



City of Yelm
EST. 1924
WASHINGTON

SEPA #: 2021.0516.EN0002

DETERMINATION OF NON-SIGNIFICANCE

Proponent: City of Yelm Public Services Department

Description of Proposal: City of Yelm 2022 Transportation System Plan

Location of the Proposal: Yelm, WA

Section/Township/Range: Section 24 Township 17 Range 1E

Threshold Determination: The City of Yelm as lead agency for this action has determined that this proposal does not have a probable significant adverse impact on the environment. Therefore, an environmental impact statement (EIS) will not be required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Mitigating Measures: None

Lead agency: City of Yelm

Responsible Official: Landon Hawes, Planning & Building Manager

Date of Issue: October 20, 2021

Comment Deadline: November 4, 2021

Appeal Deadline: There is no local administrative appeal of a DNS

Landon Hawes, Planning & Building Manager

This Determination of Non-Significance (DNS) is issued pursuant to Washington Administrative Code 197-11-340 (2). Comments must be submitted to Casey Mauck, caseym@yelmwa.gov, at City of Yelm, 106 2nd St SE, Yelm, WA 98597, by November 4, 2021 at 5:00 P.M. The City of Yelm will not act on this proposal prior November 4, 2021 at 5:00 P.M.

DO NOT PUBLISH BELOW THIS LINE

Published: Nisqually Valley News, Thursday, October 28, 2021
Posted in public areas: Wednesday, October 20, 2021
Copies to: All agencies/citizens on SEPA mailing list
Dept. of Ecology w/checklist



City of Yelm
EST. 1924
WASHINGTON

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for nonprojects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[HELP\]](#)

1. **Name of proposed project, if applicable:**
City of Yelm 2022 Transportation Plan
2. **Name of applicant:**
City of Yelm Public Services Dept
3. **Address and phone number of applicant and contact person:**
Casey Mauck, Assistant Planner
106 2nd St SE Yelm, WA 98597
(360) 400-5001
4. **Date checklist prepared:**
9/20/2021
5. **Agency requesting checklist:**
City of Yelm Public Services Dept – Proponent & lead agency
6. **Proposed timing or schedule (including phasing, if applicable):**
Drafting plan & public process: Fall 2021
Plan adoption: Winter 2022 (January-February)
7. **Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**
The transportation system plan is updated on an eight-year schedule per the state required update schedule.
8. **List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**
Previous environmental determinations for City of Yelm Comprehensive Plan and Transportation Plan updates.
9. **Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**
None
10. **List any government approvals or permits that will be needed for your proposal, if known.**
Approval by the Yelm City Council, adoption by ordinance, after recommendation of Planning Commission.
11. **Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)**

City of Yelm 20-yr transportation plan, with funding options and project list will be updated. Projects are in City limits and the UGA. Transportation projects will affect pass-by traffic as well.

12. **Location of the proposal.** Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Greater Yelm area in Thurston County, Washington

B. Environmental Elements [\[HELP\]](#)

1. Earth [\[help\]](#)

- a. **General description of the site:**

N/A

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

- b. **What is the steepest slope on the site (approximate percent slope)?**

N/A

- c. **What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

N/A

- d. **Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

N/A

- e. **Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.**

N/A

- f. **Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

N/A

- g. **About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

N/A

- h. **Proposed measures to reduce or control erosion, or other impacts to the earth, if any:**

N/A

2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

N/A

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

N/A

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

3. Water [\[help\]](#)

- a. Surface Water: [\[help\]](#)

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

N/A

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

N/A

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

N/A

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

N/A

- b. Ground Water: [\[help\]](#)

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn

from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

N/A

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A

c. **Water runoff (including stormwater):**

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

N/A

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

N/A

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

N/A

d. **Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:**

N/A

4. Plants [\[help\]](#)

a. **Check the types of vegetation found on the site:**

___deciduous tree: alder, maple, aspen, other

___evergreen tree: fir, cedar, pine, other

___shrubs

___grass

___pasture

___crop or grain

___Orchards, vineyards or other permanent crops.

___wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

___water plants: water lily, eelgrass, milfoil, other

___other types of vegetation

N/A

b. **What kind and amount of vegetation will be removed or altered?**

N/A

- c. **List threatened and endangered species known to be on or near the site.**

N/A

- d. **Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:**

N/A

- e. **List all noxious weeds and invasive species known to be on or near the site.**

N/A

5. Animals [\[help\]](#)

- a. **List any birds and other animals which have been observed on or near the site or are known to be on or near the site.**

Examples include:

birds: hawk, heron, eagle, songbirds, other: mammals:
deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

N/A

- b. **List any threatened and endangered species known to be on or near the site.**

N/A

- c. **Is the site part of a migration route? If so, explain.**

N/A

- d. **Proposed measures to preserve or enhance wildlife, if any:**

N/A

- e. **List any invasive animal species known to be on or near the site.**

N/A

6. Energy and Natural Resources [\[help\]](#)

- a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

N/A

- b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

N/A

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

N/A

7. Environmental Health [\[help\]](#)

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

- 1) Describe any known or possible contamination at the site from present or past uses.

N/A

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

N/A

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

N/A

- 4) Describe special emergency services that might be required.

N/A

- 5) Proposed measures to reduce or control environmental health hazards, if any:

N/A

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

N/A

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

N/A

- 3) Proposed measures to reduce or control noise impacts, if any:

N/A

8. Land and Shoreline Use [\[help\]](#)

- a. **What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

N/A

- b. **Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?**

N/A

- 1) **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:**

N/A

- c. **Describe any structures on the site.**

N/A

- d. **Will any structures be demolished? If so, what?**

N/A

- e. **What is the current zoning classification of the site?**

N/A

- f. **What is the current comprehensive plan designation of the site?**

N/A

- g. **If applicable, what is the current shoreline master program designation of the site?**

N/A

- h. **Has any part of the site been classified as a critical area by the city or county? If so, specify.**

N/A

- i. **Approximately how many people would reside or work in the completed project?**

N/A

- j. **Approximately how many people would the completed project displace?**

N/A

- k. **Proposed measures to avoid or reduce displacement impacts, if any:**

N/A

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

N/A

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

N/A

9. Housing [\[help\]](#)

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A

c. Proposed measures to reduce or control housing impacts, if any:

N/A

10. Aesthetics [\[help\]](#)

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

N/A

b. What views in the immediate vicinity would be altered or obstructed?

N/A

c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A

11. Light and Glare [\[help\]](#)

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A

b. Could light or glare from the finished project be a safety hazard or interfere with views?

N/A

c. What existing off-site sources of light or glare may affect your proposal?

N/A

d. Proposed measures to reduce or control light and glare impacts, if any:

N/A

12. Recreation [\[help\]](#)

a. What designated and informal recreational opportunities are in the immediate vicinity?

N/A

b. Would the proposed project displace any existing recreational uses? If so, describe.

N/A

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

N/A

13. Historic and cultural preservation [\[help\]](#)

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe.

N/A

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

N/A

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

N/A

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

N/A

14. Transportation [\[help\]](#)

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

N/A

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

N/A

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

N/A

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

N/A

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

N/A

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

N/A

- h. Proposed measures to reduce or control transportation impacts, if any:

N/A

15. Public Services [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

N/A

- b. Proposed measures to reduce or control direct impacts on public services, if any.

N/A

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other _____

N/A

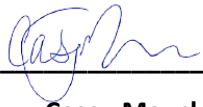
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A

C. Signature [\[HELP\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____



Name of signee: Casey Mauck

Position and Agency/Organization: Assistant Planner, City of Yelm

Date Submitted: October 19, 2021

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

All projects listed in the transportation improvement program will be subject to the Unified Development Code, City of Yelm Development Guidelines, and project review including environmental review.

Proposed measures to avoid or reduce such increases are:

Best management practices (BMPs) are required for construction. Each project will go through individual SEPA review.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Development is reviewed at the time of individual project application, and impacts will be reviewed and mitigated as needed.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

The Unified Development Code includes a Critical Areas Ordinance to protect threatened and endangered species, as well as landscape requirements to enhance and protect existing vegetation.

3. How would the proposal be likely to deplete energy or natural resources?

No part of the plan has been identified to deplete energy or natural resources. At this time, there are no lands within the City of Yelm that include mining, forestry, or agriculture.

Proposed measures to protect or conserve energy and natural resources are:

N/A

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Environmentally sensitive areas are protected under the critical areas section of the Unified Development Code, and projects will be subject to individual SEPA and civil plan review to ensure protection of these areas occurs.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Best management practices, critical areas code, development permit requirements

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The City of Yelm does not have shorelines subject to the Shoreline Management Act, however does require protection of the riparian habitat border of Yelm and Thompson Creek

Proposed measures to avoid or reduce shoreline and land use impacts are:

Addressed in Critical Areas Code section

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

This plan addresses increasing demands on the City's transportation system and mitigates current and future level-of-service disparities.

Proposed measures to reduce or respond to such demand(s) are:

The City is required to plan for population growth for all city infrastructure. The concurrency management section of the code provides mitigation for increased demand on public infrastructure. Projects in this 20-yr plan will be examined annually to receiving funding and be implemented.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

None, the proposed plan was developed within local, state, and federal laws and future development is also required to comply with regulations as they apply.



City of Yelm
EST. 1924
WASHINGTON

CITY OF YELM



TRANSPORTATION SYSTEM PLAN

January 2022



City of Yelm
EST. 1924
WASHINGTON

2022 TRANSPORTATION PLAN UPDATE

PROJECT INFORMATION

Contact

Casey Mauck
Assistant Planner
City of Yelm
106 Second St SE
Yelm, WA 98597
(360) 400-5001

PROJECT STAFF SUPPORT

City Staff

Patrick T. Hughes, P.E., *City Engineer*
Landon Hawes, *Planning & Building Manager*
Brianna Feller, *Communications Specialist*

Yelm Planning Commission

Jerry Fugich
John Graver
Bob Howard
Carlos Perez
Floyd Sheldon
John Thomson
Anne Wahrmond

TABLE OF CONTENTS

ACRONYMS & REFERENCES.....	4
BACKGROUND	5
WHAT IS A TRANSPORTATION SYSTEM PLAN?	5
OBJECTIVE OF THE TRANSPORTATION SYSTEM PLAN	5
SECTION 36.70A.070 RCW COMPLIANCE.....	6
INVENTORY.....	7
TRANSPORTATION MODES	7
ROAD CLASSIFICATIONS	8
LEVEL-OF-SERVICE STANDARDS.....	10
TRANSPORTATION IMPROVEMENT PROGRAM.....	11
BACKGROUND STUDIES	11
FUTURE TRAVEL CONDITIONS	11
PLAN RECOMMENDATIONS	12
STREET CONNECTIONS.....	13
PEDESTRIAN IMPROVEMENTS	14
INTERSECTION IMPROVEMENTS	15
STREET IMPROVEMENTS	16
FUNDING & IMPLEMENTATION	19
FUNDING	19
IMPLEMENTATION	20
FUTURE POLICY CONSIDERATIONS.....	21
CLIMATE CHANGE	21
ELECTRIC VEHICLE INFRASTRUCTURE	21
EQUITY.....	22
ONLINE WORK	23
APPENDIX A	24
INVENTORY OF STATE-OWNED TRANSPORTATION FACILITIES	24
ESTIMATE OF TRAFFIC IMPACTS TO STATE-OWNED FACILITIES RESULTING FROM THEIR LAND USE ASSUMPTIONS	24
STATE TRANSPORTATION SYSTEM IMPROVEMENTS NEEDED TO MEET DEMAND	25
ADOPTED LEVEL-OF-SERVICE STANDARDS FOR STATE-OWNED HIGHWAYS	25

ACRONYMS & REFERENCES

ADA	Americans with Disabilities Act
CTED	Washington Department of Community, Trade & Economic Development
EA	Environmental Assessment
ECY	Washington Department of Ecology
EIS	Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GMA	Growth Management Act
HSS	Highways of Statewide Significance
HSP	Highway System Plan
ISTEA	Intermodal Surface Transportation Efficiency Act
LID	Local Improvement District
LOS	Level of Service
MPO	Metropolitan Planning Organization
OCD	Office of Community Development
PWTF	Public Works Trust Fund
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RCW	Revised Code of Washington
SR	State Route
TBD	Transportation Benefit District
TDM	Transportation Demand Management
TFC	Transportation Facilities Charge
TFSSS	Transportation Facilities and Services of Statewide Significance
TIA	Traffic Impact Analysis
TIB	Transportation Improvement Board
TIP	Transportation Improvement Program
TRPC	Thurston Regional Planning Council
TSM	Transportation System Management
TSP	Transportation System Plan
UGA	Urban Growth Area
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan
YMC	Yelm Municipal Code

Background

What is a Transportation System Plan?

The Transportation System Plan (TSP) is the long-range guiding document that directs transportation planning in the City of Yelm for a 20-year horizon. The Transportation System Plan serves to identify areas of concern in our transportation system as the City grows, create projects that will address current and future issues, and map out funding sources that will be used to carry out improvement projects. This plan also outlines the City's long-term transportation visions and creates specific projects from the goals of the Transportation element of the Comprehensive Plan.



Figure 1. Mount Rainier as seen from a residential area in the City of Yelm. Photo taken by Zachary Smith.

The TSP builds on the goals and policies in the [Yelm Comprehensive Plan](#), which plans for a 25-year horizon. Projects identified in the TSP are used in the Six-Year Capital Improvement Plan and Six-Year Transportation Improvement Program, internal plans updated annually that identify specific projects to complete over a six-year horizon.

In addition to this Transportation System Plan, the City of Yelm adopts the following documents and successive updates to be effective in the Urban Growth Area:

- Washington State Active Transportation Plan, 2020 and Beyond, adopted 2021
- Regional Transportation Plan 2045 for the Thurston Region, Washington State, adopted 2020
- 2040 and Beyond, Washington Transportation Plan, adopted 2018
- Yelm/Thurston County Joint Comprehensive Plan – Transportation Chapter, adopted 2017
- East Gateway Environmental Impact Statement, 2015
- State Highway Transportation System Plan (2007-2026), adopted 2008
- Sustainable Thurston, adopted 2013
- Thurston Highlands Master Planned Community Environmental Impact Statement, 2008

Objective of the Transportation System 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 multimodal streets policy that will increase safety and accessibility to pedestrians, cyclists, and other alternative modes of transportation.
4. A mitigation/impact fee strategy which will promote alternative routes and alternative methods of transportation rather than merely building ever larger streets.
5. Collecting traffic mitigation fees from new development activity, by means of the City's Transportation Facility Charge (TFC) Chapter 18.16 Yelm Municipal Code, to assist in funding selected system improvements identified on the 6-year Transportation Improvement Program.

Section 36.70A.070 RCW 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 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.

Inventory

Situated between the City of Olympia to the Northwest and Mount Rainier to the East, the City of Yelm serves as a common thoroughfare for travelers moving between Mount Rainier and Puget Sound. The City contains the intersection of State Routes 510 and 507, which are often traversed in lieu of I-5 during freeway closures. SR 507 and SR 510, known locally as 1st Street and Yelm Avenue, intersect in downtown Yelm. Both state highways serve not only as main arterials in Yelm, with Yelm Avenue functioning as the downtown “Main Street”, but also as significant commuter routes for regional traffic. As such, these two roads and the intersection in downtown Yelm experience significant congestion that creates safety hazards. The current conditions do not support non-motorized travel and negatively impact access and circulation for local businesses.

Transportation Modes

1. Passenger Vehicle

The Yelm community relies heavily on passenger vehicles to move around the City and reach essential services. Car ownership is approximately the same as the national average, with an average of 2 cars per household. Providing safe and efficient transportation systems for passenger vehicles is a priority in the City’s long-term planning process.

2. 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. It is not feasible to use the rail line for freight or other rail operations, and the line is now part of the extension of the Yelm Prairie Line Trail Project. It will serve as a multimodal bike and pedestrian corridor. The former rail line is no longer eligible for hauling freight.

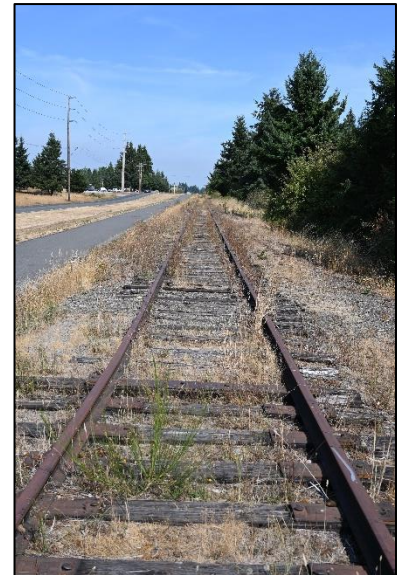


Figure 2. Burlington Northern Santa Fe Railroad along Northern Pacific Rd.

3. 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.

4. Public Transit, Carpool, and Van

The City of Yelm supports the work of InterCity Transit in providing bus and other transit services to the urban area. City development regulations encourage

development near transit services and provide parking incentives for transit and vanpool programs.

5. Alternate Modes of Transportation

The City of Yelm supports alternate modes of transportation, including walking and bicycling. A connected network of sidewalks, bicycle routes and trails support bike and pedestrian travel. Wheeled All-Terrain Vehicles (WATV) are allowed on all city streets with a speed limit of 35 mph or less, pursuant to the requirements of Chapter 10.34 YMC. Development regulations such as frontage improvements support and encourage all forms of alternate transportation. Supporting alternate modes of transportation is a growing priority as the Yelm community grows, increases in density, and works to decrease our community emissions.

Road Classifications

Road classifications are used to determine the appropriate design standards and expected traffic on each street within the Yelm Urban Growth Area (UGA). Road classifications are made using WSDOT's Functional Classification Map, TRPC, and the City of Yelm Planning Commission. Streets listed in **red** indicate changes from the most recent classification listed in the [Yelm Development Guidelines](#).

Classification	Purpose	Current Streets
Major Arterial	Highest traffic volume corridors, carry a high proportion of total urban travel on a minimum of mileage	<ul style="list-style-type: none"> First Street (south of Yelm Ave) SR 510 Alt (Y3) SR 507 SR 510
Urban Arterial	Connects with and augments the major arterial system. Accommodates trips of moderate length at a somewhat lower level of travel mobility than major arterials	<ul style="list-style-type: none"> Yelm Ave Killion Rd (formerly Major Arterial) Tahoma Blvd (formerly not listed) Bald Hill Rd First St (north of Yelm Ave)
Commercial Collector	Provides for movement of traffic between arterial routes and local traffic in commercial areas	<ul style="list-style-type: none"> Canal Rd (formerly Urban Arterial) Grove Road (formerly Urban Arterial) Stevens-Coates Connector (formerly Urban Arterial) Creek Street SE Edwards Street NW (Yelm Ave to Coates St SE) Morris Rd SE N.P. Rd SE Rhoton Rd NW (1st St to Rhoton Ct) Stevens Ave NW

		<ul style="list-style-type: none"> • West Rd SE • 103rd St NE (Yelm Ave to Creek St)
Neighborhood Collector	Provides for movement of traffic between arterial routes and local traffic in residential areas	<ul style="list-style-type: none"> • Burnett Rd SE • Clark Rd SE • Coates St SE • Crystal Springs Rd • Cullens Rd • Middle Rd SE • Mill Rd SE • Mosman Ave • Mountain View Rd NW • Ordway Dr • Railway St SE • Rhoton Road NW (Rhoton Ct to Canal Rd) • Southwest Access (Y-7 improvements) • Vancil Rd SE • Wilkensen Rd • 93rd Ave SE • 105th Ave
Local Access Commercial	Allows direct access to abutting commercial land and connections to higher order street systems; lowest level of mobility and discourages major through traffic movements	<ul style="list-style-type: none"> • Edwards St SW (Yelm Ave to Mosman Ave) • Jefferson Ave • Jones Street SE • Longmire St S W (Jones St) • McKenzie Ave SE (SR 507 to 2nd St) • Railroad St NW • Rice St SW (Jones St to Jefferson Ave) • Solberg St SW (Jones St to Jefferson Ave) • Third St SE (Jones St to Jefferson Ave)
Local Access Residential	Allows direct access to abutting residential land and connections to higher order street systems; lowest level of mobility and discourages major through traffic movements	<ul style="list-style-type: none"> • Flume Rd SE • Fourth St SE • Longmire St SW (to Jones St) • 100th Way SE • 103rd St NE (Creek St to Canal Rd) • All remaining roadways within Yelm UGA

Level-of-Service Standards

Level-of-Service (LOS) is the established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure if needed. LOS standards are used to determine if public facilities or services are adequate to support a development's impact at the time it occurs. The city has designated levels of service road facilities in the comprehensive plan, as follows:

- In all residential zones, LOS C
- In all commercial and light industrial zones, LOS D
- In the urban core between 4th Street and Solberg Street, LOS F is recognized as a level of service where mitigation to create traffic diversions, bypasses, and alternate routes and modes of transportation are authorized and being planned, funded, implemented, and can result in improved LOS.



Figure 3. The roundabout at the intersection of SR 510 and SR 510 Alt, a completed phase of Y3.

Transportation Improvement Program

A major part of any Transportation Plan is the Transportation Improvement Program. The 2022 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 Regional Planning Council 2018-2045 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 2009 update based on the most current information on travel demand and roadway deficiency.



Figure 4. Pedestrian trail along SR 510 Alt (Y3), which will eventually continue along the northern edge of the City.

The 2022 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 (2045 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+ (2018-2045) land use forecasts prepared by TRPC staff and the Yelm Public Services 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 the 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.

The City of Yelm 2022 Transportation System Plan Map 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 2022 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.



Street Connections are necessary to achieve a cost-effective network of travel in and around the core area. Improvements listed below have been created to facilitate travel outside of the City's main arterials and provide options for local movements.

Figure 5. The current terminus of Parkview Dr, which will eventually be extended west below Cochrane Park to meet Mill Rd (Y11).

Street Connections				
Project Number	Name	Description	Cost (2021 dollars)	Priority
Y1	SR 510 to SR 507 Loop	Construct a major arterial which would extend south from 93 rd Ave through the Thurston Highlands and connect to SR 507 between Yelm and Rainier	61,000,000	Low
Y2	<i>SR 507 Loop</i>	<i>Construct 2-lane highway from SR 507 on the east side of Yelm with SR 507 on the south end of Yelm, creating an alternate route around the SE quadrant of the City</i> <i>*Accomplished by Y2A, Y2B, and Y2C</i>	24,200,000	Low
Y2A	Vancil Rd to Morris Rd Connection	Construct a new collector street from Vancil Rd to Morris Rd	6,600,000	Low
Y2B	Morris Rd to Bald Hill Rd Connection	Extend 109 th Ln within the Y2 corridor from Bald Hill Rd to Morris Rd	8,600,000	Low
Y2C	Bald Hill Rd to SR 507/SR 510 Yelm Loop	Construct a new collector street between Bald Hill Rd and the traffic signal at SR 507/SR 510 Yelm Loop	9,000,000	Low
Y3	SR 510 Yelm Loop (SR 510 to SR 507)	Construct a North loop around City center – <i>WSDOT Project</i>	58,700,000	High
Y4	<i>Northern Mini Loop</i>	<i>Create a series of connected streets running west to east parallel to SR 510/SR 507 (Yelm Ave) to allow local traffic to move through town off of Yelm Ave</i> <i>*Accomplished by Y4A</i>	1,820,000	Medium

Y6	105 th Ave Mini Loop	Construct and improve a series of connected streets running west to east parallel to SR 507 to allow local traffic to move through town off of Yelm Ave *Accomplished by Y6A, Y6C, & Y6D		Medium
Y6C	105 th Ave Extension: Mill Rd to Yelm Terra	Extend 105 th Ave from Mill Rd to the current terminus of the road at the west end of the Yelm Terra subdivision	950,000	Medium
Y6D	105 th Ave Extension: Clark Rd to Vancil Rd	Construct a new connection of 105 th Ave between Clark Rd and Vancil Rd	1,810,000	Medium
Y11	Parkview Dr	Construct a local access residential connection, including sidewalks and a bike lane from Parkview Loop to Mill Rd	950,000	Medium

Pedestrian improvements are necessary to facilitate alternate modes of travel and decrease dependence on passenger vehicles in the City. Pedestrian improvements have been identified to increase safety and accessibility of movements to walkers and cyclists in the community.

Pedestrian Improvements				
Project Number	Name	Description	Cost (2021 dollars)	Priority
Y7B	Yelm Prairie Line Rail Trail	Extend the Yelm Prairie Line Trail to the City of Roy using the former rail line	1,600,000	High
Y14	Central Business District Sidewalks	Reconstruct and construct pedestrian oriented sidewalks throughout the CBD	1,750,000	Medium
Y15	2 nd St SE Improvements	Construct new 5-ft multi-use concrete sidewalk along west side of 2 nd St SE from Cochrane Park to existing sidewalk at Mosman Ave SE	310,000	High

Y19	Pedestrian Bridge over Yelm Ave	Construct a pedestrian bridge over Yelm Ave between Railroad St and 1 st St	1,250,000	Low
Y20	Activated Alleys in CBD	Activate alleyways in the Central Business District by repurposing underused alleyways with murals, seating, lighting, retail, and unique paving surfaces	*Cost TBD	Low
Y22	Cullens St Improvements – Yelm Ave to Van Trump St	Install a sidewalk and bike lane along Cullens St between Yelm Ave and Van Trump St	490,700	Medium
Y24	Railway Rd Improvements - 1 st St to Middle Rd	Install a sidewalk and bike lane along Railway Rd between 1 st St and Middle Rd	780,500	High

Intersection improvements address safety and efficiency concerns at key intersections in the City. Several intersection improvement projects involve realigning intersections, which increases safety through better visibility and easier turning movements to passenger and emergency vehicles alike.

Intersection Improvements				
Project Number	Name	Description	Cost (2021 dollars)	Priority
Y5A	Burnett Rd & 93 rd Ave SE Realignment & Traffic Signal	Adjust 93 rd Ave SE and Burnett Rd SE to meet straight-on and install a traffic signal – ROW acquisition will be required	3,800,000	Medium
Y5B	Longmire St & Yelm Ave Signal	Install a signal at the intersection of Longmire St & Yelm Ave	850,000	Medium
Y5G	170 th St & SR 507 Roundabout	Install a roundabout at the intersection of 170 th St & SR 507 with multimodal options – <i>WSDOT Project</i>	2,500,000	High

Y6A	Mill Road & SR 507 Intersection Realignment	Realign the intersection of Mill Road & SR 507 to collector standards with a dedicated left turn lane on Mill Rd and a left turn pocket on SR 507	950,000	High
Y16	Crystal Springs Rd & Coates Rd SE Roundabout	Install a roundabout at the intersection of Crystal Springs, Coates Rd, and Edwards St with multimodal options	1,300,000	Medium
Y17	West Rd & 103 rd Ave Roundabout	Install a round-about at the intersection of West Rd & 103 rd Ave & Nisqually Plaza	1,650,000	Low

Street Improvements are projects that address aging streets that do not meet current street standards. Many improvements involve the addition of sidewalks, planter strips, bike lanes, and other facets that aid alternate modes of travel throughout the City.

Street Improvements				
Project Number	Name	Description	Cost (2021 dollars)	Priority
Y4A	Coates Rd NW Improvement	Install streetscape improvements, reclaimed water lines, power, gas, and future fiber system on Coates Rd between Killion Rd and Cullens Rd, and provide improvements to the Coates Rd and Cullens Rd intersection – ROW acquisition will be required	1,820,000	Low
Y5	Yelm Ave Improvements	Improve Yelm Ave to reduce congestion and increase accessibility <i>*Accomplished by Y5A, Y5B, Y5C, Y5D, and Y5E</i>		Low

Y5C	Yelm Ave Improvements in Central Business District	Construct, repair, and replace sidewalks, parallel parking, intersection treatments, and access control channelization along Yelm Ave (SR 507) from 1 st St SE to 4 th St SE	2,900,000	High
Y5D	SR 507 Improvements 5 corners to SR 510 loop	Reconstruct Yelm Ave from 5 corners to SR 510 Yelm Loop to City standards for an urban arterial with bike lanes, planter strip, and reconstruction of Grove Rd intersection and access control – <i>WSDOT Project</i>	3,850,000	Low
Y5E	Yelm Ave Boulevard Improvements	Reconstruct Yelm Ave from Burnett Rd to 1 st St with boulevard swales and restricted left turn lanes	*Cost TBD	Low
Y8B	Solberg St Improvements	Reconstruct Solberg St to City standards with 2 drive lanes, shoulder, sidewalk, and planter strip from Yelm Ave to Mosman Ave	1,200,000	Medium
Y9	Bald Hill Rd Reconstruction	Reconstruct Bald Hill Rd to a 3-lane facility from Western Chehalis Railroad to intersection with Yelm Ave	3,750,000	Medium
Y10	Northern Pacific Road Improvements	Reconstruct N.P. Rd and a portion of Wilkensen Rd SE from 1 st St to the intersection of the planned Yelm loop (SR 510 Alt)	6,800,000	High
Y13	Rhoton Rd NW Improvements	Reconstruct Rhoton Rd NW from Railway St SE to the intersection of the planned Yelm loop (SR 510 Alt)	5,850,000	High

Y18	Bald Hill Flooding Study	Feasibility study to identify a project that resolves seasonal flooding issues on Bald Hill Rd from City limits to 5 corners intersection	100,000	High
Y21	103 rd Ave SE Bridge Replacement	Replace the bridge across 103 rd Ave SE near the intersection of Creek Road	690,000	Medium
Y23	Washington/McKenzie One-Way Couplet	Reconstruct Washington St and McKenzie Ave to be one-way streets with pedestrian facilities and intersection improvements between 2 nd St SE and 3 rd St SE	1,163,600	Medium

Funding & Implementation

Funding

The following funding sources are available for transportation facilities:

Transportation Facilities Charge (TFC) are required at the time of development of a site, and are charged depending on the expected trip generation of a use. The City of Yelm is expected to generate approximately \$89,820 from Transportation Facilities Charges in 2021.

Development Project Mitigation Funds may be required at the time of a site development if the traffic impact analysis for the development shows a drop in Level-of-Service. These funds may be used towards projects in the City's Six-Year Transportation Improvement Program.

Grants are state, federal, county, or other agency funding sources that can be used for specific purposes. Grant applications require staff time, but can be lucrative options for smaller cities to implement major infrastructure projects. **Transportation Improvement Board (TIB) grants** are generated from the statewide gas tax and can be used by cities and counties for transportation projects. Grant funds awarded depend on the amount requested, and often have a match requirement of roughly 13.5-25%. The City of Yelm received \$310,029 in Federal Highway Administration grant funds and \$190,518 in TIB grant funds in 2021.

The City General Fund, Gas Tax Revenue, Bonds and Real Estate Excise Tax can be used to implement transportation projects in the Urban Growth Area. Municipal Research and Services Center of Washington (MSRC) estimates that the City of Yelm will generate \$182,866 from gas tax revenue in 2022.

Local Improvement Districts (LIDs) are a tool for assisting benefitting properties in financing capital improvement projects through establishing a special assessment district. Special assessment districts permit improvements to be financed and paid for over a period of time through assessments on the benefitting properties. The City has not initiated an LID in several years.

Transportation Benefit Districts (TBDs) are local option taxing districts authorized by state statute (Chapter 36.73 RCW). A TBD is a quasi-municipal corporation and independent taxing district that can raise revenue for specific transportation projects. In Washington State, TBD revenue is usually raised through a sales tax increase (typically 0.1% to 0.2%) or a vehicle license fee increase (typically \$20 and \$40). Some jurisdictions implement a combination of the two mechanisms.

Implementation

Transportation planning and development in the Urban Growth Area is a joint exercise of responsibility between the City, the County and the State. Yelm is responsible for planning and implementation of the policies of the City's Transportation Plan, assisting with the planning of policies in the incorporated Urban Growth Area, and keeping 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).



Figure 6. The intersection of Coates Rd, Cullens Rd, and Edwards St. This 3-way intersection will be improved through Y16.

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. The 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.

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 occurs.

Future Policy Considerations

The following conditions should be considered in future updates to the transportation system plan. While the City does not yet have the resources to evaluate these issues, they may play a large role in transportation trends going forward. These issues should be considered in subsequent comprehensive plan, Six-Year Transportation Improvement Program, and work plan updates.

Climate Change

The City of Yelm recognizes the impacts that our changing climate has on our environment, and specifically transportation system. Earth's atmosphere acts as a greenhouse, and greenhouse gases increase the amount of heat trapped by the atmosphere. The burning of oil, coal, and other fossil fuels substantially increases the amount of greenhouse gases in the atmosphere.

Planners must take into consideration the impacts that climate change has on land use and transportation, while also encouraging strategies that mitigate greenhouse gas emissions. Transportation infrastructure faces increased damage due to more frequent and severe flooding and wildfires. The City will look to the most current FEMA (Federal Emergency Management Agency) flood maps to find frequently flooded areas, and continually update critical area codes to reflect the best available performance standards in these areas.

Transportation-related emissions are the second-largest source of greenhouse gas emissions in Thurston County. Increasing the availability of ride-share services and public transit decreases the need for travel by personal vehicle, which has several positive effects on the community. Not only do emissions decrease, but congestion on the transportation system is also reduced. Encouraging alternative modes of transportation such as biking and walking also decreases emissions while increasing community health outcomes.

Electric Vehicle Infrastructure

As electric vehicles become more prevalent in the area, it is important to evaluate the accessibility of charging stations to residents. Electric vehicles can have a large impact on reducing greenhouse gas emissions, as more utility companies focus on renewable sources of energy.



Figure 7. Electric vehicle chargers in Yelm City Park.

Future efforts to increase electric vehicle infrastructure could include incentivizing developers to install charging stations and installation of chargers at public facilities. Current charging stations in Yelm can be found at Yelm Public Works, City Park, Olympia Federal Savings, and Safeway.

Equity

Addressing disparities in our transportation system should be a key focus in Yelm's Comprehensive Plan and other plan updates going forward. Equity differs from equality in that equality concentrates on providing the same resources to all, while equity recognizes that adjustments are necessary to right imbalances.

Historically, transportation systems have been focused around cars and there have not been significant efforts to provide safe, efficient alternative modes of transportation. Directing funding to pedestrian and cyclist facilities is one way to address modal inequity and provide options for all residents.

Spatial inequity describes the geographical distribution of different communities. Differences in infrastructure throughout the City contributes to spatial inequity, whether that means areas lack sidewalks or are frequently congested and could benefit from intersection improvements. With only one transit line in Yelm, there is a limited number of residents that live within walking distance of transit. As the population grows it is imperative to work with transit partners and encourage the addition of new lines while also requiring adequate sidewalks and bicycle lanes in all new developments.



Figure 8. A bus stop on Intercity Transit route 94, the only route that runs through the City of Yelm. This stop is located at the intersection of Yelm Ave and 3rd St in the Central Business District.

Pedestrian facilities must always meet current Americans with Disabilities Act (ADA) requirements to decrease inequities due to ability. Connectivity in multimodal systems should be a priority for the City going forward, and future projects should address breaks in facilities that could otherwise be connected.

The City does not yet have comprehensive data showing the distribution of age, race, income level, and other demographic characteristics throughout the UGA. This analysis should be conducted and used in future plan updates to mitigate inequities in transportation throughout the community.



Figure 9. The Yelm Prairie Line Trail, which connects with the Yelm-Tenino trail and links every major town in Thurston County.

Online Work

In 2020, a significant shift towards online work was made in response to the COVID-19 pandemic. It is assumed that post-COVID-19, there may be a large group of workers continuing to telework. Teleworking can reduce congestion on streets, alter peak hour trip trends, and may reduce the percentage of people that choose to own cars. It is unknown how many Yelm residents will continue to telework after COVID-19, but if a reduction in commute trips occurs after the pandemic, it may be beneficial to reallocate space and funds previously used for cars to other modes of transportation such as sidewalks or bike lanes.

Appendix A

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. This information was obtained from the 2007-2026 Highway System Plan Technical Update by WSDOT.

Inventory of State-Owned Transportation Facilities

There are two state highways within the City of Yelm: SR 507 & SR 510

SR 507 is within the incorporated city limits of Yelm between milepost 27.32 and milepost 29.23. SR 507 has a state functional classification of R2, or 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 is within the incorporated city limits of Yelm between milepost 14.41 and milepost 15.67. 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).

SR 510 Yelm Loop Phase 1 (SR 510 Spur) is a two-lane highway that extends from the intersection of SR 510 and Mud Run Rd southeast to Cullens Rd NW. Phase 2 will extend from Cullens Rd NW to the intersection of SR 507 and 170th St SE.

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.

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:

- Appendix J Solutions: 2007-2026 HSP Implementation Strategies
 - Tier II: Moderate to higher cost projects with potential network benefits
 - SR 510/Burnett Rd to SR 507 - Two Way Left Turn Lane and Sidewalk, MP 11.81 to MP 13.07
 - Tier III: Higher cost projects with corridor-wide benefits
 - SR 510/Yelm Loop - New Alignment Y-3, MP 10.75 to MP 13.07
- Appendix K Solutions: Requires Further Analysis
 - SR 507/South Thurston County Subarea – Roadway Network Study
 - SR 507/Yelm Loop - New Alignment Y-2
 - SR 510/Yelm Loop - New Alignment Y-1, MP 10.75 to MP 10.76
 - This improvement has been completed.
- Appendix L: Locations that Require Further Analysis
 - SR 507 from Lewis/Thurston county Line to Thurston/Pierce County Line, MP 5.44 to MP 30.67

Adopted Level-of-Service Standards for State-Owned Highways

All state highways have an adopted Level-of-Service D. The City of Yelm Road Adequacy Policy (Level of Service Standard) is included with all Transportation Goals and Policies in Yelm/Thurston County Joint Comprehensive Plan. See Goal 2.1 and Policy 2.1.

City of Yelm 2022 Transportation System Plan

Intersection Improvements

Y5A: Burnett Rd & 93rd Ave Realignment & Signal
 Y5B: Longmire St & Yelm Ave Signal
 Y5G: 170th St & SR 507 Roundabout
 Y6A: Mill Rd & SR 507 Realignment
 Y16: Crystal Springs Rd & Coates Rd Roundabout
 Y17: West Rd & 103rd Ave Roundabout

Pedestrian Improvements

Y7B: Yelm Prairie Line Rail Trail
 Y14: Central Business District Sidewalks
 Y15: 2nd St Improvements
 Y19: Pedestrian Bridge over Yelm Ave
 Y20: Activated Alleys in CBD
 Y22: Cullens St Improvements
 Y24: Railway Rd Improvements

Street Connections

Y1: SR 510 to SR 507 Loop
 Y2: SR 507 Loop
 Y2A: Vancil Rd to Morris Rd Connection
 Y2B: Morris Rd to Bald Hill Rd Connection
 Y2C: Bald Hill Rd to SR 507/510 Loop
 Y3: SR 510 Yelm Loop
 Y4: Northern Mini Loop
 Y6: 105th Ave Mini Loop
 Y6C: 105th Ave Extension Mill Rd to Yelm Terra
 Y6D: 105th Ave Extension Clark Rd to Vancil Rd
 Y11: Parkview Dr

Street Improvements

Y4A: Coates Rd Extension
 Y5: Yelm Ave Improvements
 Y5C: Yelm Ave Improvements in Central Business District
 Y5D: SR 507 Improvements 5 corners to SR 510 Loop
 Y5E: Yelm Ave Boulevard Improvements
 Y8B: Solberg St Improvements
 Y9: Bald Hill Rd Reconstruction
 Y10: Northern Pacific Rd Improvements
 Y13: Rhoton Rd Improvements
 Y18: Bald Hill Flooding Study
 Y21: 103rd Ave Bridge Replacement
 Y23: Washington/McKenzie One-Way Couplet

