

COMMUNITY STREETS

The City of Rainier street system includes a variety of local, collector and arterial streets. Significant streets through the community include Highway 507 (or Binghampton Street, a facility operated by the State of Washington), Minnesota Street/Rainier Road, Centre Street, and 133rd Avenue. Centre Street and Minnesota Street/Rainier Road handle the majority of north/south traffic, and are the only two roads that cross Highway 507, the primary east/west route.

System Characteristics

Road Types – Characteristics of roadways in the Rainier City Limits and Urban Growth Area are presented in Map STR-1 and Table STR-1.

STR-1: Street Types

CITY LIMITS	Length (Miles)	Maintenance Responsibility	Improvement Responsibility
Minor Arterial			
SR 507 (City)	1.52	WSDOT	City/WSDOT
Major Collector			
133 rd (West Portion of City)	0.50	City	City
Centre Street	0.33	City	City
Rainier Road (City)	0.27	City	City
Minnesota Ave.	0.20	City	City
Algyer Road	0.58	City	City
Local Access			
All Other Public Streets	9.47	City	City
UNINCORPORATED URBAN GROWTH AREA	Length	Maintenance Responsibility	Improvement Responsibility
Minor Arterial			
SR 507 (County)	0.40	WSDOT	County/WSDOT
Major Collector			
Rainier Road (County)	0.40	Thurston County	Thurston County
Vail Cut-Off Road (County)	0.16	Thurston County	Thurston County
Local Access			
All Other Public Streets	0.63	Thurston County	Thurston County

Sources: Washington State Department of Transportation Functional Classification Map and Thurston Regional Planning Council

With the exception of SR 507, maintenance and improvements to most roadways within the City limits are the responsibility of Rainier. As public streets (and the lands that they serve) are annexed into the City limits from the Unincorporated Urban Growth Area, the City will accept additional responsibilities associated with the maintenance and improvement of the new roads.

Anticipated Volumes – The existing street system in the City of Rainier generally functions well.

However, over the next twenty plus years, certain roadways will likely experience congestion, or PM peak hour volumes that exceed the capacity of existing facilities (see Map STR-2). In 2035, both Rainier Road/Minnesota Street traveling southbound, and Binghampton Street traveling eastbound are projected to experience PM peak volumes that are beyond the capacity of the roadways. While these volumes will cause some congestion in the roadway segments themselves, certain intersections, such as the Minnesota Street and Centre Street intersections along Binghampton Street, will bear the most significant impacts associated with this traffic.

System Deficiencies and Potential Projects

Underperforming Intersections – Within the next six to twenty years, the City of Rainier will need to improve the intersections at Minnesota Street/Binghampton Street and Centre Street/Binghampton Street. These intersections are the only intersections that allow travel across both the Yelm-Tenino Trail and Binghampton Street, and are projected to perform at a Level of Service F in 2035 according to a 2013 report completed by the Thurston Regional Planning Council.

Over the next 20 years, the City of Rainier will work to improve the Centre and Minnesota Street intersections with Binghampton Street to improve traffic movement and pedestrian safety in the areas. Federal and/or state transportation funding will be pursued for these improvements.

Poor Street Connectivity – Enhancing street connectivity will also help disperse traffic through the community and decrease the traffic congestion at the Minnesota Street/Binghampton Street and Centre Street/Binghampton Street intersections. At present, the City of Rainier has a poorly connected street network due to topographical constraints, dead end streets, and rail and trail corridors that limit road connections. These constraints tend to funnel individuals – especially those travelling through the community – to certain key intersections (such as Minnesota and Centre at Binghampton Street). Improved street connections will better distribute traffic and help ease the flow of traffic through Rainier.

Fundamental priorities for increasing street connectivity include:

- Adding routes north and south across the Yelm-Tenino Trail (only two routes travel north and south across the trail—Minnesota and Centre Street).
- Adding routes west and east through Rainier (only Binghampton and Tipsoo Loop offer vehicular routes traveling west to east through the community).
- Adding routes between the Elementary School and Middle and High School (only one route provides vehicular access between the schools —Binghampton).
- Adding connections between Rainier Road and 133rd/Centre Street north of the train trestle (only 133rd offers a connection between Rainier Road and Centre Street).

Many of these connections will be installed as a result of future development. However, state and/or federal funding will also be pursued for some key improvements.

Improvements Necessary for New Development – In addition to these enhancements, the City of Rainier should strive to implement a highly connected street network inside new housing and commercial developments. Streets should generally not consist of cul-de-sacs or loop roads, but should connect with

the nearby through streets or roadways in adjacent developments to offer a system of highly connected streets.

Inadequate Downtown Streetscape – Lastly, improvements to the Binghampton streetscape through downtown Rainier are desirable and needed. At present, Binghampton Street contains narrow sidewalks, difficult pedestrian and vehicular crossings, and few amenities that promote the aesthetics of the area. Over the next six to twenty years, the community will work with the Washington State Department of Transportation to improve the aesthetics of the street and make the downtown safer for vehicles and pedestrians. Federal and state transportation funding will be pursued by the City of Rainier to help fund these improvements.

Goals and Policies

The following are goals and policies for city roadways.

Goal CF.CS-1: Provide a safe and well-maintained road system, even with transportation funding that makes it difficult to care for community streets.

Policy 1.1: Pursue and utilize funding for road improvements strategically – seeking money for the highest priority projects first. Key factors to consider include: traffic volumes, safety issues, and overall hindrances to community economic development.

Policy 1.2: Identify creative methods to limit the costs associated with roadway construction and repair.

Policy 1.3: Evaluate and possibly implement alternative mechanisms to fund transportation, such as transportation impact fees.

Policy 1.4: Partner with Thurston County and Thurston Regional Planning Council on projects of regional significance that are located within Rainier’s street system.

Goal CF.CS-2: Work to establish alternative routes through Rainier for community residents.

Policy 2.1: Require road connections, half-street improvements and road stubs as part of new development.

Policy 2.2: Require new roadways or right-of-way as part of new development in locations shown on Map STR-2.

Goal CF.CS-3 Enhance the aesthetics and vehicular and pedestrian safety along Binghampton Street (SR 507).

Policy 3.1: Work to enhance the streetscape in downtown Rainier to better accommodate visitors to the area.

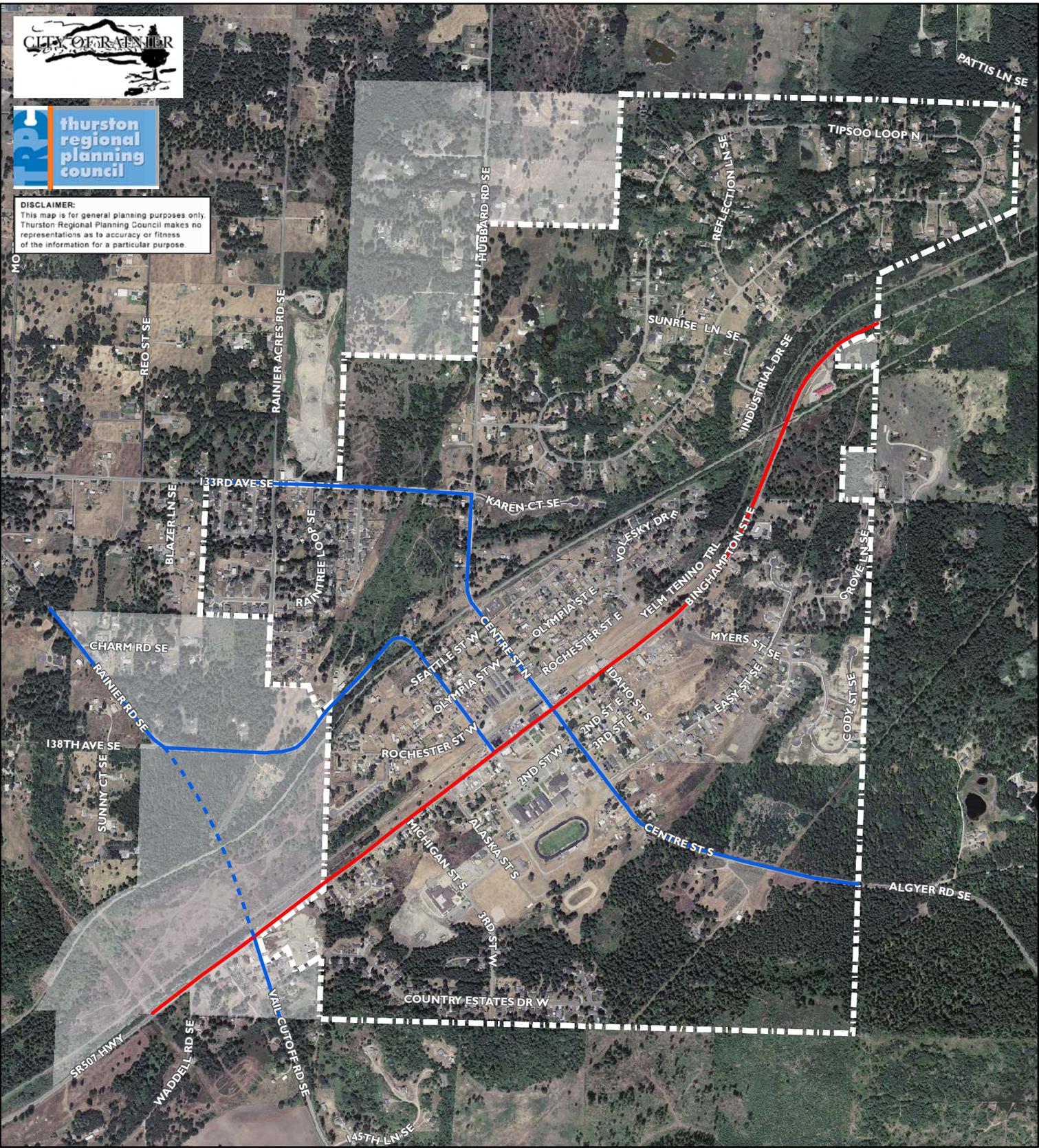
Policy 3.2: Improve the intersections at Minnesota and Centre to improve the safety

for pedestrians and motorists.

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Rainier Roads: Functional Classification

STR-1



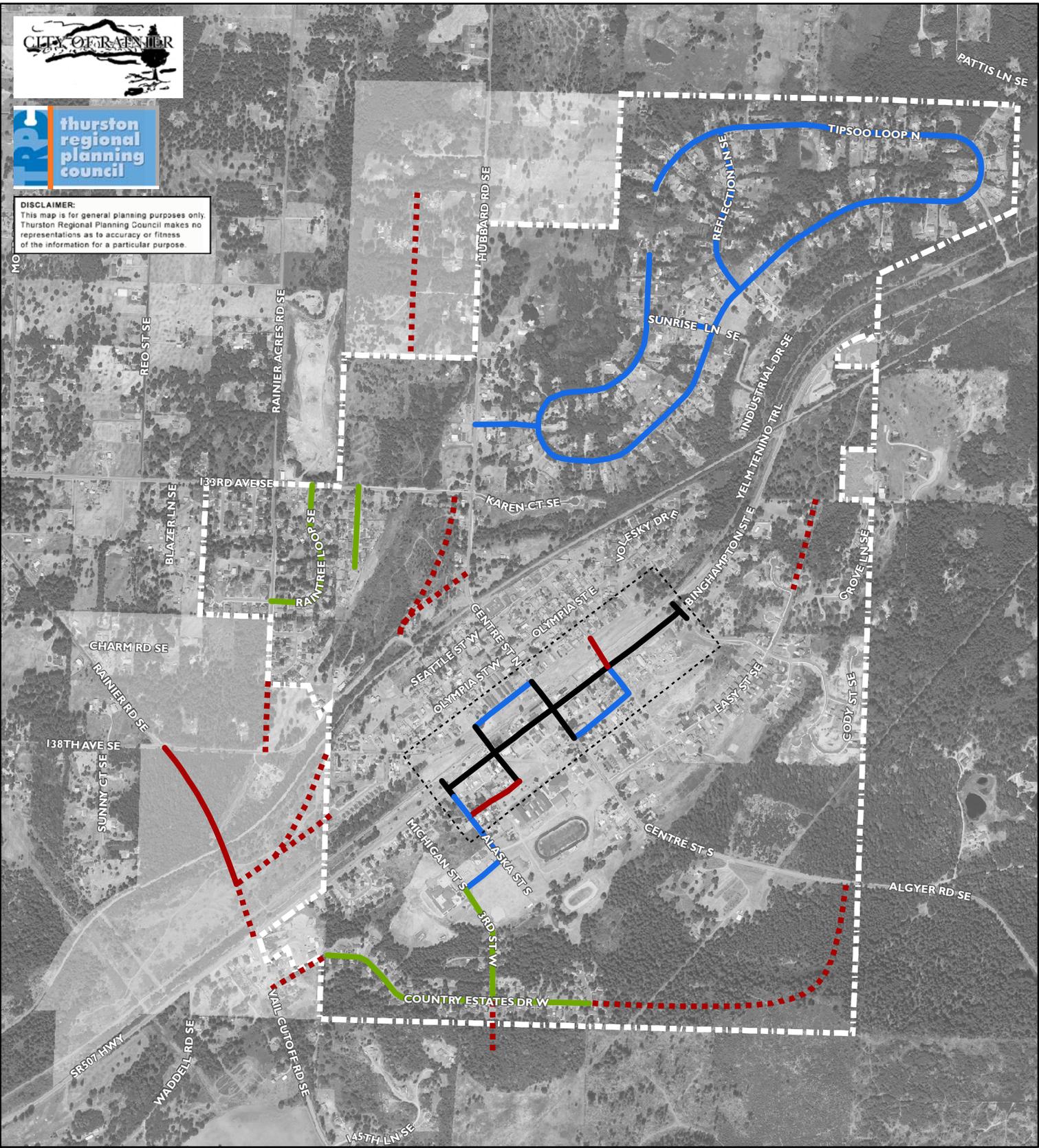
- Minor Arterial
- Major Collector
- - - Major Collector (Proposed)

- City Limits
- UGA





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Rainier CIP Road Improvements

STR-2

- 507 Study Area
- Road Improvement
- City Limits
- Open Road
- Chip Seal
- Open Road with Development
- UGA

This map represents priority road projects to be completed in Rainier over the next 20 years. Additional roads not included on this map may be required as a result of future development applications.

