



MAIN STREET ROCHESTER MULTIMODAL TRANSPORTATION PLAN



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“Rochester’s main street is part of the route between Interstate 5 and the coast. Trucks, trailers and travelers in cars ride through town every day, rain or shine, on their way to the white caps.

“To Rochesterians the road is the main stream of a happy town. They easily keep in touch with the larger, bustling cities. Yet they are surrounded by the silent fields of the countryside. They seem to have captured the best of both worlds.”

- October 1, 1967 edition of The Olympian



BACKGROUND

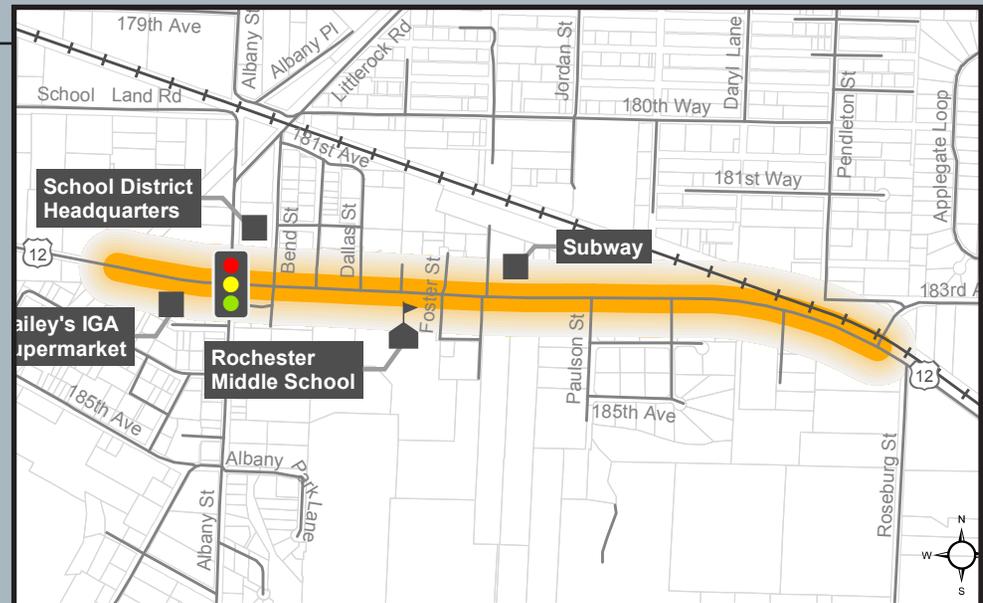
MAIN STREET ROCHESTER

On its path from Aberdeen, Washington to Detroit, Michigan, US Route 12 (US 12) runs through Rochester, Washington, an unincorporated community in Thurston County. As part of the National Highway System, US 12 has strategic importance for the nation’s economy, defense, and mobility. It also serves as Rochester’s “Main Street.”

Main Street Rochester is an effort to address the dual role US 12 serves as a regional highway and Rochester’s Main Street. The

project developed in response to requests from Rochester area residents to address safety and mobility concerns, infrastructure needs, and to improve the economic vitality of the corridor, while strengthening Rochester’s identity. In 2016, Thurston Regional Planning Council (TRPC) – acting on behalf of Thurston County – received a federal Surface Transportation Program grant to look at these issues for the approximate one-mile US 12 corridor from Bailey’s IGA to 183rd Avenue Southwest (Map 01). Both Thurston County and Washington State Department of Transportation (WSDOT) provided matching funds for the project.

MAP 01.
MAIN STREET ROCHESTER PROJECT EXTENT



The Main Street Rochester project is split into three parts, and this Multimodal Transportation Action Plan represents the results of Part 2, which includes conceptual layout plans and cost estimates for the actions the community identified as priorities. Part 1 lays out the current conditions in the study area and includes the results of a technical evaluation, regulatory code audit, and public outreach efforts. Part 3 will summarize the findings of the Main Street Rochester project and provide next steps Thurston County and WSDOT can pursue to move the project forward.

WSDOT'S PRACTICAL SOLUTIONS

WSDOT has been a partner in the Main Street Rochester project from its inception. Practical Solutions is the agency's approach to achieving WSDOT's core mission, which is to provide safe, reliable, and cost-effective transportation options to improve communities and economic vitality for people and businesses. Under the lens of Practical Solutions, WSDOT looks at how they plan, design, build, operate, and maintain the state's transportation system, including highways such as US 12.

Practical Solutions – a performance-based and data-driven decision-making framework – requires early community involvement to guide the development and delivery of transportation investments. Community involvement early on helps to identify community needs and priorities, especially when it comes to accommodating all modes of travel safely and efficiently.

WSDOT is developing a performance framework for Practical Solutions to ensure:

- Solutions are aligned with other community partners, including cities and counties
- Solutions are flexible, addressing both community values and state interests
- Risks and tradeoffs are understood before a final solution is identified
- The public and partner agencies are involved and informed during the decision-making process
- Design solutions are evaluated in a consistent manner throughout a project's life
- WSDOT thinks systematically, recognizing the impact decisions on local roads have on WSDOT's facilities

This Multimodal Action Plan fits into WSDOT’s Practical Solutions framework. By communicating early and seeking community input, this Plan identifies opportunities and options for improving all modes of travel in the Rochester area. This will inform WSDOT of the community’s priorities as WSDOT continues to work in partnership with residents, businesses, and Thurston County to meet WSDOT’s core mission as well as fulfilling the community’s vision for Rochester.

ACTION PLAN DEVELOPMENT

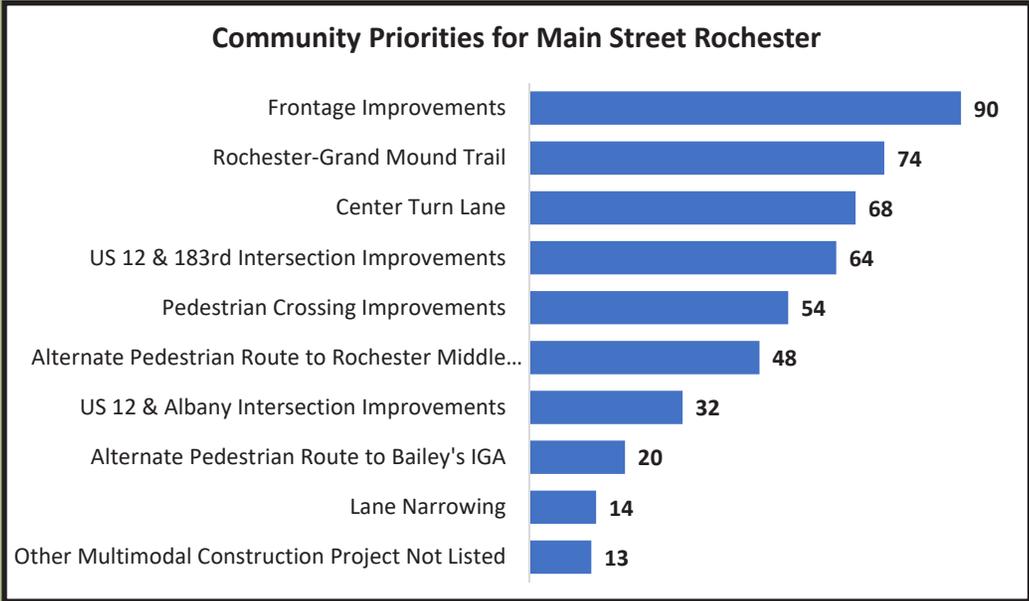
Development of this Action Plan has included workshops with the public, businesses, and technical experts, right-of-way survey performed by WSDOT, and two more surveying efforts over the course of one year.

TECHNICAL WORKSHOP, COMMUNITY FOCUS GROUP, & THURSTON COUNTY PUBLIC WORKSHOPS

A technical workshop was held in November 2017, involving planning, stormwater management, engineering, economic development, and public health staff – primarily from Thurston County and WSDOT. The desired outcome of the workshop was to develop a list of actions Thurston County and WSDOT can take that address the four project areas (transportation, safety, and mobility; infrastructure improvements; economic vitality; and placemaking).

A list of draft actions was developed from earlier community feedback and technical experts. These actions were reviewed by the community focus group in February, and then released to the public for review and comment. The project team attended open houses hosted by Thurston County in Rochester and Grand Mound in early 2018 to share the information with the public and to gain feedback on the actions listed in the





draft. More than 150 people attended the open houses. However, participants provided few written comments to the project team.

MULTIMODAL TRANSPORTATION ACTION PLAN SURVEY

To expand opportunities for comment on the draft action plan and help identify community priorities, a four-question online and paper survey was developed. The survey asked participants to choose three priority projects from a list provided and to identify other actions that should be included/excluded. The survey summary is included in Appendix A.

TRPC reached out to members of the community focus group and 187 interested community members through email to let them know about the survey. These individuals were invited to take the online survey and asked to share the survey link with their neighbors and other members of the community. The survey was posted on the project website, and paper surveys and drop boxes were placed in



Rochester at the School District offices and Mill’s Diner. A third survey drop box was placed at the Chehalis Tribal Center. Copies of the survey were also available at ROOF’s offices and the Timberland Regional Library kiosk in Rochester. Finally, surveys and a drop box were also present during the Swede Day festivities on June 16, 2018.

One hundred sixty-seven people completed the survey fully or partially (103 online and 64 paper) with 58 paper surveys returned to the Swede Day drop box. Community members were most interested in seeing frontage improvements installed, construction of the Rochester-Grand Mound Trail, a center turn lane through the study area, and intersection improvements at US 12 & 183rd Ave SW. Based on the feedback received from the community, the project team refined the list of actions, and SCJ Alliance was hired to develop conceptual layouts and cost estimates for the community’s priority actions.

BUSINESS MEETING AND PREFERENCE SURVEY

Following the priority actions survey, the project team and consultants developed a preference survey geared toward business owners on the corridor to better understand how the community’s priority actions should be implemented from a business’ point of view. The two-part survey focused on:

- **Street Elements.** The study area was split into three segments, and respondents were asked about their preference for sidewalks, bike facilities, planting strips, on-street parking, and a two-way center turn lane in three segments of the project area. They were also asked about critical pedestrian crossings, potential places for a public parking area, and to share any other issues that should be considered for each segment.
- **Street Sections Alternatives.** The second half of the business preference survey asked respondents to indicate what they liked and disliked about four different street sections.

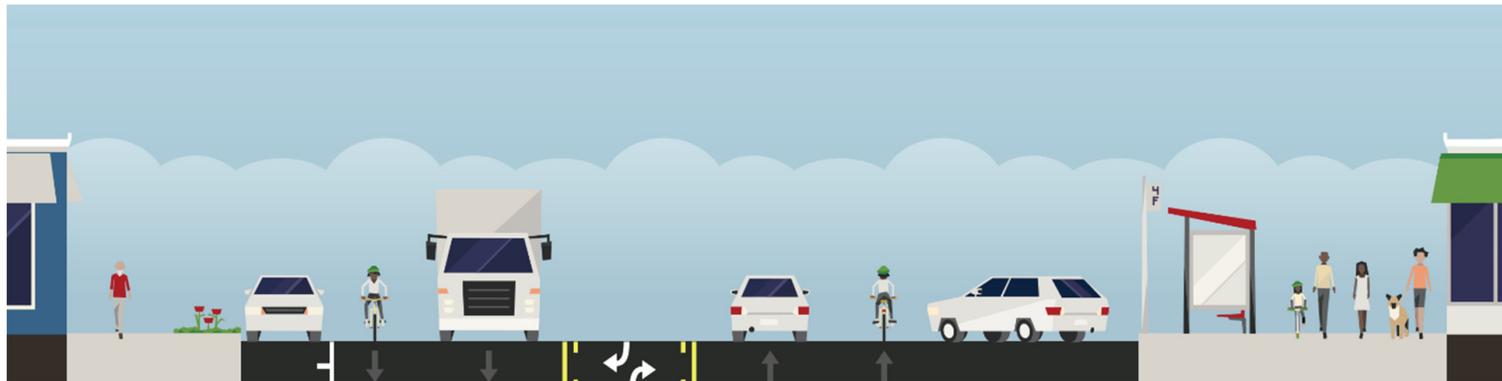
Invitation sent to businesses along US 12 prior to the September 5, 2018 Grand Mound-Rochester Chamber meeting.



You are invited to a meeting of the Chamber of Commerce for Main Street Rochester

Wednesday, September 5, 2018
12:00 Noon
Board Room - Rochester School District
10140 US-12, Rochester, WA 98579

At the September 2018 Grand Mound-Rochester Chamber of Commerce meeting, the project team gave a brief presentation about the elements of a multimodal corridor and reviewed the two-part survey. Businesses were given the next week to review the survey and provide their feedback. Twenty-four people completed the preference survey fully or partially. The survey summary is included in Appendix B.



Elements of a multimodal corridor include sidewalks, planting strips, travel lanes, center turn lanes, refuge islands, bike lanes, on-street parking, transit stops, and shared paths for pedestrians and bicyclists.

WSDOT RIGHT-OF-WAY SURVEY

The project team was informed early in this project that many buildings along US 12 – especially between Albany Street SW and Rochester Middle School – encroach into the highway’s right-of-way. However, no comprehensive survey had been conducted to identify the location of these encroachments. This information was a key component in developing the conceptual layouts. As a partner in this project, WSDOT stepped up and surveyed the project corridor between July and September 2018. From these efforts, it was discovered that some buildings encroach into the highway right-of-way anywhere between two and 11 feet.

Armed with this and the information from the community and businesses, SCJ was able to develop preliminary conceptual layouts for corridor improvements.

ONE-ON-ONE BUSINESS/PROPERTY OWNER MEETINGS

Once SCJ completed a preliminary concept layout for corridor improvements, the project team met with individual business and property owners located on US 12 between Albany Street SW and Rochester Middle School. Based on their feedback, the conceptual layouts were revised to ensure the concepts worked for businesses to the maximum extent possible.

OPEN HOUSE

The project team and consultants presented the revised conceptual layouts at the Open House hosted by Thurston County in November 2018. Although only 24 people provided written comment at the open house, it was overwhelmingly positive.



All open houses were well attended by the public.
Source: TRPC

“Rochester is a wonderful COMMUNITY. It is not a city, and I really hope it stays that way. While a few more businesses might be nice, the addition of simple sidewalks would be beneficial in the main street area.”

**- Rochester area resident
Rochester Community Survey**



PRIORITY ACTIONS

The results of the multimodal transportation action plan survey identified the Rochester community’s priority actions for future construction: frontage improvements, a center turn lane, the Rochester-Grand Mound Trail, and US 12 and 183rd intersection improvements. The project team worked with SCJ Alliance to develop conceptual layout plans and preliminary cost estimates for the projects. See Appendix C for SCJ Alliance’s full conceptual layouts and cost estimates.

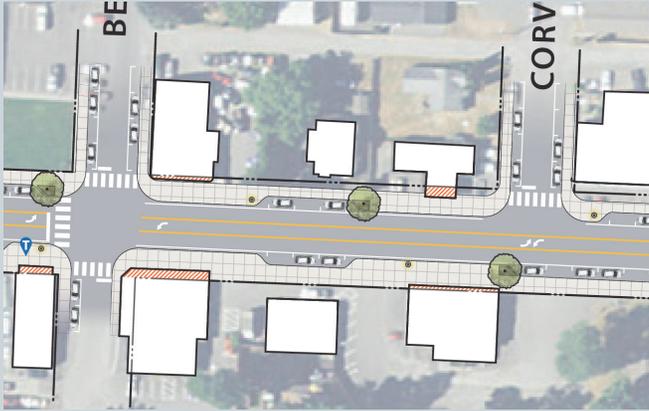
The concept includes sidewalks on both sides of US 12 and a center turn lane the entire length of the corridor. Thurston County received a grant to study the feasibility of the Rochester-Grand Mound Trail, which will occur sometime between 2020 and 2022. Based on community feedback and the project team’s experience walking the corridor, this future trail would serve as the primary bikeway through Rochester. SCJ’s concept therefore concentrates on providing connections to this potential future trail.

The project is split into four phases. Note the phasing indicates location on the corridor and not the order in which the phases should be constructed.

PHASE 1	PHASE 2	PHASE 3	PHASE 4
US 12 from Bailey’s IGA to Foster Street SW	US 12 from Foster Street SW to Melrose Street SW	US 12 from Melrose Street W to 183rd Avenue SW	Intersection at US 12 and 183rd Avenue SW
\$2,454,000	\$1,364,500	\$999,000	\$2,668,750
TOTAL COST: \$7,486,250			



Main Street Rochester study area highlighting the four proposed phases.



Left: Closeup of conceptual layouts on US 12 between Bend and Corvallis Streets. Portions of buildings hatched in orange indicate where structures encroach into the highway right-of-way.

Right: Concept of US 12 at Foster Street showing crossing improvements.

PHASE 1: US 12 FROM BAILEY'S IGA TO FOSTER STREET SW

ESTIMATED COST: \$2,454,000

Phase 1 is the heart of Rochester where the most pedestrian and bicycle activity occurs and where most businesses are located. The concept is intended to improve access and safety for pedestrians and bicycles. Given the heavy truck traffic that travels US 12, the location of Rochester Middle School, and the potential for the future Rochester-Grand Mound Trail, the concept includes a bicycle-friendly, wide sidewalk on the south side of US 12. Key elements of this phase include:

- Maintaining on-street parking and business access to the maximum extent possible
- Providing new opportunities for street trees, landscaping, or other community amenities
- Enhancing the existing marked crossings at Bend Street and Dallas Street with rapid rectangular flashing beacons (RRFBs)
- Improving bus stops near Bend Street, thereby increasing awareness of existing transit service
- Providing an opportunity for gateway enhancements in a traffic-calming island near Bailey's IGA
- Providing pedestrian-oriented street lighting that enhances pedestrian safety.

PHASE 2: US 12 FROM FOSTER STREET SW TO MELROSE STREET SW

ESTIMATED COST: \$1,364,500

Sidewalks, pedestrian-scale lighting, and narrower travel lanes help reduce speeding through Phase 2 and reinforce a sense of place. Much of Phase 2 is adjacent to the pole yard, and a sidewalk on the north side of US 12 may only be necessary if or when redevelopment of the site occurs.



Concept of US 12 at Foster Street showing crossing improvements with a pedestrian refuge island.

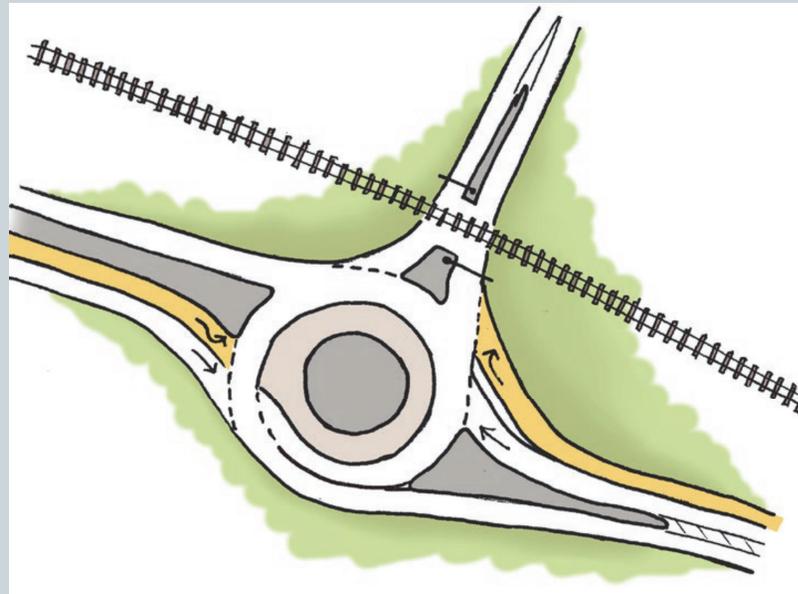
PHASE 3: US 12 FROM MELROSE STREET W TO 183RD AVENUE SW

ESTIMATED COST: \$999,000

The only existing commercial properties that front US 12 in Phase 3 are the Rochester Fruit Stand on the north side of US 12 and a furniture/antiques store on the south side. With ample vacant land, there is potential for commercial development. Opportunities for gateway improvements in a raised median island enhance the community's sense of place and act as a visual signal to drivers that they are entering Rochester.



Concept of a gateway improvement near the fruit stand located at 9402 Highway 12 in Rochester. The raised median island and "Rochester" sign enhance the community's sense of place and act as a visual signal to drivers that they are entering the community.



Concept of a signalized double-lane roundabout.

The lanes highlighted in orange are signalized storage lanes for vehicles making turning movements onto 183rd Avenue SW. This helps keep traffic on US 12 moving even during a train crossing event.

PHASE 4: US 12 & 183RD INTERSECTION IMPROVEMENTS

ESTIMATED COST: \$2,668,750

Due to the proximity of the Puget Sound & Pacific Railroad (PSAP) to US 12, the intersection of US 12 and 183rd Ave SW is complicated. With vehicles traveling at high speeds on US 12, turning movements from 183rd Ave SW can be difficult to maneuver, especially for semi-trucks.

Before improvements can be made to this intersection, an Intersection Control Evaluation must be performed to determine the most appropriate type of intersection control. Due to their safety and operational performance record, WSDOT prefers single-lane roundabouts. However, if a single-lane roundabout were employed at this location, traffic turning onto 183rd would back up during a rail crossing event - blocking all movement through the intersection. One possibility that balances safety and operation is a roundabout with bypass lanes for US 12 traffic. This ensures that thru-traffic can continue to move during a train crossing event. The design may need to consider other measures to alert drivers to crossing events such as variable message signs. The intersection may also need to be shifted further south to allow school buses and trucks the ability to cross the tracks before approaching the roundabout.



“Highway 12 should be spruced up with sidewalks, nicer store fronts, and landscaping. The portable trailers – or whatever they are – west of 183rd on south side of the highway are a real eye sore”

**- Rochester area resident
Rochester Community Survey**



ACTIONS

This plan includes a total of 26 actions that can have a positive impact on safety and mobility, infrastructure investments, economic vitality, and placemaking. These are organized into four categories:

- **4 Maintenance Actions.** These actions include ways to maintain existing transportation facilities and infrastructure investments.
- **10 Multimodal Construction Projects.** These actions result in actual construction, redesign, or repurposing of transportation facilities.
- **4 Other Construction Projects.** These actions result in actual construction or installation of items that are not transportation facilities.
- **8 Planning Projects.** These actions result in a plan or study that may be necessary before actual construction or other action can occur.



Each action identified in this plan includes the following elements:

- **Objectives Addressed.** Each action has an impact on one or more of the Main Street Rochester objectives:
 - Improving safety and mobility
 - Increasing infrastructure investments
 - Strengthening economic vitality
 - Enhancing sense of place
- **Lead.** Each action has at least one lead who has primary responsibility for the action.
- **Partners.** Other agencies and organizations that the lead can partner with are identified.
- **Cost.** The cost of each action has been broadly identified.
 - Low = less than \$10,000
 - Medium = \$10,000 - \$50,000
 - High = \$50,000 - \$200,000
 - Very High = more than \$200,000

MAINTENANCE ACTIONS

Maintenance actions include ways to maintain existing transportation facilities and structures such as touching up or repainting road markings, improving sign reflectivity/visibility, etc.

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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M1 RESTRIPE LANES AND ADD LANE EDGE BUFFERS ALONG US 12

DESCRIPTION:	This action involves restriping existing travel lanes and adding a lane edge buffer along US 12. Restriping lanes make them more visible, especially in low-light and foggy conditions. Lane edge buffers increase safety and provide greater visual separation for pedestrians and others who use the road's shoulder for travel.		
	This is a cost-effective interim action to improve safety for all users until sidewalks are installed in the corridor. WSDOT anticipates restriping in June 2019 but does not have a set schedule for such maintenance.		
	OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input type="checkbox"/> Strengthening economic vitality <input type="checkbox"/> Enhancing sense of place	
	LEAD:	WSDOT	
	PARTNERS:	No partners at this time	
COST:	<input checked="" type="checkbox"/> Low = less than \$10,000		
	<input type="checkbox"/> Medium = \$10,000 - \$50,000		
	<input type="checkbox"/> High = \$50,000 - \$200,000		
	<input type="checkbox"/> Very High = more than \$200,000		

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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M2 CLEAN OUT AND REPAIR STORMWATER FACILITIES

DESCRIPTION:	This action involves routine and regular maintenance of existing stormwater facilities to maintain and/or improve their function and reduce ponding on shoulders and the highway. WSDOT has limited information on stormwater facilities in the area and will need to locate/map such facilities before comprehensive maintenance work program can begin.		
	OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input checked="" type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place	
	LEAD:	WSDOT	
	PARTNERS:	No partners at this time	
	COST:	<input checked="" type="checkbox"/> Low = less than \$10,000	
<input type="checkbox"/> Medium = \$10,000 - \$50,000			
<input type="checkbox"/> High = \$50,000 - \$200,000			
<input type="checkbox"/> Very High = more than \$200,000			



MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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M3 REGULARLY SWEEP THE HIGHWAY TO REDUCE DEBRIS IN TRAVEL LANES AND PAVED SHOULDERS

DESCRIPTION:	<p>Street sweepers are used to remove gravel and other debris from the roadway and shoulders, which ensures safer conditions for drivers, bicyclists, and other users. It also prevents debris from building up in stormwater facilities.</p> <p>WSDOT does not have a specific schedule for highway sweeping; sweeping generally occurs twice a year.</p> <p>County sweepers are in the Rochester area more frequently than WSDOT personnel. WSDOT could consider partnering with Thurston County to improve the level of service for all users.</p>
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	WSDOT
PARTNERS:	County
COST:	<input checked="" type="checkbox"/> Low = less than \$10,000 <input type="checkbox"/> Medium = \$10,000 - \$50,000 <input type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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M4 IMPROVE THE VISIBILITY OF HIGHWAY TRAFFIC SIGNS AND SIGNALS

DESCRIPTION:	<p>This action involves replacing deteriorating traffic control signage and using retroreflective backplate tape on existing signals. Highly retroreflective signs are brighter at night as a vehicle's lights shine on the sign and bounce the light back toward the driver. Retroreflective backplate tape on signal backs make signalized intersections more visible, especially at night and during times of power outages.</p> <p>The Federal Highway Administration estimates reflective strips on traffic signal backplates can lead to a 15% reduction in collisions.</p> <p>WSDOT's maintenance schedule indicates that existing traffic signs are not due for inspection/replacement until 2026.</p>
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input type="checkbox"/> Strengthening economic vitality <input type="checkbox"/> Enhancing sense of place
LEAD:	WSDOT
PARTNERS:	No partners at this time
COST:	<input checked="" type="checkbox"/> Low = less than \$10,000 <input checked="" type="checkbox"/> Medium = \$10,000 - \$50,000 <input type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000



A low-cost improvement, installing backplate tape around a signal's perimeter makes it more visible in low light conditions and during power outages.



Above, clockwise from upper left: Thurston County crews restripe the road's edge. Example of a lane edge buffer offering additional visual separation between motor vehicle traffic and bicyclists. Street sweepers keep roads clear of debris. Public Works crew cleans out an existing storm drain. *Source: Thurston County*



Visual comparison of six grades of retroreflective sheeting. Types VII, VIII, and IX provide the greatest visibility at night. *Source: FHWA*

MULTIMODAL CONSTRUCTION PROJECTS

Multimodal construction projects improve transportation facilities such as roads, sidewalks, and trails. The Rochester community has identified four construction projects as priorities: installing frontage improvements; constructing the Rochester-Grand Mound Trail; establishing a center turn lane through the study area; and improving the intersection at US 12 & 183rd Ave SW.

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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C1 INSTALL FRONTAGE IMPROVEMENTS ALONG US 12

DESCRIPTION:	<p>COMMUNITY PRIORITY ACTION</p> <p>Sidewalks provide a safe space for pedestrians and other users to travel that is typically separated from motor vehicle traffic. This action includes developing a phasing plan for construction; planning for parking along the street, on private property, and preserving business access; and installing sidewalks, landscaping, street lighting, curbs, and gutters.</p> <p>Preliminary engineering and staging plans must be developed before construction of such improvements can begin.</p>
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	WSDOT
PARTNERS:	County, Rochester School District
COST:	<input type="checkbox"/> Low = less than \$10,000 <input type="checkbox"/> Medium = \$10,000 - \$50,000 <input checked="" type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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C2 ESTABLISH A SHARED USE TRAIL BETWEEN ROCHESTER AND GRAND MOUND

DESCRIPTION:	<p>COMMUNITY PRIORITY ACTION</p> <p>This action reiterates the longstanding desire to connect the Chehalis Reservation, Rochester, and Grand Mound, as outlined in the 2007 Thurston Regional Trails Plan. Much of the trail route could utilize the Puget Sound & Pacific (PSAP) Railroad right-of-way. Consideration should be given to establishing a trail hub at the community park and connecting to the planned Gate-Belmore Trail.</p> <p>A feasibility study must be performed before design and construction can begin. Thurston County received grant funding to perform a feasibility study for the trail with a start date in 2020/2021. The feasibility study will examine potential trail connections in the US 12 corridor between Rochester and Grand Mound. Anticipated benefits include increased safety for bicyclists, pedestrians, and drivers; providing a safe route to schools; increasing opportunities for recreation and physical activity; and encouraging tourism to the area.</p>
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	County
PARTNERS:	TRPC, WSDOT, PSAP operators
COST:	<input type="checkbox"/> Low = less than \$10,000 <input type="checkbox"/> Medium = \$10,000 - \$50,000 <input checked="" type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000



MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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C3 WHERE APPROPRIATE, ESTABLISH A CENTER TURN LANE ON US 12

DESCRIPTION:	<p>COMMUNITY PRIORITY ACTION</p> <p>This action includes considering where landscaped medians with (or without) trees could allow for more stormwater retention and shade but may also be costlier to maintain.</p> <p>Preliminary engineering and staging plans must be developed before construction of such improvements can begin.</p>
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	WSDOT
PARTNERS:	County, Rochester School District
COST:	<input type="checkbox"/> Low = less than \$10,000 <input type="checkbox"/> Medium = \$10,000 - \$50,000 <input checked="" type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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C4 IMPROVE THE INTERSECTION AT US 12 AND 183RD AVE SW

DESCRIPTION:	<p>COMMUNITY PRIORITY ACTION</p> <p>This action includes planning for sight-distance, traffic control, lighting, and circulation – especially for semi-trucks. Right-of-way acquisition may be necessary, and the improvements must plan for trucks to be able to maneuver at the railroad crossing location. Consideration should also be given to realigning Roseburg St SW to meet up with 183rd Ave SW.</p> <p>An Intersection Control Evaluation must be performed to determine the type of improvements that are necessary. Due to their safety and operational performance record, a roundabout is the first option to consider per WSDOT policy. Given the rail crossing on 183rd, a roundabout with bypass lanes for US 12 traffic may be preferable. See Phase 4 of the Priority Actions for more information.</p>
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	WSDOT
PARTNERS:	County
COST:	<input type="checkbox"/> Low = less than \$10,000 <input type="checkbox"/> Medium = \$10,000 - \$50,000 <input type="checkbox"/> High = \$50,000 - \$200,000 <input checked="" type="checkbox"/> Very High = more than \$200,000



MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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C5 INSTALL PEDESTRIAN CROSSING IMPROVEMENTS ALONG US 12

DESCRIPTION:	<p>Pedestrian-activated crossing beacons, refuge islands, crossing markings, and other improvements offer additional safety for pedestrians and other users crossing US 12. This action includes considering a phasing plan, signage, lighting, crossing beacons, refuge islands and bulb-outs, and ADA accessible landings at crossings.</p> <p>Preliminary engineering and staging plans must be developed before construction of such improvements can begin.</p>
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	WSDOT
PARTNERS:	County, Rochester School District
COST:	<input type="checkbox"/> Low = less than \$10,000 <input type="checkbox"/> Medium = \$10,000 - \$50,000 <input checked="" type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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C6 IMPROVE THE INTERSECTION AT US 12 AND ALBANY ST SW

DESCRIPTION:	<p>This action includes evaluating the intersection for safety and mobility improvements for all users, including large vehicles.</p> <p>An Intersection Control Evaluation must be performed to determine the type of improvements that are necessary. Due to their safety and operational performance record, a roundabout is the first option to consider per WSDOT policy.</p>
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	WSDOT
PARTNERS:	County
COST:	<input type="checkbox"/> Low = less than \$10,000 <input type="checkbox"/> Medium = \$10,000 - \$50,000 <input type="checkbox"/> High = \$50,000 - \$200,000 <input checked="" type="checkbox"/> Very High = more than \$200,000



MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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C7 ESTABLISH A SHARED USE ACCESS TO BAILEY'S IGA

DESCRIPTION:	<p>Pedestrians and other nonmotorized users utilize the highway's narrow shoulder to access Bailey's IGA. This action creates an alternate route, the most likely of which is to take Albany St SW to 183rd Way SW. Easement or right-of-way acquisition is required.</p> <p>This action can be used as an interim or short-term solution until such time as sidewalks along US 12 are constructed. However, it may be difficult to use federal funds as easements/rights-of-way must be granted in perpetuity.</p>		
	OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place	
	LEAD:	County	
	PARTNERS:	WSDOT	
	COST:	<input type="checkbox"/> Low = less than \$10,000 <input type="checkbox"/> Medium = \$10,000 - \$50,000 <input checked="" type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000	

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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C8 ESTABLISH A SHARED USE ACCESS TO ROCHESTER MIDDLE SCHOOL

DESCRIPTION:	<p>This action creates an alternate route connecting pedestrians, bicyclists, wheel chair users, etc. to Rochester Middle School from neighborhoods on the south side of US 12. Consideration should be given to phasing development of the route to reduce costs to build/ establish the route initially and provide ADA accessibility. However, it may be difficult to use federal funds as easements/rights-of-way must be granted in perpetuity.</p>		
	OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place	
	LEAD:	County	
	PARTNERS:	WSDOT, Rochester School District	
	COST:	<input type="checkbox"/> Low = less than \$10,000 <input type="checkbox"/> Medium = \$10,000 - \$50,000 <input checked="" type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000	



MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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C9 INSTALL FRONTAGE IMPROVEMENTS ALONG ALBANY ST SW BETWEEN LITTLEROCK RD AND ALBANY PARK LN SW/185TH AVE SW

DESCRIPTION: This action overlaps somewhat with C7 and includes considering a phasing plan; planning for parking along the street, on private property, and preserving business access; and installing sidewalks, landscaping, street lighting, curbs, and gutters.

Preliminary engineering and staging plans must be developed before construction of such improvements can begin.

- OBJECTIVES ADDRESSED:**
- Improving safety and mobility
 - Increasing infrastructure investments
 - Strengthening economic vitality
 - Enhancing sense of place

LEAD: County

PARTNERS: No partners at this time

- COST:**
- Low = less than \$10,000
 - Medium = \$10,000 - \$50,000
 - High = \$50,000 - \$200,000
 - Very High = more than \$200,000

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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C10 INSTALL FRONTAGE IMPROVEMENTS ALONG LITTLEROCK RD SW BETWEEN ALBANY ST SW AND 180TH WAY SW

DESCRIPTION: This action includes considering a phasing plan; planning for parking along the street; and installing sidewalks, landscaping, street lighting, curbs, and gutters. Consideration should be given to providing connections to the Rochester-Grand Mound Trail.

Preliminary engineering and staging plans must be developed before construction of such improvements can begin.

- OBJECTIVES ADDRESSED:**
- Improving safety and mobility
 - Increasing infrastructure investments
 - Strengthening economic vitality
 - Enhancing sense of place

LEAD: County

PARTNERS: No partners at this time

- COST:**
- Low = less than \$10,000
 - Medium = \$10,000 - \$50,000
 - High = \$50,000 - \$200,000
 - Very High = more than \$200,000



Rochester-Grand Mound Trail Feasibility Study

Agency: Thurston County

Match: \$25,000

Phase: Study

Location: Grand Mound to Rochester Corridor

Grant Request: \$150,000

Total Cost: \$175,000

Project Date: 2020-2022

Project Overview

Nonmotorized transportation facilities and safe routes to school are sorely lacking in this rural County Corridor. Although school bus transportation service is provided, community members including the Thurston County Fire District #1 Fire Chief and PSAP Railroad operators have all expressed concerns over the risks that vehicular travel and trains poses to school children and other pedestrians and cyclists in the unincorporated communities of southwest Thurston County.

The Rochester-Grand Mound Trail was identified in the 2007 Regional Trails Plan as an important east-west non-motorized corridor that connects people from the Confederated Tribes of the Chehalis Reservation, and the communities of Rochester and Grand Mound. Expanding the trail corridor to these unserved communities will increase transportation and recreation opportunities for thousands of additional residents.

A feasibility study examining potential trail connections to these locations will lay the ground work for the future creation of the Rochester-Grand Mound Trail and is the next step outlined in the 2007 Regional Trails Plan. The anticipated benefits of this proposal will identify future projects that will: 1) increase safety for cyclists, pedestrians, and drivers alike; and 2) provide a safe route to schools, increase recreational opportunities and provide for increasing physical activity.



Improvements such as pedestrian-activated crossing beacons and refuge islands offer additional safety for pedestrians and other users crossing the road. *Source: Thurston County*

In 2018, Thurston County was awarded a \$150,000 Surface Transportation Program & Highway Improvement Program (STP) Grant to conduct a Rochester-Grand Mound Trail Feasibility Study. *Source: TRPC*

OTHER CONSTRUCTION PROJECTS

Other construction projects include non-transportation projects that work to address other aspects of this project and complement the listed multimodal transportation projects.

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
01 INSTALL WAYFINDING SIGNAGE FOR IMPORTANT COMMUNITY LANDMARKS			
<p>DESCRIPTION: This action involves strategically placing wayfinding signage for community landmarks such as Swede Hall and Independence Park.</p>			
<p>OBJECTIVES ADDRESSED:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place 			
<p>LEAD: County</p>			
<p>PARTNERS: WSDOT, Community organizations</p>			
<p>COST:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Low = less than \$10,000 <input checked="" type="checkbox"/> Medium = \$10,000 - \$50,000 <input type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000 			

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
02 INSTALL GATEWAY SIGNAGE ALONG US 12 NEAR ALBANY ST SW AND 183RD AVE SW			
<p>DESCRIPTION: This action involves strategically placing “Welcome to Rochester” signage, which signals to drivers that they have entered a community.</p>			
<p>OBJECTIVES ADDRESSED:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place 			
<p>LEAD: County</p>			
<p>PARTNERS: Community organizations</p>			
<p>COST:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Low = less than \$10,000 <input checked="" type="checkbox"/> Medium = \$10,000 - \$50,000 <input type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000 			



MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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03 ESTABLISH A PARK AND POOL OR PARK AND RIDE LOT IN ROCHESTER

DESCRIPTION:	This action creates opportunities for reducing the number of vehicles travelling on US 12 and other regional roads. Depending on the location, the lot could also serve as parking for Rochester's commercial area. Consideration should be given for ways to reduce costs, such as using existing large parking lots, if feasible.
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	County, WSDOT
PARTNERS:	ruralTransit (rT), TRPC, Community organizations
COST:	<input type="checkbox"/> Low = less than \$10,000 <input checked="" type="checkbox"/> Medium = \$10,000 - \$50,000 <input type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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04 IMPROVE EXISTING TRANSIT STOPS ON US 12 IN ROCHESTER

DESCRIPTION:	This action includes installing bus shelters, benches, signage, and lighting. Consideration should also be given for opportunities to install public art as an added amenity.
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	rT, TRPC
PARTNERS:	County, WSDOT
COST:	<input checked="" type="checkbox"/> Low = less than \$10,000 <input checked="" type="checkbox"/> Medium = \$10,000 - \$50,000 <input type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000



PLANNING PROJECTS

Planning projects may lead to construction projects or other ways to understand or improve multimodal transportation.

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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P1 DEVELOP A POLE YARD ACCESS PLAN

DESCRIPTION:	McFarland Cascade operates the 30+ acre pole yard in Rochester. Trucks leave the site at three or more access points. There may be opportunities to consolidate access and reduce truck trips down Dallas St or 181st Ave. This may require Thurston County to purchase access rights from pole yard.
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	McFarland Cascade
PARTNERS:	County, WSDOT
COST:	<input type="checkbox"/> Low = less than \$10,000 <input checked="" type="checkbox"/> Medium = \$10,000 - \$50,000 <input type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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P2 UPDATE THE REGIONAL TRAILS PLAN

DESCRIPTION:	This action is anticipated to begin in 2019. The proposed route for the Gate-Rochester-Grand Mound trail will need to be revisited to determine if the Puget Sound and Pacific railroad right-of-way is appropriate for a trail location.
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	TRPC
PARTNERS:	County, WSDOT
COST:	<input type="checkbox"/> Low = less than \$10,000 <input checked="" type="checkbox"/> Medium = \$10,000 - \$50,000 <input type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000



MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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P3 CREATE A ROCHESTER MIDDLE SCHOOL WALKING MAP

DESCRIPTION:	This action identifies the safest and most used routes for walkers and bikers for getting to school. The map can be distributed to families annually in preparation for the coming school year.
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	Rochester School District
PARTNERS:	TRPC
COST:	<input checked="" type="checkbox"/> Low = less than \$10,000 <input type="checkbox"/> Medium = \$10,000 - \$50,000 <input type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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P4 ESTABLISH A STREET GRID CONNECTION PLAN

DESCRIPTION:	Topography and the railroad act as barriers to creating alternate routes for getting around the Rochester area without utilizing US 12. This action involves identifying ways to create a redundant street network. This can be addressed with development and discussed as part of the Rochester Subarea Plan update process.
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	County
PARTNERS:	TRPC
COST:	<input type="checkbox"/> Low = less than \$10,000 <input checked="" type="checkbox"/> Medium = \$10,000 - \$50,000 <input checked="" type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000



MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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P5 UPDATE STREET STANDARDS FOR THE ROCHESTER AREA

DESCRIPTION:	Most rural roads – including US 12 – do not require sidewalks or bike lanes as part of development. Although Rochester is rural, it does have characteristics similar to an urbanized area. This action involves establishing standards for the Rochester area. Such standards can be addressed with development and discussed as part of the Rochester Subarea Plan update process.
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	County
PARTNERS:	No partners at this time
COST:	<input type="checkbox"/> Low = less than \$10,000 <input checked="" type="checkbox"/> Medium = \$10,000 - \$50,000 <input type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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P6 INVENTORY STORMWATER FACILITIES ASSOCIATED WITH US 12

DESCRIPTION:	If possible, the inventory should be incorporated into the drainage study Thurston County plans on performing (see Action P7).
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	WSDOT
PARTNERS:	No partners at this time
COST:	<input type="checkbox"/> Low = less than \$10,000 <input type="checkbox"/> Medium = \$10,000 - \$50,000 <input checked="" type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000



MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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P7 PERFORM A STUDY OF DRAINAGE PATTERNS IN THE ROCHESTER AREA

DESCRIPTION:	This action is under development by Thurston County. Consideration should be given to understanding how both WSDOT and County stormwater facilities impact drainage in the area (see Action P6).
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	County
PARTNERS:	WSDOT
COST:	<input type="checkbox"/> Low = less than \$10,000 <input type="checkbox"/> Medium = \$10,000 - \$50,000 <input checked="" type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000

MAINTENANCE	MULTIMODAL CONSTRUCTION	OTHER CONSTRUCTION	PLANNING
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P8 ADOPT A COMPLETE STREETS ORDINANCE FOR THURSTON COUNTY

DESCRIPTION:	Thurston County already develops and designs complete streets – facilities that take into consideration the needs of all users. Adopting an ordinance makes the County eligible for additional grant funding through the Transportation Improvement Board. Such funding can be used to build sidewalks, bike lanes, and other multimodal facilities that can benefit Rochester and other areas of the County. As of 2018, awards range between \$100,000 and \$1,000,000.
OBJECTIVES ADDRESSED:	<input checked="" type="checkbox"/> Improving safety and mobility <input type="checkbox"/> Increasing infrastructure investments <input checked="" type="checkbox"/> Strengthening economic vitality <input checked="" type="checkbox"/> Enhancing sense of place
LEAD:	County
PARTNERS:	No partners at this time
COST:	<input checked="" type="checkbox"/> Low = less than \$10,000 <input type="checkbox"/> Medium = \$10,000 - \$50,000 <input type="checkbox"/> High = \$50,000 - \$200,000 <input type="checkbox"/> Very High = more than \$200,000





McFarland Cascade's
Rochester Pole Yard.
Source: TRPC

Johnny's



"PARKING LOT" ISSUES

“Parking lot” issues are related to Main Street Rochester but are not the focus of the Multimodal Transportation Action Plan. Many of these issues were raised more than once during public outreach efforts. Although important issues to investigate, they are outside the scope of this project. These issues may require greater public input, review from various county departments, and an analysis of how potential changes to policies and development regulations affect Thurston County as a whole.

BUILDING AND HEALTH DEPARTMENT CODES

The community has expressed concerns about the impact both building and health department codes have on a property owner’s ability to develop a property or rehabilitate dilapidated buildings. Thurston County and affected stakeholders should work together to identify alternative methods to balance building safety, public health, and building rehabilitation so that realistic and affordable improvements can be made.

INDEPENDENCE PARK

Although it is little more than three acres in size, Independence Park (owned by the Rochester School District) is one of the few parks in South Thurston County that is free and open to the public year-round. The Rochester School District, Thurston County, and other community organizations can work together to improve the park, an important resource for recreation in the area.



ECONOMIC DEVELOPMENT

Efforts by Experience Olympia & Beyond – Thurston County’s Visitors & Convention Bureau – have highlighted tourism opportunities in the Rochester area. With the establishment of the Bountiful Byway and Rochester’s rich agricultural heritage, capitalizing on these and other economic development opportunities can improve the area’s economy and sense of place.

HOUSING

Community members have expressed the need to have options in Rochester that allow people to age in place. Opportunities for apartments and other housing types should be explored to determine whether they can be developed in a context-sensitive way that does not take away from Rochester’s rural identity and is consistent with zoning and development regulations.

PUBLIC SAFETY

The Rochester community continues to have concerns about theft, drug use, and other crime that has a detrimental impact on the quality of life in Rochester and the surrounding rural areas.

ROCHESTER URBAN GROWTH AREA/ INCORPORATION

Many residents in the Rochester area want to have a greater voice when it comes to regulations and moving the community forward. Designating an urban growth area for Rochester (similar to Grand Mound) or incorporation are two options that could offer the community greater self-determination. The advantages and disadvantages of such actions need to be clearly identified and spelled out before moving forward. According to the Municipal Research Services Corporation, only 16 cities in Washington State have successfully incorporated since 1990.

Another option may be to establish a Rochester liaison to the Thurston County Board of County Commissioners that can report directly to the Board on issues of import to the community. Again, the advantages and disadvantages of such an action need to be clearly identified and spelled out before moving forward.



TRANSIT FEASIBILITY STUDY

Some community members are interested in having better transit service from Rochester to surrounding communities such as Centralia and Tumwater. The area is already served by ruralTransit (rT) and Grays Harbor Transit. A transit feasibility study can help identify what would be required for Intercity Transit to expand operations to include Rochester as well as identify existing and innovative models for delivering more robust transit service in this rural community.

US 12 CORRIDOR STUDY (OAKVILLE-GRAND MOUND)

Main Street Rochester only addresses the approximate 1-mile corridor of US 12 between Bailey’s IGA and the intersection with 183rd Ave SW. However, the community has concerns about the US 12’s safety and functionality – from Grand Mound to the Thurston/Grays Harbor County line. With Oakville (Grays Harbor County) only 3 miles away, a more detailed review of the US 12 corridor from Oakville to I-5 in Grand Mound may be appropriate. Two roundabouts are already planned for US 12 at the following locations:

- Anderson Road (completion anticipated Fall 2019).
- Sargent Road (completion anticipated 2021)

Once the impacts of these intersection improvements are better understood, a study of the entire corridor may be appropriate.

Learn more about the planned Anderson Road and Moon Road roundabouts, visit www.wsdot.wa.gov/Projects/US12/andersontomoonrdsafety/default.htm.

For more information on the planned Sargent Road roundabout, visit www.co.thurston.wa.us/publicworks/Projects_SR12.html.



Planned Anderson Road roundabout. *Source: WSDOT*



8626

8626

-NOTICE-
ALL TRUCKS MUST
CHECK IN AT MILL
BEFORE PROCEEDING



APPENDICES

APPENDIX A: MULTIMODAL TRANSPORTATION ACTION PLAN SURVEY SUMMARY

APPENDIX B: BUSINESS PREFERENCE SURVEY

APPENDIX C: SCJ FINAL REPORT/COST ESTIMATES

