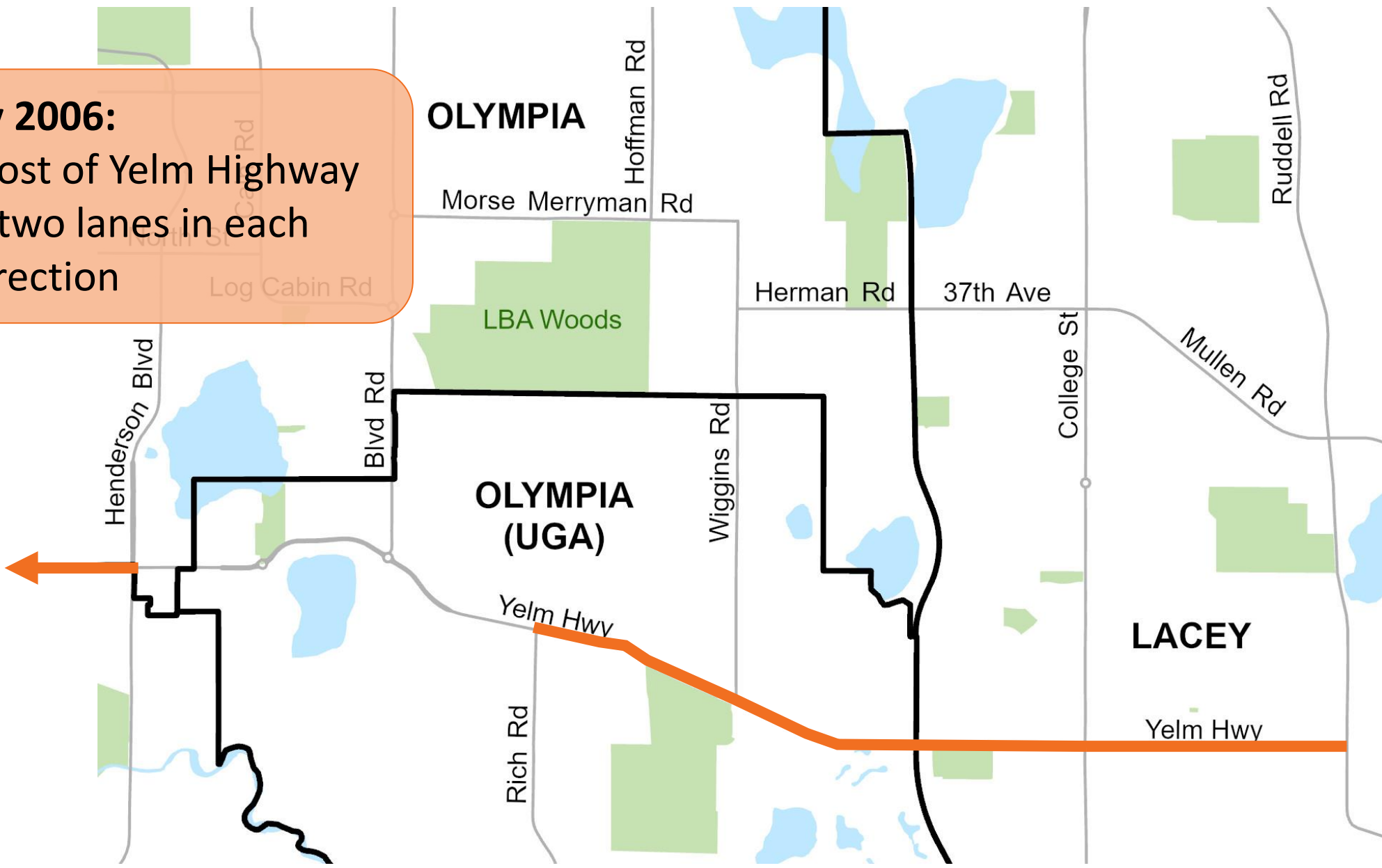


**By 2003:**

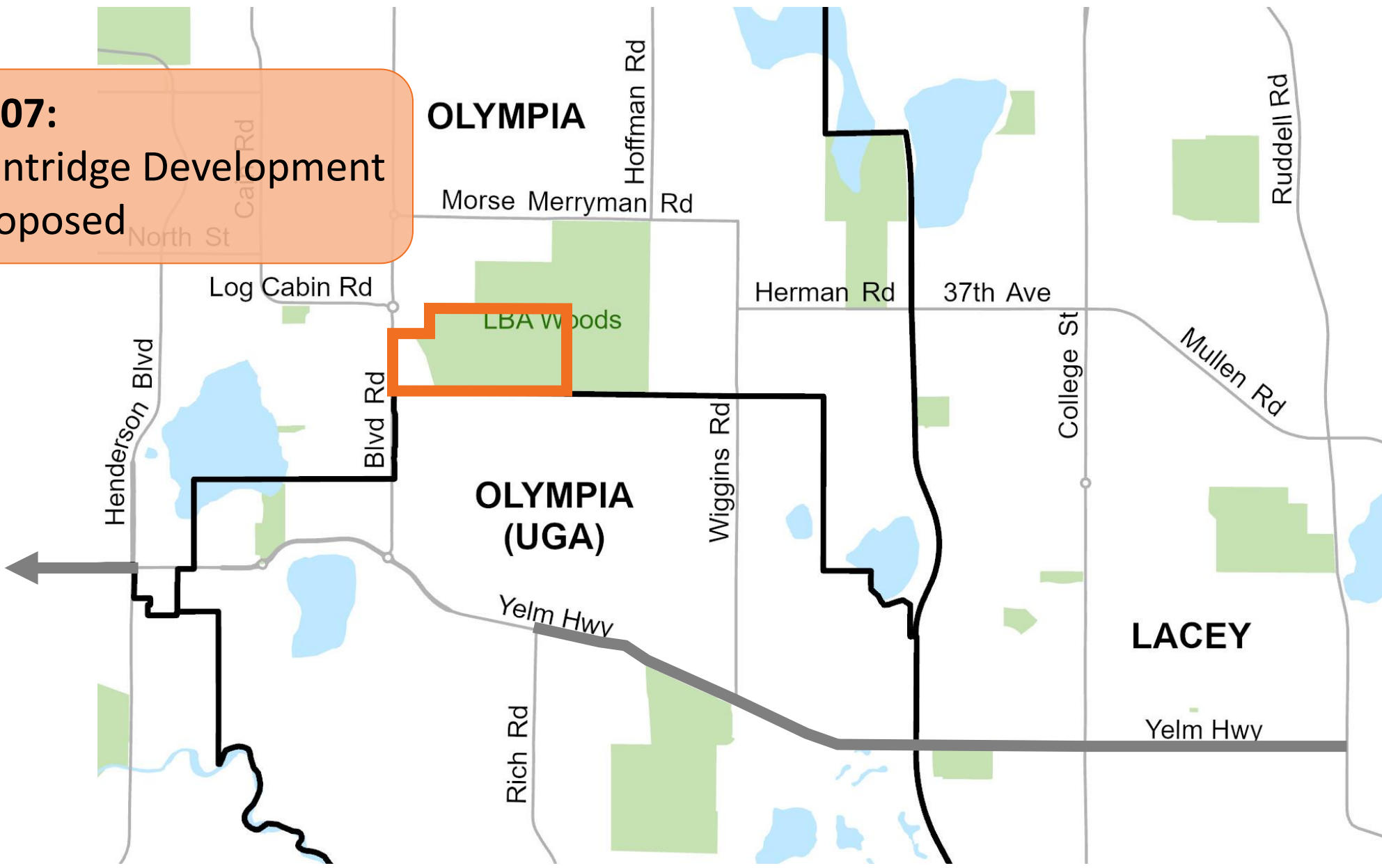
Portions of Yelm  
Highway are two lanes  
in each direction



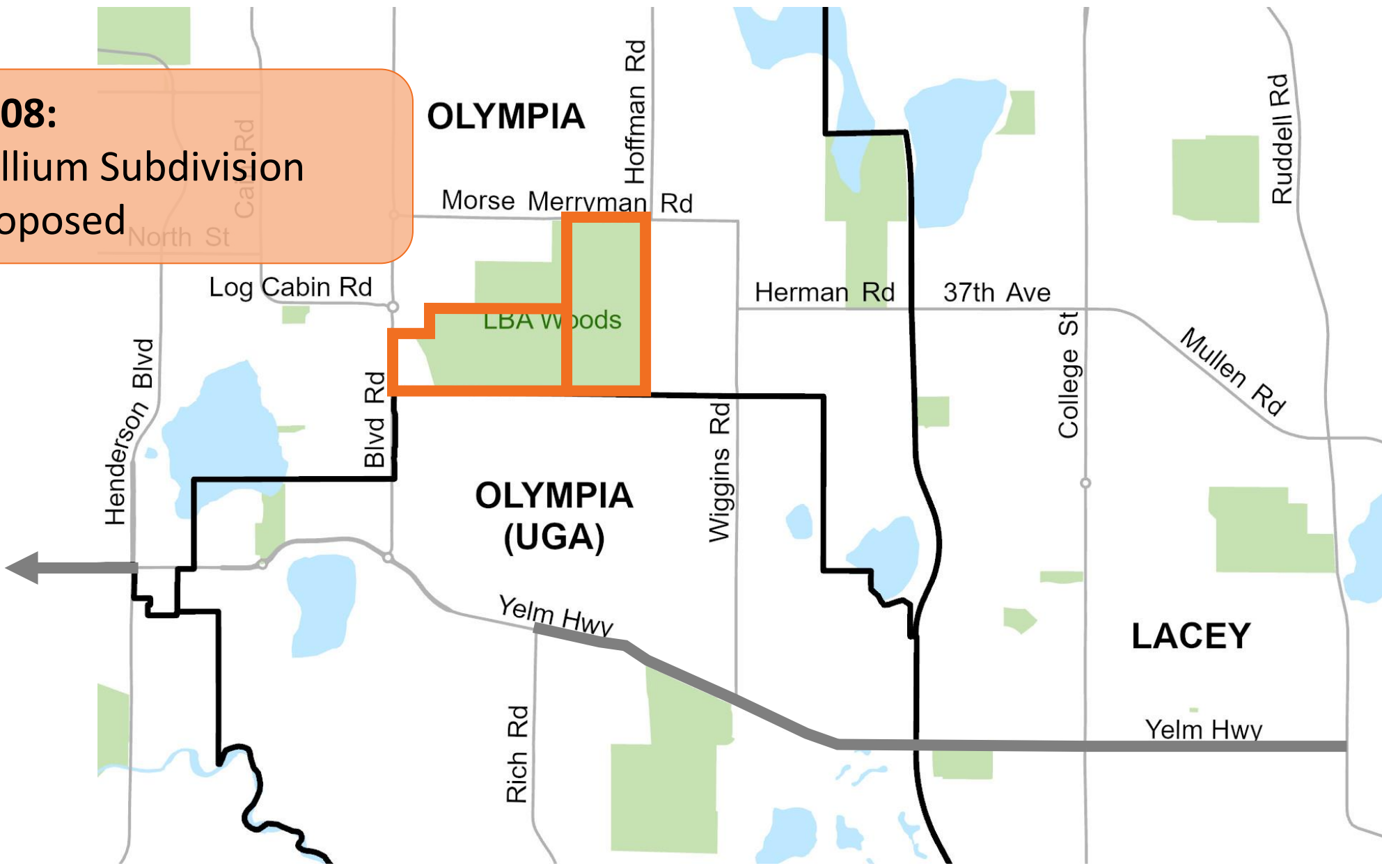
**By 2006:**  
Most of Yelm Highway  
is two lanes in each  
direction



**2007:**  
Bentridge Development  
proposed



**2008:**  
Trillium Subdivision  
proposed

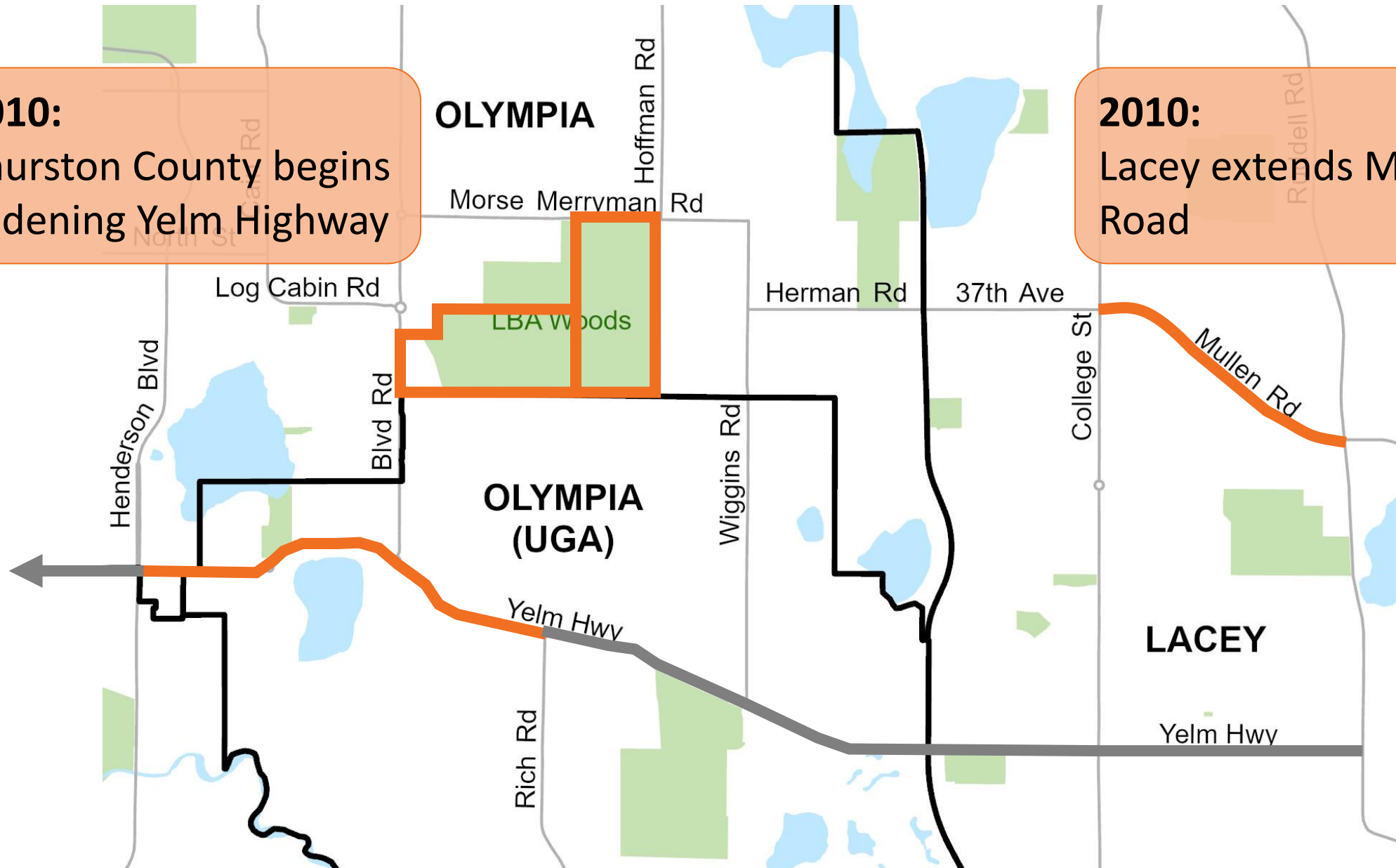


**2010:**

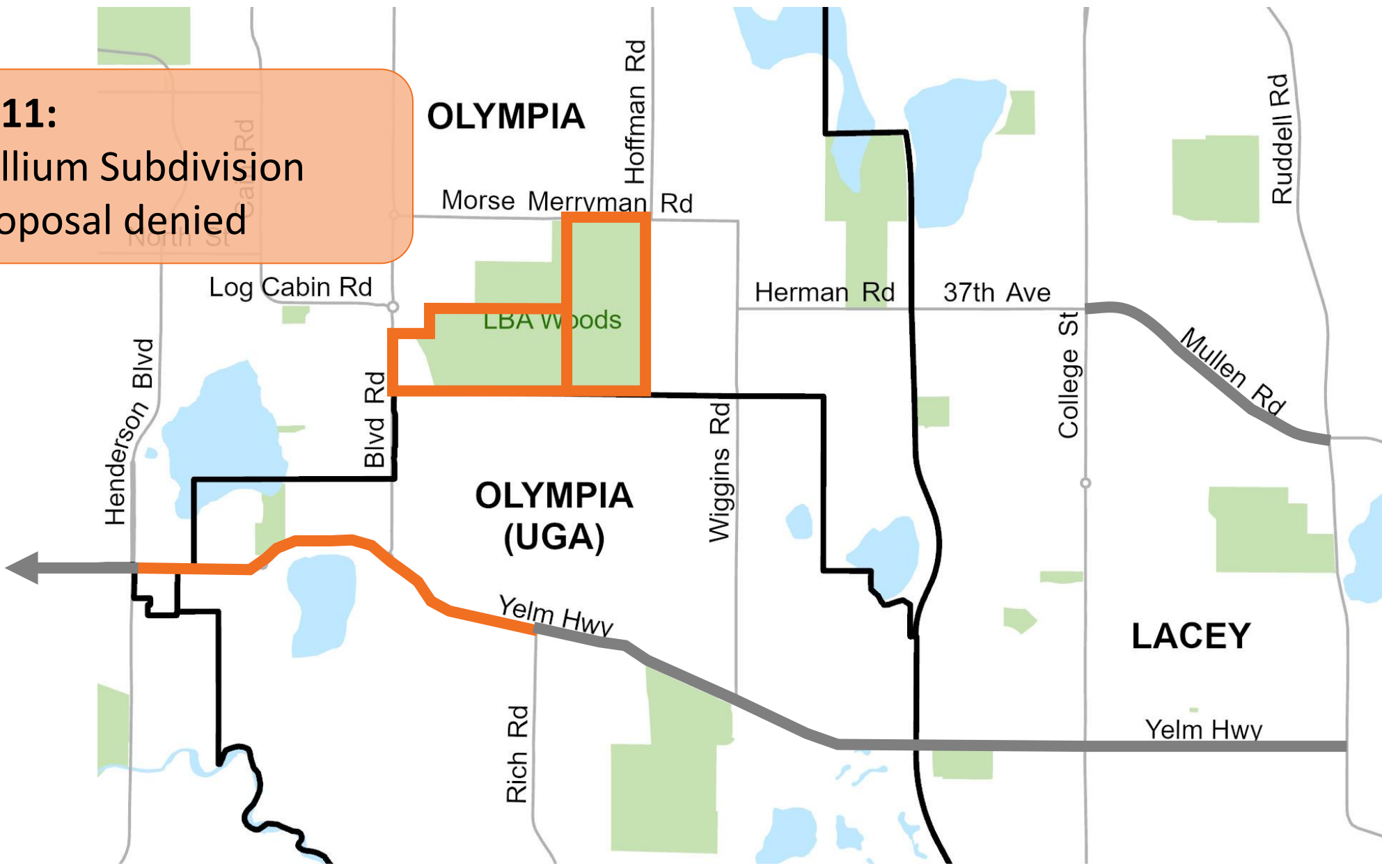
Thurston County begins  
widening Yelm Highway

**2010:**

Lacey extends Mullen  
Road



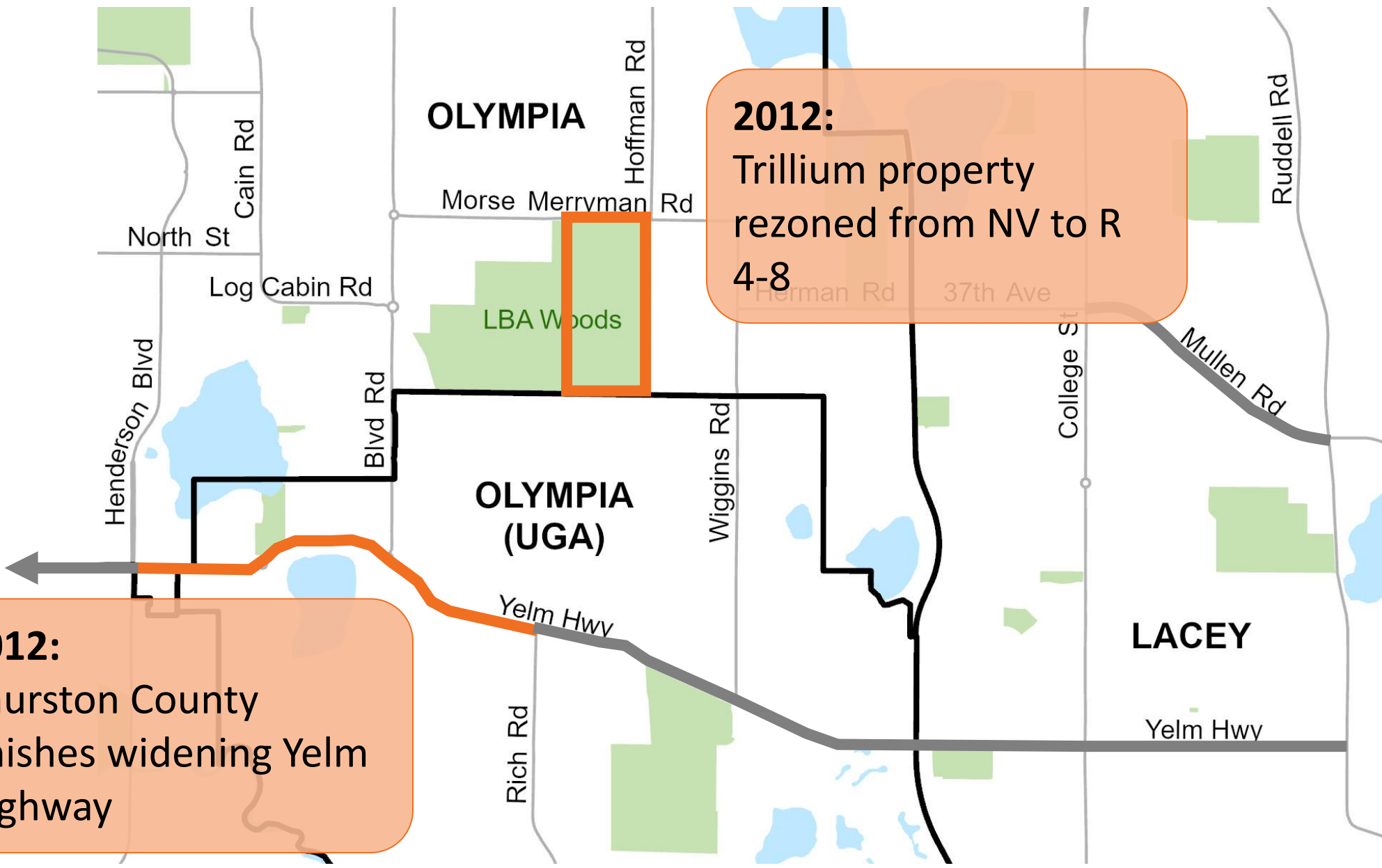
**2011:**  
Trillium Subdivision  
proposal denied





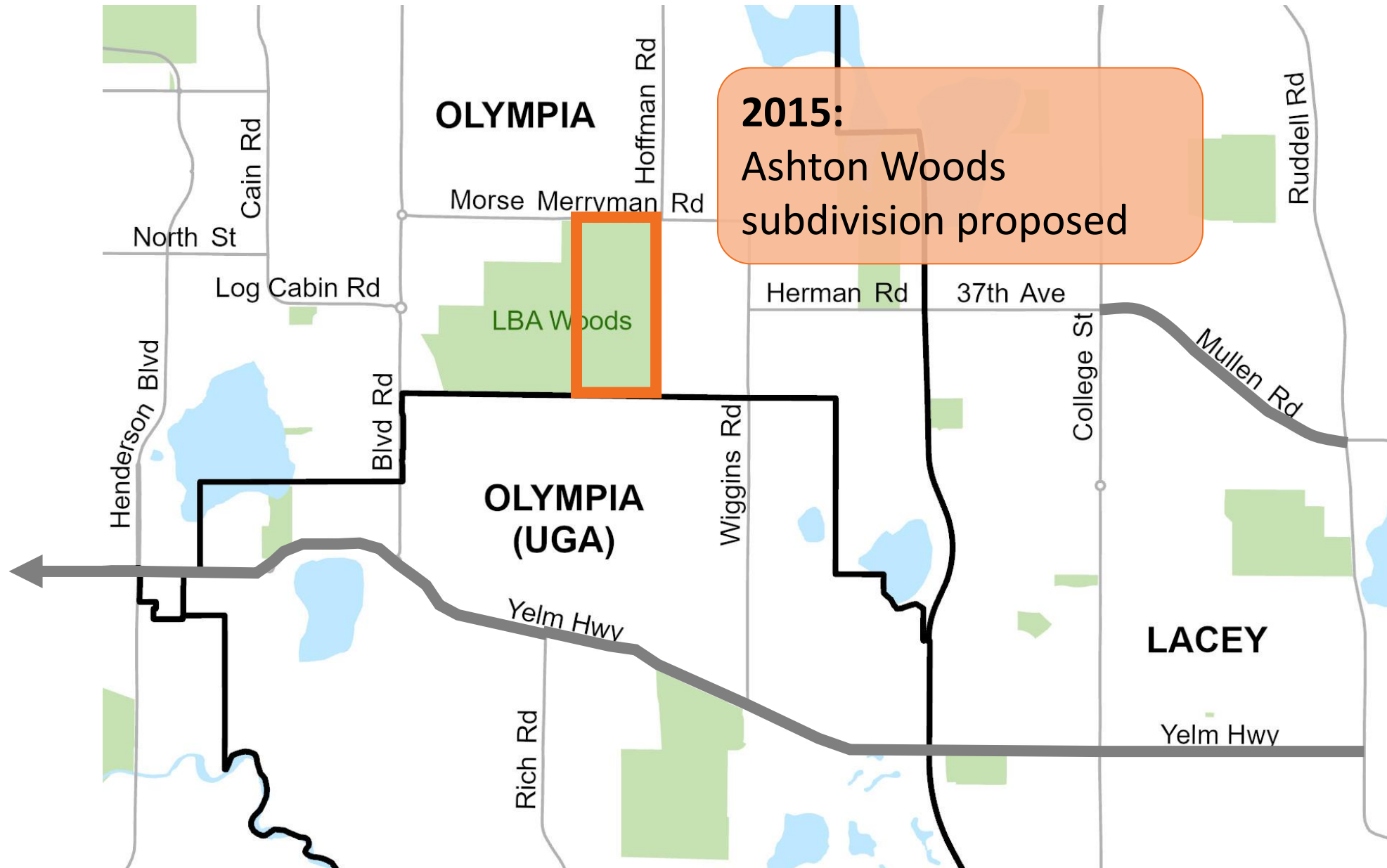
**2012:**  
Trillium property  
rezoned from NV to R  
4-8

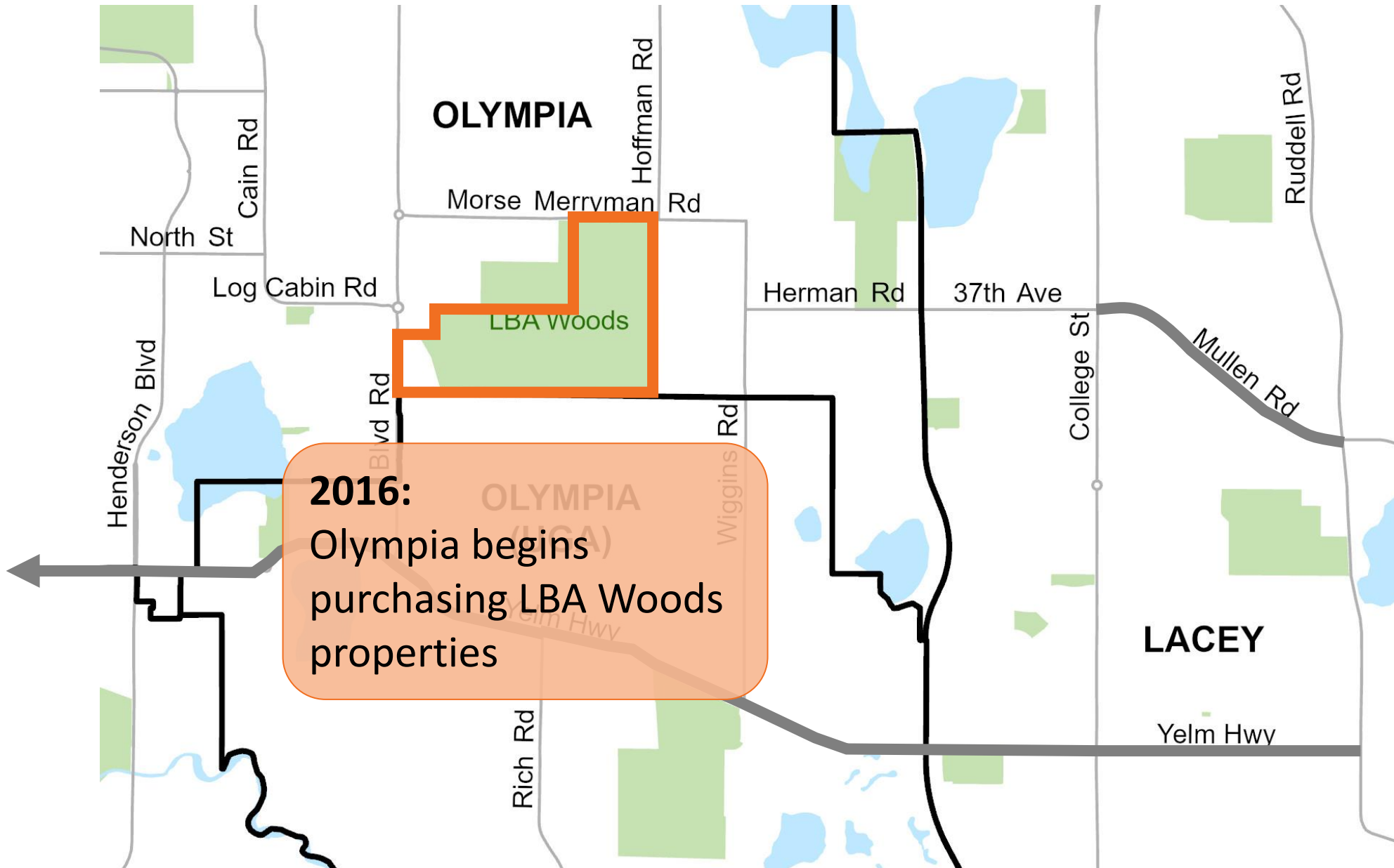
**2012:**  
Thurston County  
finishes widening Yelm  
Highway

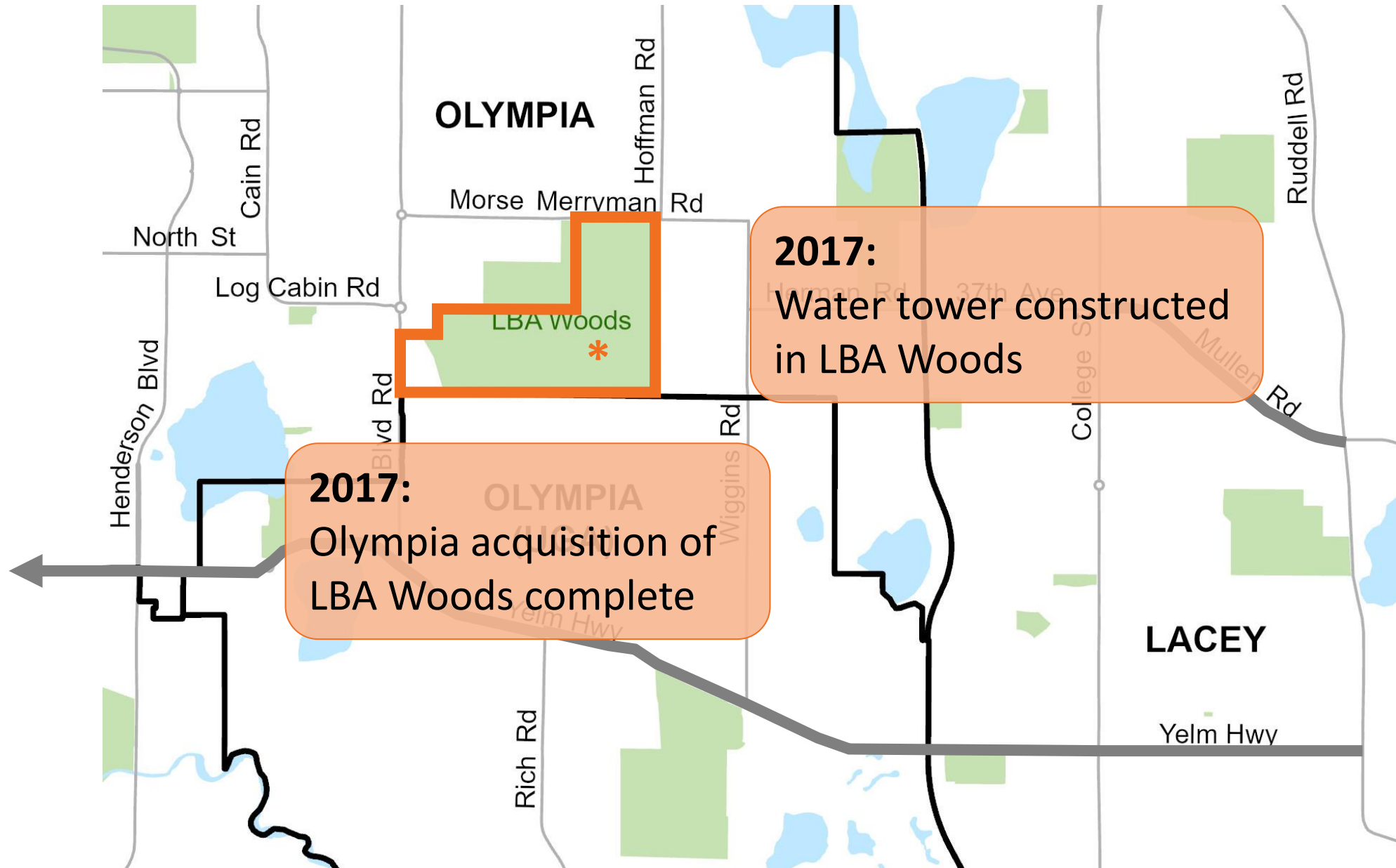


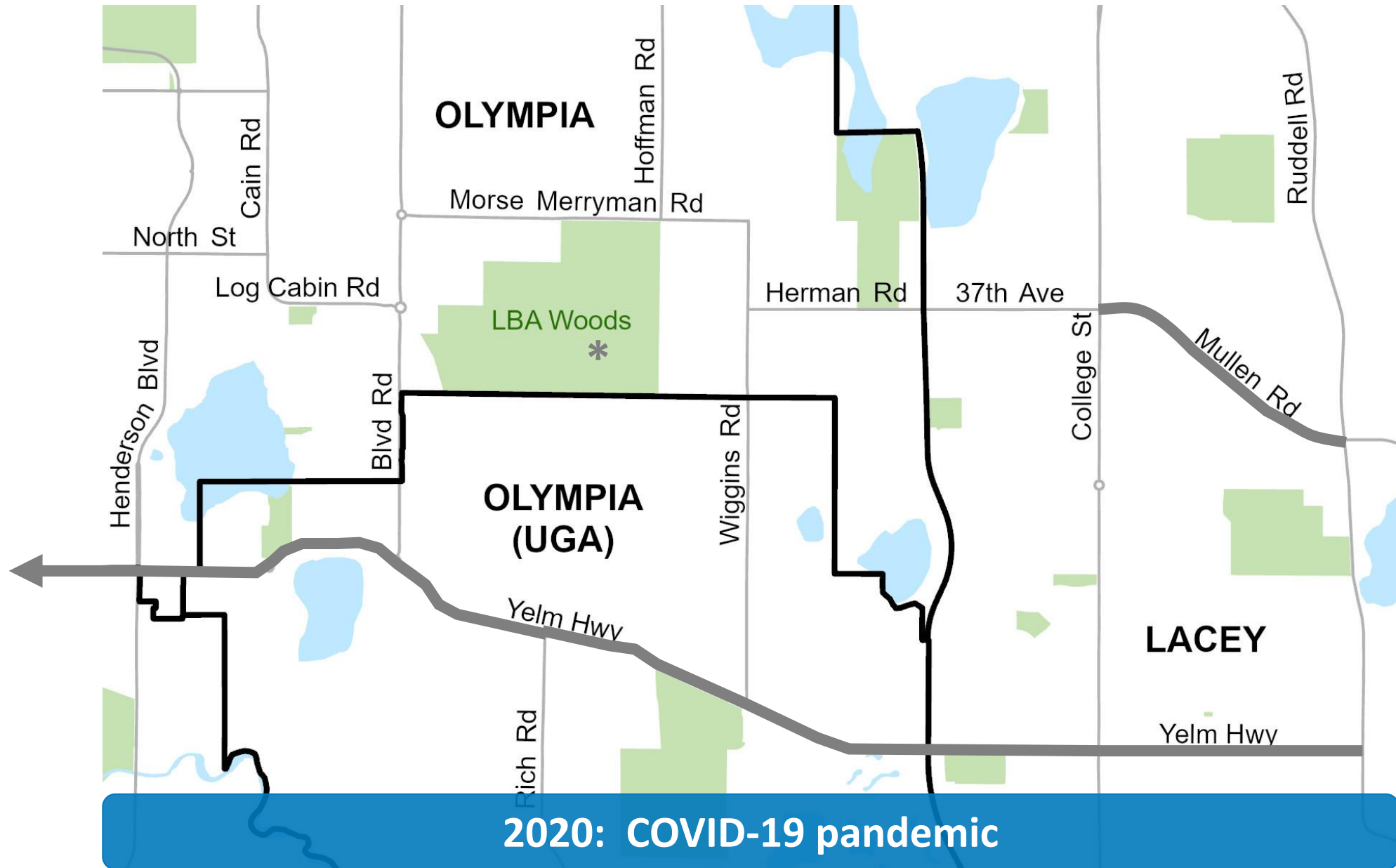


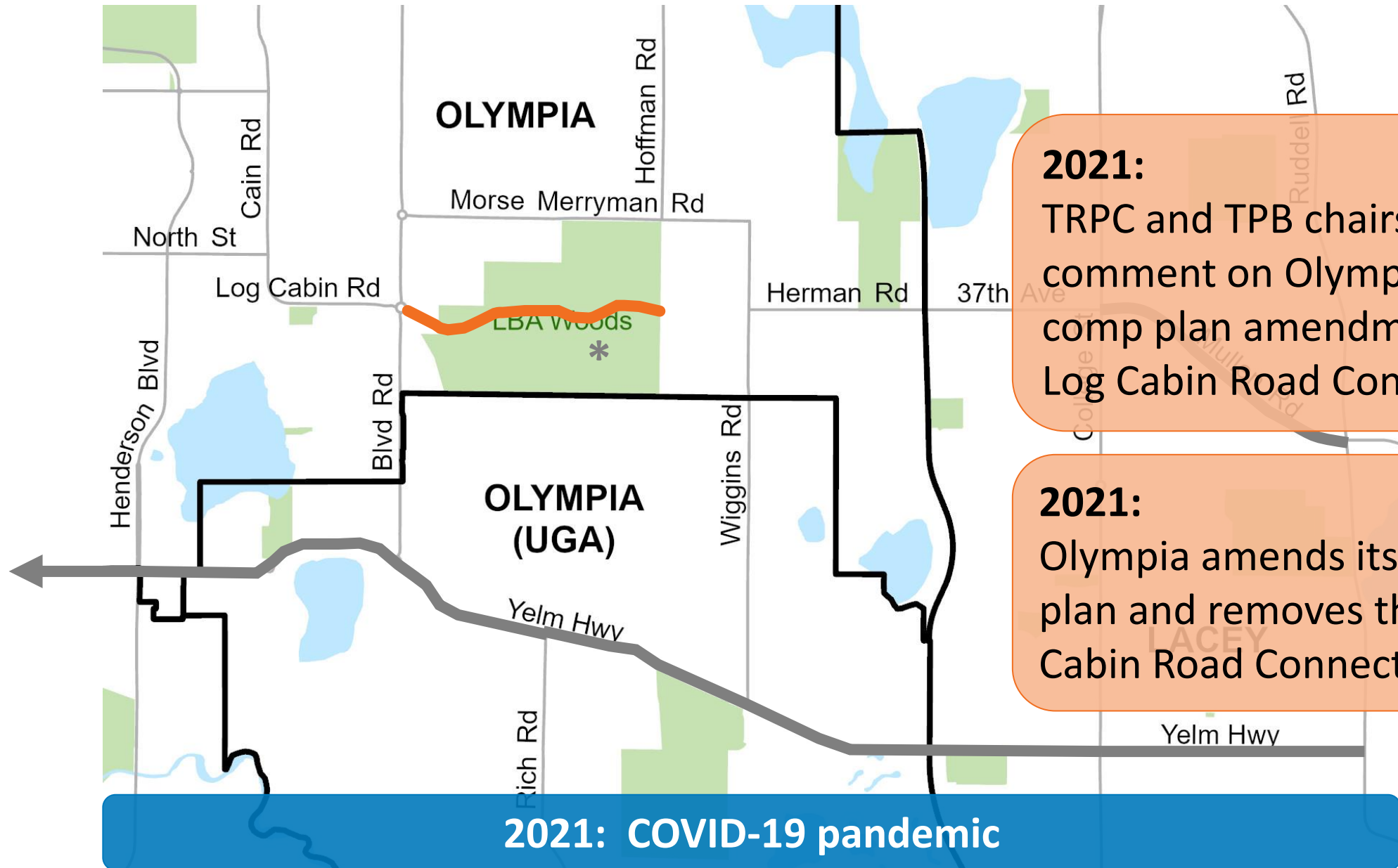
## 2015: Olympia Metropolitan Parks District formed





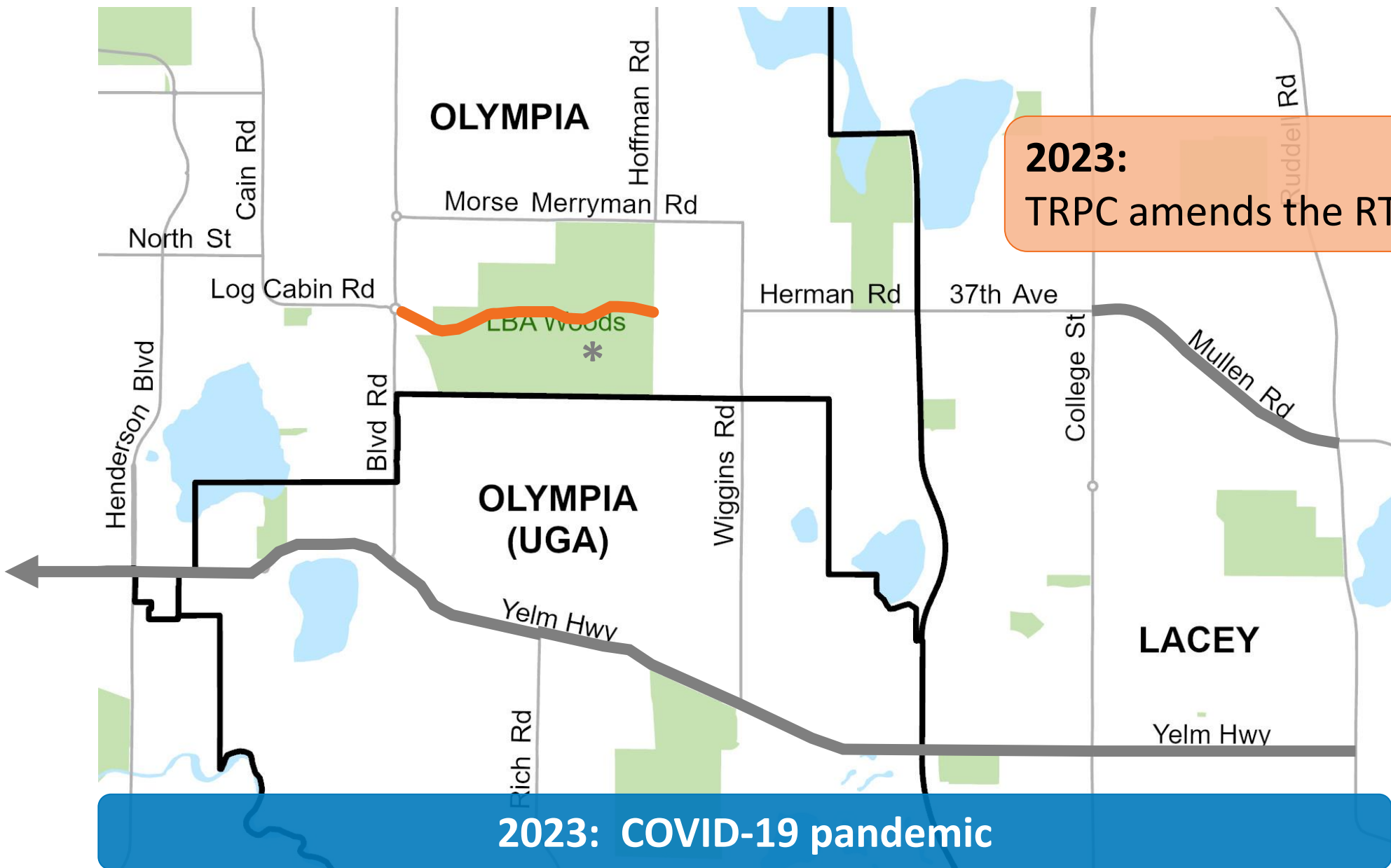






**2021:**  
TRPC and TPB chairs  
comment on Olympia's  
comp plan amendments re:  
Log Cabin Road Connection

**2021:**  
Olympia amends its comp  
plan and removes the Log  
Cabin Road Connection

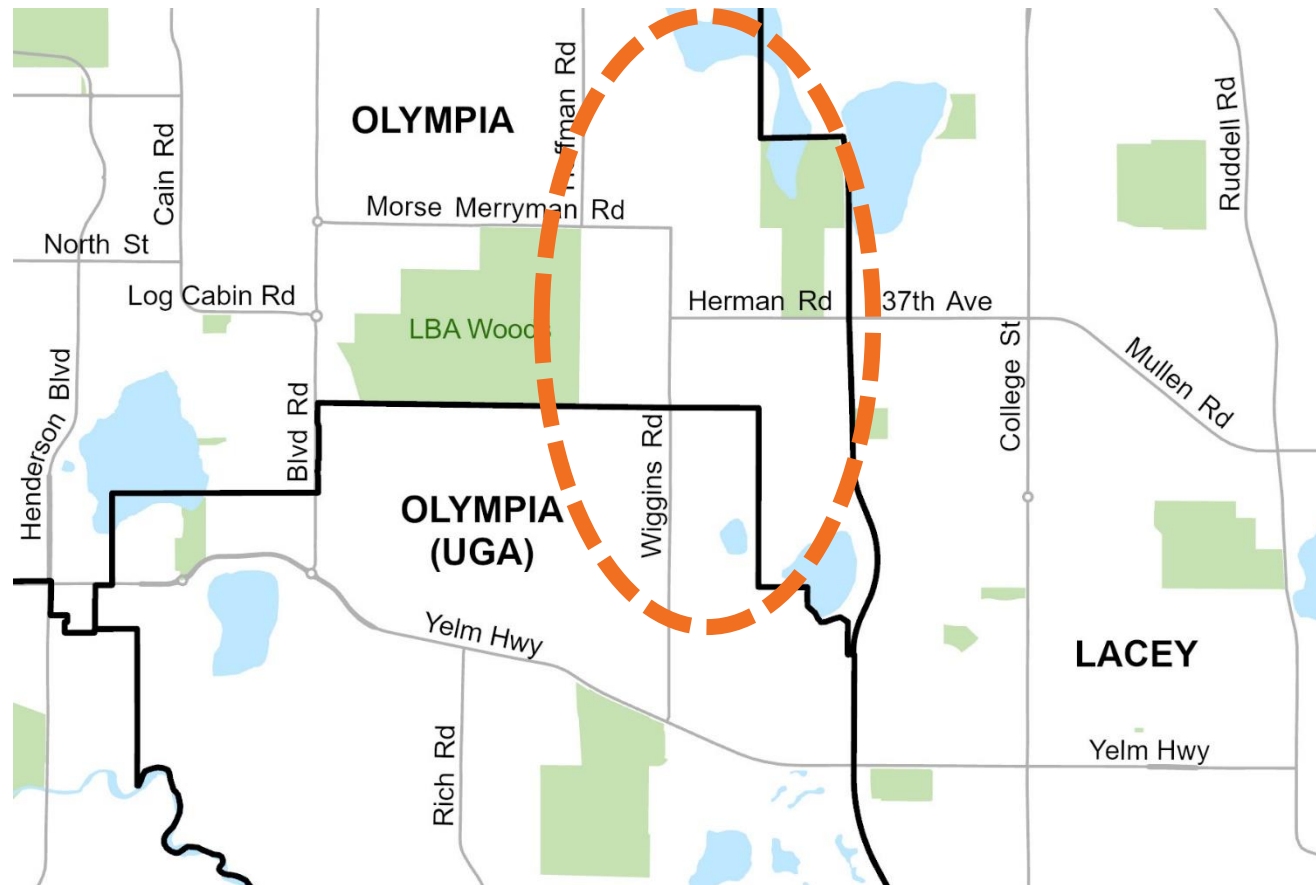


**2023:**  
TRPC amends the RTP

**2023: COVID-19 pandemic**



# Log Cabin Road Connection: Land Use Context





# Log Cabin Road Connection: Regional Modeling Limitations

- Intent
- PM peak only
- “Big picture” model
- Transit
- Active transportation
- Projects that don’t exist
- Street network redundancy
- Utility siting

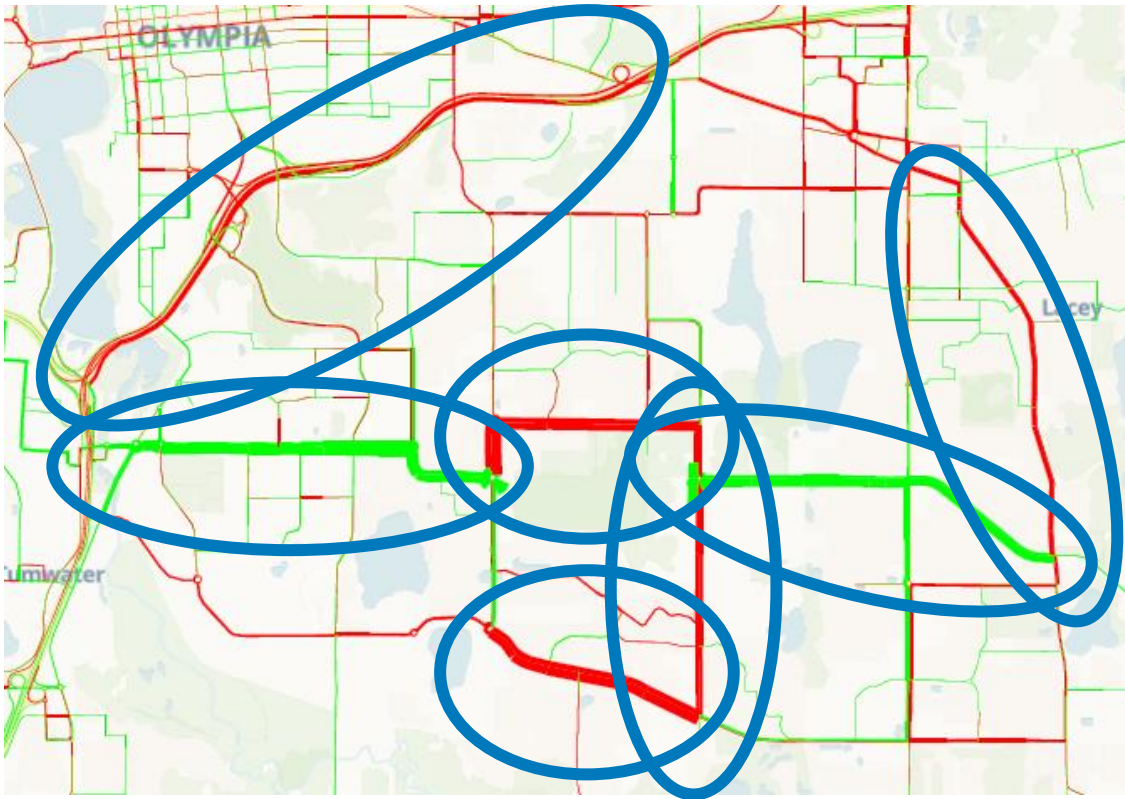


# Removing the Log Cabin Road Connection: Regional Impacts

- No/negligible impacts
  - Mode split
  - Vehicle miles traveled (VMT)
- Impacts
  - Financial forecast
  - Vehicle volumes
  - Level of service (LOS)

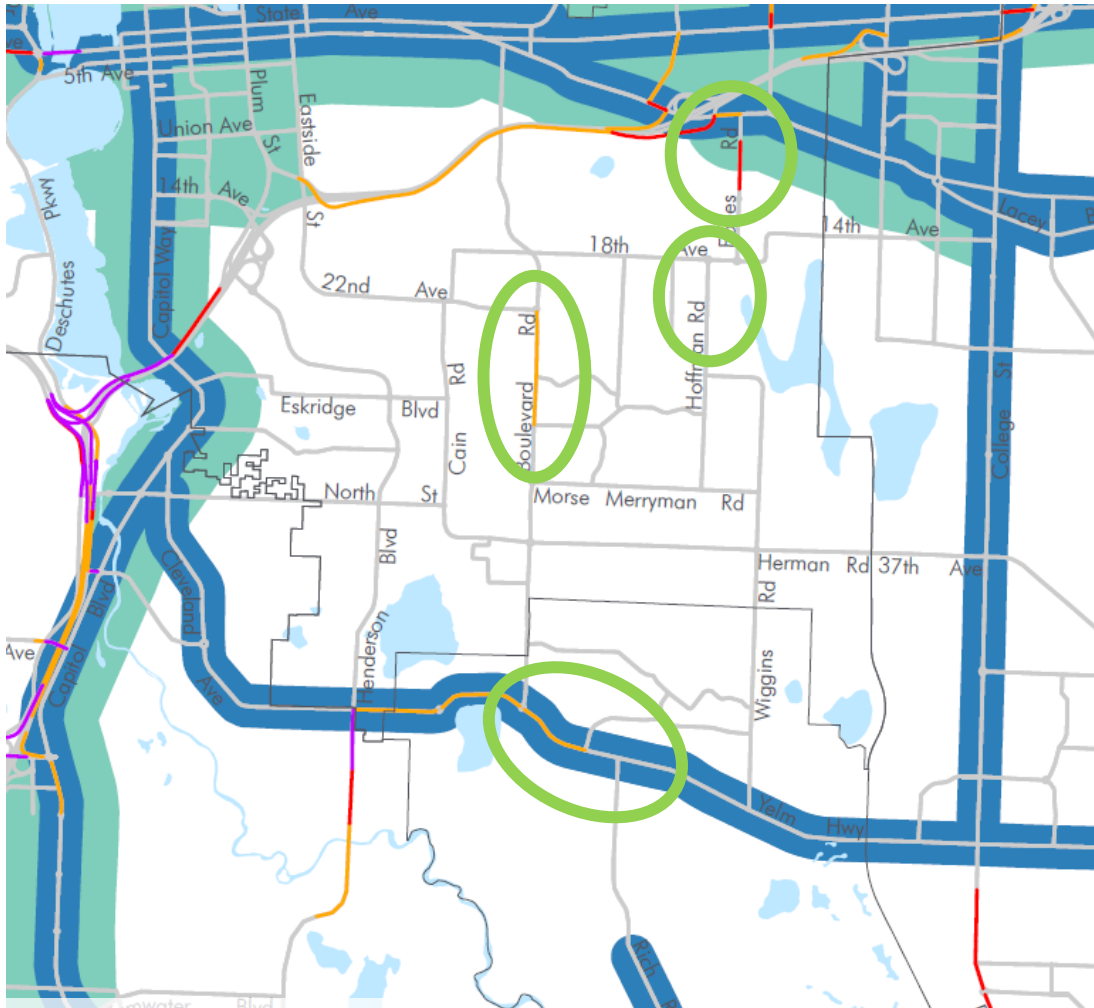


## 2050 Volumes with Log Cabin Removed (pm peak hour)

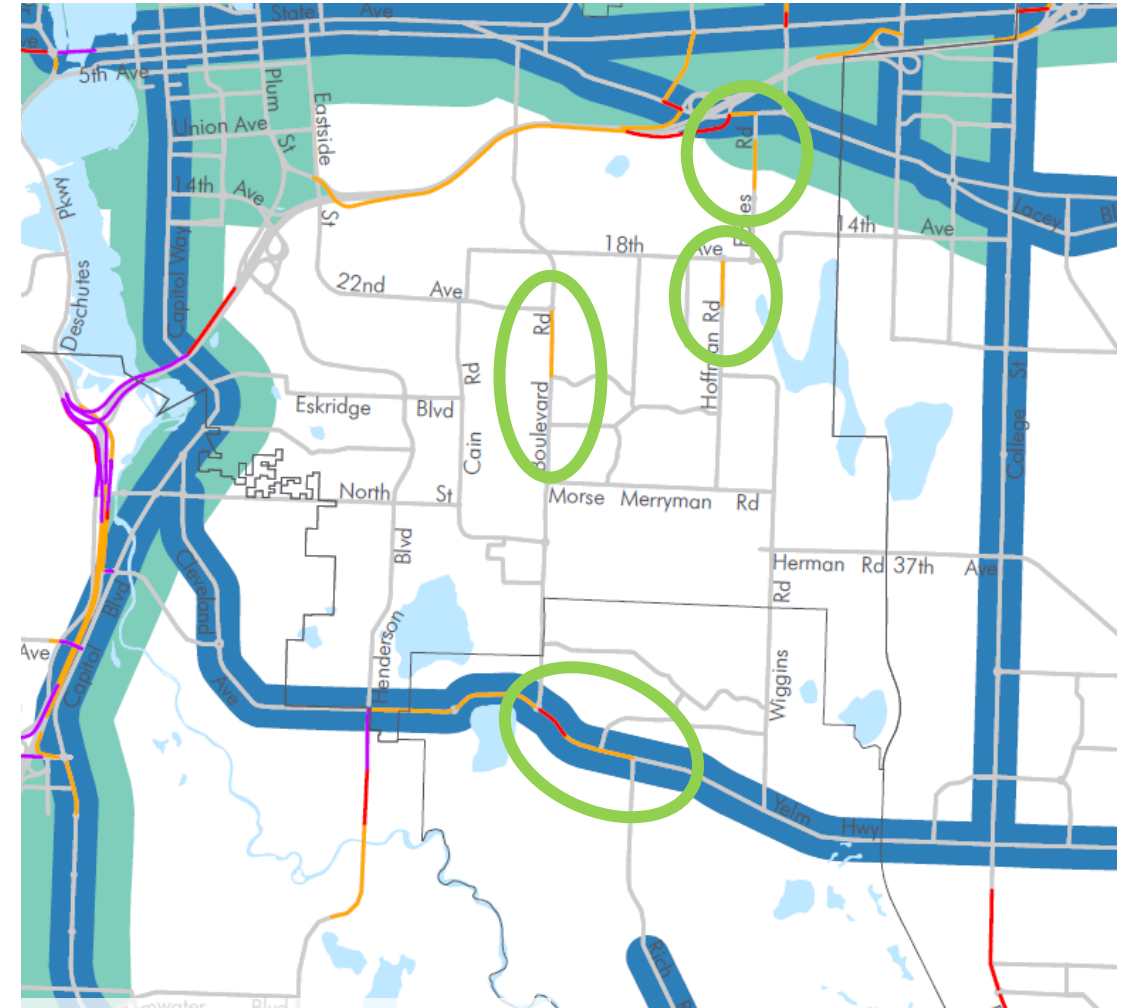


- I-5: 20-320 more trips
- Ruddell Road: 5-50 more trips
- Morse-Merriman: 50-75 more trips
- Yelm Hwy: 60-100 more trips
- Wiggins: 20-60 more trips
- Log Cabin/N Street: 30-100 fewer trips
- Herman/Mullen: 30-100 fewer trips

# LOS: 2050 Land Use with All RTP Projects (pm 2-hour peak)



Log Cabin Road Included



Log Cabin Road Removed



## Draft Revisions:

### Option A – Include the Log Cabin Road Connection

- A4 Log Cabin Road Connection project sheet
  - Notes there is no project sponsor, but Olympia is the responsible jurisdiction for implementation

## Draft Revisions:

### Option B – Remove the Log Cabin Road Connection

- A4 Log Cabin Road Connection project sheet removed
- New Assessment Area: Yelm Highway from Henderson Boulevard to Rich Road
- Updated financial forecast
- Updated LOS Maps for 2050 with all RTP projects
- Updated staff response in the public comments log

# Option A – Log Cabin Connection Included

## Pros

- Maintains regional connectivity
- Gives Olympia and the region options
- Acknowledges previous investments
- Acknowledges lack of consensus
- Consistent with original intent for purchasing LBA Woods
- Maintains regional planning efforts in play since 1984

## Cons

- Not consistent with standard practice
- Causes confusion
- Does not address community concerns



# Option B – Log Cabin Connection Removed

## Pros

- Acknowledges change
- Acknowledges studying the issue needs to come first
- Consistent with standard practice
- Accurately reflects Olympia's current intent and long range plans
- Balances assessment needs with local authority
- Responsive to community concerns
- Frees up funding
- Doesn't introduce LOS failures

## Cons

- Removes a defined option
- Increases future vehicle volumes and congestion
- Impacts neighboring jurisdictions
- Undermines previous investments
- Not consistent with past planning decisions



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