



Commuter Trip Reduction Plan



City of Tumwater
Adopted October 21, 2008



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Executive Summary

Background

In 2006, the Washington State Legislature passed the Commute Trip Reduction (CTR) Efficiency Act (RCW 70.94.521) which requires local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce single-occupant vehicle trips. The law also encourages integration of CTR with land use and transportation planning processes and other City goals.

In addition to statewide benefits, meeting the CTR goals will provide a variety of local benefits, including:

- Improvements in the local level of service on various streets and at various intersections.
- Reduced emissions from vehicles.
- Reduced energy consumption.
- Improved wellness, primarily for those who walk or bicycle as their commute mode

The City of Tumwater Plan

The Commute Trip Reduction Plan is a collection of jurisdiction-adopted goals and policies, facility and service improvements and marketing strategies about how the City of Tumwater will help make progress for reducing drive alone trip and vehicle miles traveled over the next four years. Building upon the success of the existing commute trip reduction program, the City of Tumwater strives to meet the goals of the plan for the future by working in partnership and coordination with other agencies.

The proposed Plan has been developed through extensive involvement by employers, transit agencies, organizations and individuals from throughout the City of Tumwater – and neighboring jurisdictions – who helped identify strategies and ways for successful achievement of the goals. This plan helps to support the achievement of the City of Tumwater’s vision and the goals of its comprehensive plan.

Goals

The City of Tumwater has adopted the state standard of a 10% reduction in single occupancy vehicle use and a 13% reduction in vehicle miles traveled for all CTR worksites by 2011. To calculate this reduction, the City of Tumwater will use the most recent CTR Survey as the base year.

Policies and Investments

Tumwater has many comprehensive plan policies which support CTR, in both the Land Use and Transportation elements. The City’s goals and policies focus not only on stating specific support for Commute Trip Reduction, but also on the land use and transportation strategies needed to make it a success. The City of Tumwater and other regional partners invest millions of dollars each year in projects and programs that create CTR-supportive communities.

Strategies

The City of Tumwater proposes to implement the following elements as part of its Commute Trip Reduction plan. This will be done in partnership with other jurisdictions and stakeholders, building on the Thurston Region's long history of CTR collaboration and coordination.

Listed below is a summary of the planned regional and local strategies for achieving the established goals and targets for 2011. More detail may be found in Section IV.

Regional Strategies

The City of Tumwater supports the strategies outlined in the Regional Plan and will participate in implementation:

- Update Plans and Ordinances
- Continue to Provide Worksite Support
- Increase Coordination with State Government
- Develop Regional Parking Policies and Strategies
- Locate and Design Worksites to Support Trip Reduction
- Encourage School Participation in Commute Trip Reduction
- Encourage Voluntary Tribal Participation in CTR
- Increase Planning and Coordination with Intercity Transit
- Seek Funding to Expand Park-and-Ride Capacity
- Establish a Business Case for CTR
- Implement a Region-wide Marketing and Community Outreach Program
- Create a Recognition Program for Trip Reduction Efforts
- Integrate CTR with Other Regional Programs
- Seek Support and Funding for Local, Regional and Growth and Transportation Efficiency Center strategies

Local Strategies

In addition to collaborating on the regional strategies above, the City of Tumwater will also implement a number of policy, regulation, service and facilities strategies, such as:

- Encourage voluntary participation in CTR by all employers in the Tumwater Town Center area, including Timberland Regional Library and Tumwater High School
- Encourage voluntary paid parking programs at state worksites
- Incorporate CTR messages into other City communications
- Collaborate with Intercity Transit to:
 - Increase frequency of service on Capitol Boulevard.
 - Establish express service between Lacey and Tumwater Town Center.
 - Make improvements to the Tumwater Transfer Station.
 - Install bicycle and sidewalk facilities in various locations along Littlerock Road, Old Highway 99, Henderson Boulevard, Trospen Road and Rural Road.
 - Add transit center to Tumwater Town Center.

Funding

The State provides some funding for implementing Commuter Trip Reduction, supplemented by local contributions. However, the base level funding is insufficient, especially in light of the new aggressive goals set forth in the CTR Efficiency Act. The local and regional strategies identified in this plan will require additional funding – from state and federal sources, local and regional partners, and employers. The Plan identifies a Thurston Region gap of \$1,475,000 for the 2008-11 timeframe.

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Section I: Assessment of the Land Use and Transportation Context

The purpose of this section is to describe the existing and planned land use and transportation context that affects the City of Tumwater's ability to meet its goals for reducing drive alone trips and vehicle miles traveled. The information in this section has been prepared by using the City of Tumwater's existing comprehensive plan and other planning documents. Information on transit services and facilities has been prepared with the assistance of Intercity Transit.

REQUIRED INFORMATION

A. Location of CTR work sites

Tumwater has 20 CTR Worksites. See Tumwater Worksite Location Map for the locations of the CTR work sites. They are as follows:

Cluster	Work Site	Address	Status	Total Workers	Affected Workers
Retail Core	WA State Department of Revenue	6500 Linderson Way SW	Affected	346	346
	WA State Depts. of Revenue & Information Services	6300 Linderson Way	Affected	142	140
	WA State Dept. of Transportation - Materials Lab	1655 2nd Avenue SW	Affected	152	152
	WA State Dept. of Transportation - Olympic Region	5720 Capitol Blvd.	Affected	308	308
	WA State Office of the Insurance Commissioner	5000 Capitol Blvd.	Affected	205	198
Cluster Total:				1,153	1,114
Town Center	Affiliated Computer Services (formerly LiveBridge)	148 Tumwater Blvd.	Affected	483	61
	City of Tumwater	555 Israel Road SW	Affected	145	103
	Point Plaza West - WA Office of Financial Management, DSHS Home & Community Services, Div of Disability Determination Services, & Dept of Retirement	6639-6835 Capitol Blvd SW	Affected	804	701
	WA State Dept of Health	101 Israel Road SW	Affected	400	400
	WA State Dept of Health	243 Israel Rd SE	Affected	200	200
	WA State Dept of Health	111 Israel Rd.	Affected	600	600
	WA State Dept of Health - Health Systems Quality Assurance	310 Israel Road SE	Affected	334	329
	WA State Dept. of Corrections	7345 Linderson Way SW	Affected	570	200
	WA State Dept. of General Administration - Central Stores	7511 New Market St.	Voluntary	20	0
	WA State Dept. of Labor & Industries	7273 Linderson Way SW	Affected	1,800	1,800
	WA State Dept. of Transportation	7345 Linderson Way SW	Affected	450	450
	WA State DSHS - Olympia Community Svcs Office	6860 Capitol Blvd.	Affected	225	225
	WA State Office of Attorney General	7141 Cleanwater Dr. SW	Affected	344	310
	WA State Parks & Recreation Commission	7150 Cleanwater Lane SW	Affected	780	508
Cluster Total:				6,811	5,577
Other	WA State Auditor's Office	3200 Capitol Blvd.	Affected	133	119
TOTAL:				8,097	6,840

Over time, new public and private sector worksites will likely become CTR affected: as a result of moving into the City of Tumwater; due to employment growth; or because the City or State changes CTR requirements. These new worksites will be required to coordinate with the local jurisdiction to provide notification that they are affected, identify and train the ETC, perform a

worksite baseline CTR survey, create and implement a CTR program, submit annual reports and meet all other CTR requirements. The goals for any new worksite will be those in force at the time the worksite becomes affected.

If a worksite that is not affected by the CTR law and ordinance chooses to become a voluntary CTR worksite, that worksite would coordinate with the City of Tumwater to establish the terms under which they will participate.

B. Identify Major Issues Regarding Land Use and Transportation Conditions Around CTR Work Sites or Work Site Cluster

Existing and planned land use conditions

General Overview

Tumwater was the first permanent settlement along Puget Sound. It was incorporated in 1869. When Interstate 5 was constructed in the 1960s, it ran through downtown Tumwater, creating major challenges for the City.

Government and Offices

Tumwater has placed significant effort into developing a new town center or downtown. In the late 1990s many large office buildings were constructed near Tumwater City Hall, attracting large state agencies. Another cluster of state-owned office buildings lies to the south and nearer to Interstate 5. Just south of Tumwater City Hall and on Port of Olympia property, many older buildings are being redeveloped into office buildings. All of this activity has made the Tumwater Town Center emerge as a major state employment site in the last 10 years.

Another cluster of office and professional employment centers is near the Custer Way area, in the old downtown core of Tumwater.

High Density Mixed Use Corridors

The Capitol Boulevard corridor links Olympia and Tumwater. This corridor is formed along what was once US Highway 99. It is lined with small businesses with little on-site parking. Parcel size and need for parking are limiting redevelopment potential at this time. It is a major transit route.

Retail

Tumwater's major retail center is located near the Trosper Road freeway interchange, on the west side of the interstate. It has undergone intensive redevelopment starting in the late 1990s. It is a typical suburban retail center, with large national chain stores and ample on-site parking.

Industrial

Tumwater used to be home to the largest private employer in the County, the Olympia Brewery Company. With its closing, this area near the old downtown provides potential for redevelopment into a mixed-use activity center.

The Mottman Industrial Park is a younger and thriving industrial center, located in the northwest regions of the City.

The airport, owned by the Port of Olympia, is located just south of the new Town Center. This area is fringed by many industrial and warehousing employment centers.

Tumwater has ample industrial-zoned land located near the 93rd Interstate 5 interchange. This area is expected to develop in the coming years.

Land Use Conditions by Cluster

Retail Core

This cluster is characterized by two types of suburban commercial development:

- 1) along Capitol Boulevard, small parcels with arterial frontage hosting older strip centers and strip commercial; and
- 2) along Littlerock Road, large parcels with arterial frontage hosting newer large strip centers and “big box” retail.

Low-rise office buildings can be found scattered here and there in the mix. Several older residential neighborhoods lie behind the commercial parcels fronting the arterials. There are a total of 1,200 dwellings, with both single-family homes and apartment complexes.

While this mix does provide the diversity of land uses that allow workers to leave the car at home and still do errands during lunch, the actual businesses are too spread out for this to be very practical. The overall density is only 7.9 employees per acre, and the total number is a modest 3,965 employees in the cluster. Nearly all development is set back from the street edge in the suburban manner, with large parking lots between the street and the entry, a design form that is not conducive to pedestrian activity.

Redevelopment could change the face of this neighborhood over time, but it would take decades for this to come about.

Town Center

This cluster is rapidly urbanizing with the development of hundreds of thousands of square feet of multistory office buildings to house State government agencies. The new development is located by the street edge creating a tighter, more pedestrian-friendly urban fabric.

Unfortunately, most of the parking is still being provided in surface lots, which disperses activity and inhibits walking for various trips. Some parking is in structures, which can create a more compact urban form – better for pedestrians. At 18.4 employees per acre, the density of employment is fairly high, and with 9,218 total employees in the cluster, there are opportunities for ride-matching.

The major land use limitation in this cluster is a lack of diversity in activities, particularly retail and services for the workers. As the number of workers in the area increases, the diversity is slowly growing. There now are a few places to eat within walking distance, and a few service businesses. Still, workers mostly need a car to get something to eat or to run errands at lunch.

There are still several undeveloped sites in this cluster, as well as some older development that may be redeveloped over time. Hence, in time this cluster will see more retail, services, and places to eat, and will fulfill its potential as a mixed use urban center with good CTR activity.

There are 455 dwellings in this cluster, including both single-family homes and apartments, located in the north central portion.

This cluster is adjacent to the Olympia Regional Airport and the associated Newmarket Industrial Campus on the south, both of which are owned and administered by the Port of Olympia. (Much of the Town Center is owned by the Port as well.) This presents both opportunities and challenges. As a neighbor, the Port represents a single major land-owner with authority over most property in the area, simplifying the task of collaboration. On the other hand, the neighboring airport and industrial land uses create some challenges. First, the pedestrian-oriented Town Center must be integrated with development that depends on heavy truck traffic. Second, to protect airfield operations, a runway overlay zone moderately limits the type and intensity of land uses beneath the approach patterns for the Olympia Regional Airport. This overlay zone only affects the eastern half of that part of the Town Center roughly between Capitol Boulevard and Nikolas Street SE. The City of Tumwater and the Port of Olympia must continue their efforts to communicate and coordinate as the Town Center, the Olympia Regional Airport, and the Newmarket Industrial Campus develop.

Other

There is one CTR worksite outside the two clusters: the Washington State Auditor's Office at 3200 Capitol Boulevard, in the former Sunset Life Insurance building. The neighborhood surrounding the worksite is mostly single-family residential, with a grocery store and neighborhood shopping center abutting it to the south. Hence the employment density is low, and the total number of employees in the vicinity is also low. With large landscaped setbacks, the design factors in the vicinity are intended for the quiet residential setting, rather than for an urban employment center. Being located next to a neighborhood retail center is an advantage, however, since the center provides places to eat, shop, and run other errands without the need for a car.

Existing and planned transportation facilities

General Overview

The principal east-west transportation corridors are:

- Mottman Road
- Somerset Hill Drive/Irving Street/Desoto Street SW
- North Street
- Sapp Road/Linwood Avenue
- Trospen Road
- Lee Street
- Dennis Street
- 66th Avenue/70th Avenue/Israel Road
- Tumwater Boulevard
- 88th Avenue
- 93rd Avenue

The principal north-south transportation corridors are:

- Black Lake Boulevard/Black Lake-Belmore Road
- Crosby Boulevard/Rural Road
- Barnes Boulevard
- 2nd Avenue/Littlerock Road
- Linderson Way/Center Street
- Capitol Boulevard/Old Highway 99
- Cleveland Avenue/Yelm Highway
- Henderson Boulevard

While it may seem there are a lot of routes traversing the city, the reality is that physical features often present major barriers. The Deschutes River and the Black Lake Drainage Ditch and their associated wetlands present the major barriers to east-west flow. The Deschutes is crossed only by three bridges adjacent to the former Olympia Brewery at Capitol Boulevard and Custer Way. The Black Lake Drainage Ditch is crossed only by bridges on Mottman Road and on Black Lake-Belmore Road. These natural features commonly run north-south, in the direction of travel of the ice-age glaciers, thus impeding mostly east-west connections.

Tumwater has established a bicycle facility framework which is growing over time. Many of the main routes identified above have either Class II (striped bike lane) or Class III (wide shoulder) facilities. Specific gaps are identified in the discussion of individual clusters below. Likewise, nearly all major city streets have sidewalks; gaps are identified in the discussion of individual clusters.

As part of a larger urban area, Tumwater experiences a significant amount of pass-through commuter traffic – that is, commuters who live outside the City of Tumwater, and who pass through the city on their way to jobs in Lacey, Olympia, Pierce and King counties and other destinations.

Transportation Conditions by Cluster

Retail Core

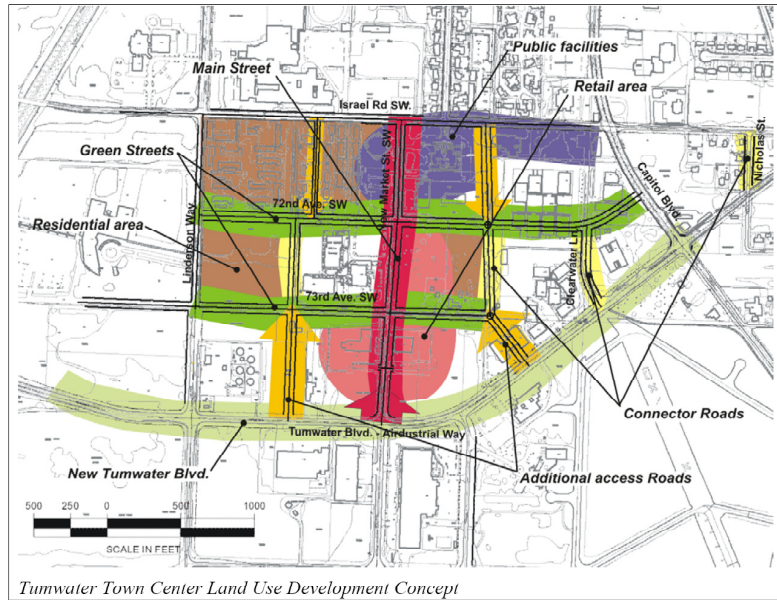
The dominant form of the transportation network for this cluster is that of several north-south routes with few east-west connections between them. In particular, Interstate 5 splits the cluster in two, with only Trosper Road to connect the west half with the east half. Busy Trosper Road has sidewalks, but no bike lanes. In general, although this cluster can accommodate pedestrians and bicyclists, it is not very friendly for either.

The network is very sparse west of the freeway. Only 2nd Avenue/Littlerock Road and Tye Drive provide north-south routes, and only Trosper Road, Kingswood Drive, and the private driveway between Fred Meyer and Costco provide east-west street connections. Sidewalks are available on most street frontages, but they are almost entirely absent south of the 5700 block of Littlerock Road. Bike lanes are available on 2nd Avenue/Littlerock Road, but not on heavily-traveled Trosper Road.

East of the freeway, Capitol Boulevard and Linderson Way provide north-south access, with east-west connections between them only on Lee Street and Dennis Street. All have sidewalks. Heavily-traveled Capitol Boulevard has no bike lanes.

Town Center

A street network in this area will be created gradually along with new development, moving from a sparse network toward a more interconnected one. The only existing north-south through streets are Linderson Way/Center Street on the west, and Capitol Boulevard on the east. The only existing east-west through streets are Israel Road on the north, and Tumwater Boulevard on the south. These four streets create a superblock of roughly 120 acres, entered by 71st Avenue, Cleanwater Lane and Newmarket Street. After just one block, 71st Avenue ends at Cleanwater Lane, while the latter dead-ends at a parking lot. Newmarket Street enters from both the north and the south; from the north it is stubbed out, while from the south it dead-ends at a parking lot. Hence the majority of this cluster currently has very poor street connectivity.



Over time, Tumwater's Town Center Street Design Plan calls for developing a more connected downtown-like street pattern with very large blocks of about 10 acres each. This cluster also includes worksites around the periphery of the superblock, where the existing street grid also creates very large blocks of roughly 10 to 20 acres.

The peripheral streets mostly have complete sidewalks; the only exception is the east side of the southernmost several hundred feet of Linderson Way. Cleanwater Lane, 71st Avenue, and the northern segment of Newmarket Street have sidewalks, but the southern segment does not. Tumwater Boulevard has bike lanes. Israel Road has bike lanes to the east of Capitol Boulevard, and wide shoulders to the west. Neither Linderson Way nor Capitol Boulevard has bicycle facilities.

In sum, this developing center is still at the very beginning of its transformation, and has not yet achieved the goals of street connectivity, a pedestrian orientation, nor convenience for bicycles. As it continues its development, there will be a growing demand for bicycle and pedestrian facilities, such as pedestrian crossings of the busy arterials.

Other

The State Auditor's Office faces Capitol Boulevard, but has its access from Sunset Way to the rear. It is in a neighborhood of traditional blocks and connected streets, along an arterial with the abutting residential neighborhood to the rear. All the local streets have sidewalks. This part of Capitol Boulevard has wide shoulders that are well suited to bicycle use.

Existing and planned transit services and facilities

Retail Core

This cluster is served by two bus lines. Route 12 serves the area west of I-5, following Linwood Avenue, Rural Road, Trospen Road, and Littlerock Road. Route 13 serves the area east of I-5, following Capitol Boulevard. Each runs on 30-minute headways during the commute periods. Both originate at the Olympia Transit Center in downtown Olympia, and terminate at the Labor and Industries Building on Linderson Way, with their routes overlapping between the Transit Center and Linwood Avenue. Since workers in the cluster come from all over the north Thurston County urban area and beyond, very few workers would be able take the bus to worksites in this cluster without making a transfer somewhere.

Also, two of the agencies in this cluster (Dept. of Revenue and Dept. of Information Services) are located in the 6300 and 6500 blocks of Linderson Way, about one-half mile from the nearest transit route. This is too far from transit for it to be a realistic option for most workers.

Town Center

This cluster is mainly served by Route 13, which travels between the Olympia Transit Center and the Labor and Industries Building on Linderson Way. It follows Capitol Boulevard to Israel Road and Linderson Way southbound, then Tumwater Boulevard to Capitol Boulevard on the northbound return. Workers headed to the Department of Labor and Industries, Department of Transportation, or Department of Corrections could also use Route 12, which approaches from the west on Israel Road. Each runs on 30-minute headways during the commute periods. Both originate at the Olympia Transit Center in downtown Olympia, and terminate at the Labor and Industries Building on Linderson Way, with their routes overlapping between the Transit Center and Linwood Avenue. Since workers in the cluster come from all over the north Thurston County urban area and beyond, very few workers would be able take the bus to worksites in this cluster without making a transfer somewhere.

Other

The State Auditor's worksite on Capitol Boulevard has frequent service. Routes 12, 13, and 68 serve the site, with 30-minute headways each, and a combined frequency of about 15 minutes. All three have the Downtown Olympia Transit Center as one terminus. Routes 12 and 13 serve Tumwater, while Route 68 serves Lacey and the Yelm Highway. Workers who live in other parts of the community would have to make one or more transfers.

Existing parking conditions

Retail Core

At 0.86 employees per parking stall, the worksites in this cluster have abundant parking, and it is all free. There is also free on-street parking near four of the five worksites. Thus parking conditions in this cluster appear not to provide an incentive for workers to use alternatives to driving alone.

Town Center

At 0.89 employees per parking stall, the worksites in this cluster have abundant parking, and it is all free, even though some of it is in expensive structures rather than surface lots. For four of the eleven worksites, there is also some free on-street parking nearby. Overall, parking conditions in this cluster appear not to provide an incentive for workers to use

alternatives to driving alone. The cluster abuts a residential neighborhood on the north, so efforts to constrict parking could have the unintended consequence of leading to spill-over parking in the neighborhood.

Other

At 1.18 employees per parking stall, the amount of parking is modestly constrained at the State Auditor's worksite, since on any given day some employees will be absent. The on-site parking is free, and there is some free on-street parking in the vicinity. Overall, parking conditions in this cluster appear to provide a modest incentive for workers to use alternatives to driving alone.

C. Potential Actions for the City of Tumwater to Eliminate Barriers

Land Use

Although much of the city is already developed with the low and moderate densities of a small town or a suburb, Tumwater's land use plan and its development regulations are very supportive of future development patterns that encourage use of alternative commute modes. New residential neighborhoods and new commercial developments are being built at more transit-friendly densities, with more pedestrian design amenities. Through a combination of development standards and design guidelines, the City requires new commercial development to have:

- a) building designs that create the appearance of a human scale,
- b) site designs that provide convenient access for transit and ride share, and
- c) site designs with pedestrian connections within the site, from the street to building entrances, and between adjacent properties.

In particular, the Town Center zoning district provides for mixed use development, with pedestrian-friendly and transit-oriented design standards. The regulations limit blank walls, and require interesting roof lines, windows on ground floor facades, pedestrian rain protection, pedestrian plazas, and other features.

The City applies these requirements in the General Commercial, Community Services, Neighborhood Commercial, Town Center, and Mixed Use zoning districts. Potentially, the City could consider also applying them in the Business Park zoning district. The City could also systematically examine its policies and codes to see if there are other ways it can enhance the effectiveness of its efforts to integrate CTR with land use and development.

Transportation Facilities and Services

During 2007, the City has reconstructed Tumwater Boulevard, adding sidewalks, bike lanes, a roundabout, landscaping, and other features. This not only improves the street for vehicular transportation, but also helps CTR by better accommodating alternate modes. During the period 2008-2011, sidewalks, bike lanes, or wide paved shoulders could be added to other currently deficient facilities, such as parts of Littlerock Road, Capitol Boulevard, and/or Trosper Road. The City could consider establishing a selection priority for those sidewalk and bike lane projects which support worksites.

Transit

There are two major impediments to using transit for commuting to Tumwater worksites: 1) nearly all users must make transfers, and 2) service is generally on 30-minute headways, which is good, but not great. These impediments are particularly a problem for worksites in the Town Center area, which is at the end of the bus lines. These impediments could be reduced by establishing direct service between Tumwater and Lacey, and by increasing the frequency of service.

Parking

The parking standards for Lacey, Olympia, and Tumwater often differ, which can cause developers to locate a project in one city rather than another simply to obtain a more favorable parking standard. For example, Olympia and Tumwater require 3.5 stalls per 1,000 square feet of floor area for government office buildings (plus or minus 20% — or 2.8 to 4.2 stalls — if CTR or other measures are taken), while Lacey requires 2 to 4 stalls (minimum and maximum) per 1,000 square feet for office buildings in general. Tumwater could collaborate with the other cities to consider common standards, and to seek standards that encourage greater commute trip reduction.

Tumwater could also begin consideration of establishing a parking management program, whereby the City might install parking meters in busy areas, or even some day own and manage municipal parking lots or garages. This would enable the City to actively manage the supply and cost of parking in ways that could encourage CTR.

One state agency (Department of Ecology) has had good success with voluntary paid parking, where the most desirable parking spaces are available for a fee. The revenues then can be used to support CTR efforts, while the economic message is sent that parking resources are not free. The City could explore ways to implement this either by collaborating with participating workplaces, or by pricing of City-owned parking. It will be necessary to evaluate the potential effect of causing spill-over parking in nearby residential neighborhoods.

Many workers at Tumwater worksites come from south Thurston County towns and rural areas. The City could explore the potential for building park-and-ride lots at various locations in southern Thurston County, collaborating with Intercity Transit, DOT, Thurston County, and other potential partners.

Miscellaneous

Commuter Trip Reduction programs are very heavily dependent on effective marketing strategies. To make major progress community-wide during the plan's time horizon (2007-2011), raising the visibility of CTR throughout the community will be necessary, not just in the CTR worksites. The City could consider incorporating CTR messages into other public messages, such as utility bills, notices of public events, parks and recreation programs, and materials that support bicycle and pedestrian programs. The City could also incorporate CTR into wellness programs both for its employees and for the community at large.

The major employer in Thurston County is Washington State government, so the great majority of CTR worksites are state government agencies. The City could likely profit from working

closely with the Governor's office to jointly improve CTR programs. In particular, it is essential to get the support of top managers, especially to increase the use of compressed work weeks.

Similarly, it may be an opportune time to reconvene a discussion of preferred state government leasing areas, coming together with the state and neighboring local government jurisdictions. Priority for preferred leasing areas could be put on sites with patterns of connected streets, good transit access, and good bicycle and pedestrian connections. Perhaps a point system could be developed which gave extra credit for sites with good CTR features.

The City could consider various amendments to its local CTR ordinance. For example, if the threshold for applicability was lowered from 100 affected employees at Town Center worksites to 75, an estimated additional 1,300 employees would be affected. If the threshold was further lowered from 75 to 50, yet another 1,800 would be affected. The City could also consider expanding the applicability to employees arriving at any time of day; large retail establishments are currently exempt because their employees mostly do not arrive between 6 am and 9 am. Schools are also categorically exempt from the CTR statute, but the City has the authority to add them under the local ordinance.

Another major challenge to effective ride-matching is that people are often unaware of who might live near them and work near them, and privacy concerns limit the potential ways to make the match-ups. The City could explore ways to help potential carpoolers/vanpoolers to connect, without disclosing names and addresses without the consent of the participants.

Finally, the experience of the recently-completed Tumwater Commuter Challenge project under the Transportation Trip Reduction Performance Program (TRPP) program should be evaluated for lessons learned about which marketing techniques work and which do not.

D. Review of Comprehensive Plan Policies

Tumwater has many comprehensive plan policies which support CTR, in both the Land Use element, and the Transportation element. The City's goals and policies focus not only on stating specific support for Commuter Trip Reduction, but also on the land use and transportation strategies needed to make it a success. See excerpts of Tumwater comprehensive plan goals and policies in Appendix A.

E. Planning Coordination

See Section VI – Documentation of Consultation for participating agencies and other stakeholders.

Sections II & III: Baseline, Goals, and Targets

A. City

The City of Tumwater has adopted the state standard of a 10% reduction in single occupancy vehicle use and a 13% reduction in vehicle miles traveled for all CTR worksites by 2011. To calculate this reduction, the City of Tumwater will use the most recent CTR Survey as the base year.

Area of Jurisdiction	2005 SOV Rate	SOV Rate Goal	2011 SOV Target Rate	2005 VMT	VMT Goal	2011 Target VMT
City of Tumwater	82%	10.0% Reduction	74%	11.42	13.0% Reduction	9.94

B. CTR Worksites – Affected and Voluntary

Worksite Organization	2005 SOV Rate	SOV Rate Goal	SOV 2011 Goal	2005 VMT Rate	VMT Rate Goal	VMT 2011 Goal
Affiliated Computer Services (formerly LiveBridge)	82%	10% Reduction	73.80%	12.2	13% Reduction	10.6
City of Tumwater	69%	10% Reduction	62.10%	9.3	13% Reduction	8.1
Dept of Health	New Worksite Since 2005 Survey					
Office of Attorney General	New Worksite Since 2005 Survey					
Point Plaza West - Office of Financial Mngt	73%	10% Reduction	65.70%	11.7	13% Reduction	10.2
WA State Department of Revenue	76%	10% Reduction	68.40%	12.6	13% Reduction	11.0
WA State Dept of Health	78%	10% Reduction	70.20%	15.6	13% Reduction	13.6
WA State Auditor's Office	New Worksite Since 2005 Survey					
WA State Dept of Health	New Worksite Since 2005 Survey					
WA State Dept of Health - Health Systems Quality Assurance	79%	10% Reduction	71.10%	14.6	13% Reduction	12.7
WA State Dept. of Corrections	New Worksite Since 2005 Survey					
WA State Dept. of General Administration - Central Stores	89%	10% Reduction	80.10%	18.8	13% Reduction	16.4
WA State Dept. of Labor & Industries	71%	10% Reduction	57.60%	13.0	13% Reduction	10.9
WA State Dept. of Revenue - Info Svcs	81%	10% Reduction	72.90%	14.1	13% Reduction	12.3
WA State Dept. of Transportation	New Worksite Since 2005 Survey					
WA State Dept. of Transportation - Materials Lab	71%	10% Reduction	63.90%	10.3	13% Reduction	9.0
WA State Dept. of Transportation - Olympic Region	77%	10% Reduction	69.30%	13.7	13% Reduction	11.9
WA State DSHS - Olympia Community Svcs Office	87%	10% Reduction	78.30%	11.2	13% Reduction	9.7
WA State Office of the Insurance Commissioner	80%	10% Reduction	72.00%	13.7	13% Reduction	11.9
WA State Parks & Recreation Commission	81%	10% Reduction	72.90%	12.3	13% Reduction	10.7

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Section IV: Description of Planned Local Services and Strategies for Achieving the Goals and Targets

The City of Tumwater proposes to implement the following elements as part of its Commuter Trip Reduction plan. Implementation of the elements will be done in partnership and coordination with other agencies. Listed below are the following planned regional and local services and strategies for achieving the established goals and targets for 2011.

The City of Tumwater supports the strategies outlined in the Regional Plan and will assist with implementation:

- Update Plans and Ordinances
- Continue to Provide Worksite Support
- Increase Coordination with State Government
- Develop Regional Parking Policies and Strategies.
- Locate and Design Worksites to Support Trip Reduction.
- Encourage School Participation in Commuter Trip Reduction.
- Encourage Voluntary Tribal Participation in CTR
- Increase Planning and Coordination with Intercity Transit.
- Seek Funding to Expand Park-and-Ride Capacity
- Establish a Business Case for CTR
- Implement a Region-wide Marketing and Community Outreach Program
- Create a Recognition Program for Trip Reduction Efforts
- Integrate CTR with Other Regional Programs
- Seek Support and Funding for Local, Regional and GTEC strategies

In addition to collaborating on the regional strategies above, the City of Tumwater will also implement a number of policy, regulation, service, and facilities strategies, such as:

- Encourage voluntary participation in CTR by all employers in the Tumwater Town Center area, including Timberland Regional Library and Tumwater High School
- Encourage voluntary paid parking programs at state worksites
- Incorporate CTR messages into other City communications
- Collaborate with Intercity Transit to:
 - Increase frequency of service on Capitol Boulevard
 - Establish express service between Lacey and Tumwater Town Center.
 - Make improvements to the Tumwater Transfer Station.
 - Install bicycle and sidewalk facilities in various locations along Littlerock Road, Old Highway 99, Henderson Boulevard, Trospen Road, and Rural Road.

A. Policies and Regulations

The City of Tumwater has identified the following policies and regulations that will be updated and will help reduce drive alone trips and vehicles miles traveled. The proposed changes and their scheduled adoption date are listed below.

1. Comprehensive plan policies
 - No specific changes identified.
2. Land use regulations
 - No specific changes identified.
3. Zoning code regulations
 - Consider applying pedestrian-oriented design guidelines to Business Park zone.
 - Consider changes to parking standards.
4. Street design standards
 - No specific changes identified.
5. Concurrency regulations
 - No specific changes identified.

B. Services and Facilities

As part of its capital improvement program, the City of Tumwater is planning the following improvements that will help reduce drive alone trips and vehicle miles traveled. In addition to the City of Tumwater's investments, the City of Tumwater is working with its transit agency partners to improve transit services and facilities.

Note: If the transit agency will be implementing services and/or facilities, the City of Tumwater should attach a letter of commitment from the transit agency stating that it will follow through within the planned time frame.

Elements that are being planned and/or being implemented include:

1. High occupancy vehicle lanes (1 N/A)
2. Transit services
 - Increase frequency of service on Capitol Boulevard from 30-minute headways to 15-minute headways (as called for in Intercity Transit's 2007-2012 Transit Development Plan)
 - Establish express service between Tumwater Town Center and Lacey (as called for in Intercity Transit's 2007-2012 Transit Development Plan)
 - Explore transit queue-jumping
3. Vanpool services and vehicles
 - Vanpool services and vehicles are provided by Intercity Transit county-wide. According to their 2007-2012 Transit Development Plan, the agency projects an increase in the number of vanpools from 147 at the start of 2007 to 238 by the end of 2011. An undetermined number of these vanpools would be used by employees at Tumwater CTR worksites. Intercity Transit regularly promotes vanpools at CTR worksites, including sending an updated Vanpool roster each month.
4. Ride matching services
 - Intercity Transit provides ride-matching services for Thurston County commuters, and will continue to do so.
 - Washington State Department of Transportation is working on enhancements to the Rideshare Online system, which will be promoted at the local level upon completion.
 - Because ridesharing is the most likely mode choice for current single occupancy

vehicle users in the Thurston Region, the City of Tumwater will promote ride matching services at all training sessions and events for employers.

5. Car sharing services
 - The Thurston Regional Planning Council explored car sharing programs in 2006 and determined that the urban densities are not sufficient to make this a viable service at this time. The Region will continue to monitor readiness for car sharing
6. Transit facilities
 - Intercity Transit will make improvements to the Tumwater Transfer Station in 2010, and construct a Tumwater park-and-ride facility in 2009-2010, according to their 2007-2012 Transit Development Plan.
7. Bicycle and sidewalk facilities
 - Bicycle lanes and sidewalks will be installed on Littlerock Road from Trospen Road to 73rd Avenue, in progress
 - Bicycle lanes and sidewalks will be added to Old Highway 99 from 73rd Avenue to Henderson Boulevard, and from Henderson Boulevard to 79th Avenue in 2009
 - Paved shoulders will be added to Trospen Road from Lakepark Drive to Rural Road in 2010
 - Paved shoulders will be added to Rural Road from Linwood Avenue to Trospen Road in 2010

C. Marketing and Incentives

The Thurston Regional CTR partners will continue to provide marketing and educational programs to all affected and voluntary worksites in the City of Tumwater. These programs include, but are not limited to ETC Basic and Special Trainings; ETC Networking Sessions; Thurston Commutes – CTR Website with information, ideas, and links; and special events such as Smart Commuter Fairs. One-on-one technical assistance is provided by the lead agency and includes presentations to worksite committees and management, sample plans, implementation strategies and compliance assistance.

Led by Intercity Transit, the City of Tumwater also participates in Wheel Options and Rideshare on Line Promotions. Partners provide special Thurston Region-only prizes for Wheel Options to encourage participation.

The Bicycle Commuter Contest is a valued Thurston Region event that celebrated its 20th anniversary this year. Over 1,000 people participated in 2007. As part of the Contest, Intercity Transit hosts the Wrencher's Ball – a free tune-up clinic for participants. Participants receive tee shirts, merchant discount coupons and the winners are recognized at a community event.

For state agency worksites, the Washington State Department of General Administration (GA) provides guidelines, plan templates and technical assistance in plan development. GA also supplies the STAR Pass – a prepaid transit pass and SAFE-Ride – an emergency ride home program. These benefits are available to any state employee. Executive Order 01-03 encouraged state agencies to develop plans for telework and flexible work schedules and some agencies encourage such flexibility in support of CTR goals.

Many worksites in the Thurston Region encourage trip reduction through incentive programs. These programs include financial rewards for use of alternative modes, preferential parking for

rideshare vehicles, some form of guaranteed ride home and employee recognition. The City of Tumwater assists worksites in developing these programs.

Some worksites employ parking management programs to encourage trip reduction. The City of Tumwater assists worksites in developing these programs.

The Regional CTR Plan strategies call for a community-wide marketing campaign, targeting worksites and the residential community. The City of Tumwater will participate in this outreach effort.

The City of Tumwater recognizes that a built environment that supports physical activity also encourages trip reduction and will explore partnerships with the health community for mutual educational and outreach efforts. This includes working with Thurston County Public Health and Social Services Steps to a Healthier WA and Thurston Regional Planning Council's Active Community Environments programs.

D. Special Programs for Mitigation of Construction Activities

During the period 2008-2011, the City of Tumwater does not anticipate any construction projects that are expected to impact the transportation system to the degree that it would be appropriate to help mitigate the impacts of the construction activities using the CTR program.

E. Schedule for Implementing Program Strategies and Services

The City of Tumwater has identified the following schedule for implementing the CTR program strategies and services. The agency responsible for implementing the strategy or service is also listed.

Program Strategy or Service	Agency Responsible	Scheduled Date for Implementation
Policies and Regulations		
<ul style="list-style-type: none"> Examine policies and codes for potential CTR improvements 	City of Tumwater, TRPC	2008-2009
<ul style="list-style-type: none"> Consider applying pedestrian-oriented design guidelines to Business Park zone. 	City of Tumwater	2008-2009
<ul style="list-style-type: none"> Consider changes to local CTR ordinance 	City of Tumwater, TRPC	2008-2009
<ul style="list-style-type: none"> Consider establishing a parking management program 	City of Tumwater	2008-2011
Services and Facilities		
<ul style="list-style-type: none"> Improve transit frequency on Capitol Boulevard 	Intercity Transit	2008-2011
<ul style="list-style-type: none"> Expand vanpools 	Intercity Transit	2008-2011
<ul style="list-style-type: none"> Improve Tumwater Transfer Station 	Intercity Transit	2010
<ul style="list-style-type: none"> Construct Tumwater park-and-ride 	Intercity Transit	2009-2010
<ul style="list-style-type: none"> Establish express service between Tumwater Town Center and Lacey 	Intercity Transit	2008-2011
<ul style="list-style-type: none"> Add bicycle lanes and sidewalks to Littlerock Rd. from Trospen Rd. to 73rd Ave. 	City of Tumwater	2007-2008
<ul style="list-style-type: none"> Add bicycle lanes and sidewalks to Old Highway 99 from 73rd Ave. to Henderson Blvd., and from Henderson Blvd. to 79th Ave. 	City of Tumwater	2009
<ul style="list-style-type: none"> Add paved shoulders to Trospen Rd. from Lakepark Dr. to Rural Road 	City of Tumwater	2010
<ul style="list-style-type: none"> Add paved shoulders to Rural Rd. from Linwood Ave. to Trospen Rd. 	City of Tumwater	2010
<ul style="list-style-type: none"> Collaborate with others in examining potential for park-and-ride lots in southern Thurston County and elsewhere 	City of Tumwater, Thurston County, DOT, others	2008-2011
Marketing and Incentive Programs		
<ul style="list-style-type: none"> Increase collaboration and coordination with State of Washington 	City of Tumwater, TRPC	2008-2011
<ul style="list-style-type: none"> Incorporate CTR messages into other City communications 	City of Tumwater	2008-2011
<ul style="list-style-type: none"> Continue to promote flexible work schedules as CTR 	City of Tumwater, TRPC	2008-2011
<ul style="list-style-type: none"> Continue to promote teleworking 	City of Tumwater, TRPC	2008-2011
<ul style="list-style-type: none"> Develop neighborhood-oriented CTR programs 	City of Tumwater, Intercity Transit, TRPC, DOT	2008-2011

F. Local Benefits of Meeting CTR Goals

Meeting the CTR goals will provide a variety of benefits. CTR helps the city implement land use and transportation goals and policies to create a vibrant, sustainable urban environment. CTR promotes physical activity and health, while making a local contribution to addressing climate change. Some examples include:

1. Improvements in the local level of service on various streets and at various intersections.
2. Reduced emissions from vehicles.
3. Reduced energy consumption.
4. Improved wellness, primarily for those who walk or bicycle as their commute mode
5. Controlling growth in pass-through commuter traffic
6. More efficient, cost-effective and on-time provision of transit services
7. Support for reduced sprawl and increased concentration of development in Tumwater’s activity center, such as Town Center.

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Section V: Requirements for Major Employers

The purpose of this section is to describe the City of Tumwater's required contributions from major employers. Jurisdictions should identify what expectations that they have of major employers. The CTR Law specifies that major employers are required to provide four elements as part of their CTR programs. However, the local jurisdiction can opt to require additional elements in their CTR ordinances.

The Washington State Department of Transportation is developing a revised ordinance template, which the City of Tumwater will consider. Under the CTR Efficiency Act, state co-located worksites will now be affected. As the City works with the Washington State Department of General Administration to facilitate this change, new required elements may be added to the ordinance.

Required Element	Description
Designate Employee Transportation Coordinator	The Employee Transportation Coordinator is the point of contact between the employer and its workforce to implement, promote and administer the organization's CTR program. He/she is also the point of contact between the employer and the local jurisdiction to track the employer's progress in meeting CTR requirements
Regular Distribution of Information to Employees	Information about commute alternatives will be distributed regularly to employees. Examples of information that will be distributed will include: <ul style="list-style-type: none"> • Description of the employer's commute options program • Transit system maps and schedules • Vanpool rider alerts • Weekly traffic alerts • Wheel Options campaign promotional materials
Regular Review of Employee Commuting and Reporting of Progress	The employer is required to complete the Employer Annual Report and Program Description Form and submit to the local jurisdiction. Every two years, the employer shall conduct a program evaluation to determine worksite progress toward meeting the CTR goals. As part of the program evaluation, the employer shall distribute and collect Commute Trip Reduction Program Employee Questionnaires (surveys) to achieve at least a 70 percent response rate.
Implementation of a Set of Measures	The employer is required to implement a set of measures that are designed to increase the percentage of employees using the following modes: <ul style="list-style-type: none"> • Transit • Vanpool • Carpool • Bicycle or walking • Telework • Other non-single occupant vehicle modes Measures to reduce drive alone trips and vehicle miles traveled include, but are not limited to: <ul style="list-style-type: none"> • Provision of preferential parking or reduced parking charges for high occupancy vehicles • Instituting or increasing parking charges for single-occupant vehicles • Provision of commuter ride matching services • Provision of subsidies for transit fares • Provisions of vans for vanpools • Provisions of subsidies for carpooling or vanpooling • Permitting the use of the employer's vehicles for carpooling or vanpooling • Permitting flexible work schedules • Cooperation with transportation providers to provide additional regular or express service to the worksite • Construction of special loading and unloading facilities for transit, carpool, and vanpool users • Provision of bicycle parking facilities, lockers, changing areas, and showers • Provision of a program for parking incentives such as a rebate for employees who do not use the parking facility • Establishment of a program to permit employees to work part or full time at home or at an alternative worksite closer to their homes • Establishment of a program of alternative work schedules such as compressed work week schedules • Implementation of other measures designed to facilitate the use of high-occupancy vehicles such as on-site day care facilities and emergency taxi services • Employers or owners of worksites may form or utilize an existing transportation management association or other transportation-related associations by RCS 35.87A.010 to assist members in developing and implementing commute trip reduction programs
Optional Elements	Description
Coordination	With the assistance of the Thurston County lead agency, the employer is required to coordinate and collaborate with other CTR affected and voluntary worksites in geographic proximity. This coordination includes but is not limited to: <ul style="list-style-type: none"> • Joint education and promotional events (i.e. Smart Commuter Fairs) • Ridematching coordination

Section VI: Documentation of Consultation

After State CTR Board review and approval, the City of Tumwater will engage in a formal public outreach and comment process as part of adoption of the City CTR Plan. While a single contact is listed for each group in this section, in most instances multiple staff and policymakers were involved and multiple contacts/meetings occurred.

Organization/Party	Meeting Date	Contact Person
Jurisdictional Staff	Consulted throughout planning process	Tim Smith Jay Eaton Doug Johnston
All Thurston Region Planning Commissions	September 2007	Contact List Available
Tumwater City Council	Council: June, July & September 2007	Ralph Osgood, Mayor
WSDOT - Headquarters	Consulted throughout planning process	Brian Lagerberg, Public Transportation & Commute Options Manager
WSDOT – Olympic Region	September 2007	T.J. Nedrow
Thurston Regional Planning Council	Updated throughout planning process	Ken Jones, Chair
Thurston Regional Planning Council, Transportation Policy Board	Updated throughout planning process	Doug Mah, Chair
Puget Sound Regional Council	Consulted throughout planning process	Lindy Johnston, Senior Planner
Thurston County ETCs at Affected & Voluntary Worksites	Consulted throughout planning process	Contact List Available
Intercity Transit	Consulted throughout planning process	Mike Harbour, General Manager
Mason Transit	August 2007	Dave O'Connell, General Manager
Twin Transit	August 2007	Ernest Graichen, General Manager
Pierce Transit	September 2007	George Patton, Planning
Office of the Governor	August & September 2007	Jill Satran, Executive Policy Advisor
Department of General Administration	Consulted throughout planning process	Joan Cullen, State Agency CTR Program Manager
Interagency Commute Trip Reduction Board	Consulted throughout planning process	Joan Cullen, State Agency CTR Program Manager
Thurston County Public Health & Social Services Steps to a Healthier WA Program Chris Hawkins, Active Healthy Communities Coordinator	Consulted throughout planning process	Chris Hawkins, Active Healthy Communities Coordinator

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Section VII: A Sustainable Financial Plan

The Thurston Region works collaboratively to implement Commuter Trip Reduction, so the City's Financial Plan for CTR reflects both local and regional expenses and revenues. In addition to the funding sources listed, the City and Region will explore the following funding sources: Regional STP and Transportation Enhancements, CMAQ, Local Improvement Districts, Real Estate Excise Tax, Urban Corridor and Sidewalk Programs, and Pedestrian and Bicycle Safety Programs, including Safe Routes to Schools.

It is difficult to quantify local investments in infrastructure and programs that support CTR. Is the Capital Facilities Plan the right mechanism for documenting this commitment? Or the Transportation Improvement Program? Do only transportation projects count? What about Parks projects that support mobility and encourage physical activity? How is staff time accounted for? As CTR planning is refined, local and regional governments will need to work with WSDOT to determine the most accurate and consistent methodology for capturing this critical information.

By way of example, the following table summarizes the funding secured and planned transportation investments included for the urbanized area in the draft 2008-2011 Regional Transportation Improvement Program (RTIP) for the Thurston Region. It reflects (though not necessarily comprehensively) the financial commitment local and regional agencies, and Olympic Region WSDOT are making in the Thurston Region's transportation system, many of which are supportive of CTR objectives.

The RTIP is required to include projects with federal transportation funds (FHWA or FTA), regionally significant projects (especially capacity projects that could impact air quality conformity) and WSDOT projects. Each jurisdiction prepares a local Transportation Improvement Program (TIP), derived from local budgeting and planning documents, which is then compiled with the other jurisdiction's TIPs to develop the RTIP. Because the RTIP is intended to reflect a final step in the appropriation of federal funding, it has a specialized use and does not necessarily represent the full range of transportation projects undertaken by the local jurisdictions, nor all the CTR related projects administered locally or regionally.

2008-2011 Transportation Improvement Program Investments in the Urbanized Area of the Thurston Region

Jurisdiction	Funding Secured (in \$1,000)	Planned (in \$1,000)	Total (in \$1,000)
Intercity Transit	344	12,600	12,944
Lacey	6,845	66,218	73,063
Olympia	17,346	48,831	66,177
Thurston County	14,956	3,821	18,777
TRPC		1,716	1,716
Tumwater	3,720	42,153	45,873
WSDOT Olympic Region	17,463	954	18,417
Totals	60,674	176,293	236,967

In addition to City and County investments, Intercity Transit has a strong commitment to supporting CTR. Region-wide, they contribute nearly \$113,000 annually. Approximately half of that amount is non-personnel costs for Wheel Options, Smart Commuter Fairs, media coverage (TV, radio, print), and market research. The other half is in personnel costs to support those efforts as well as other regional partner activities. Intercity Transit was also awarded approximately \$80,000 in Washington State Department of Transportation Trip Reduction Performance Program funds to develop, execute, and administer the Tumwater Commuter Challenge from March 2006 to June 2007. This program targetted selected state agency worksites in the Tumwater Town Center.

Another important regional partner, the Washington State Department of General Administration (GA) supports all state agencies in the Thurston Region. Not accounting for staff time, GA spends approximately \$115,000 per year for the STAR Pass (transit pass) and \$5,000 per year for SAFE-Ride (emergency ride home). These programs are available to all state employees.

Intercity Transit and GA as regional partners will also contribute their time, expertise and other resources to the strategies articulated in this Plan.

A. Funding Sources

1. WSDOT CTR grant

The WSDOT CTR Grant is the annual allocation that is given to jurisdictions to help them administer their CTR programs.

2. Local & Regional Funds

3. Construction TDM funds

Funds may be available through construction mitigation programs. These programs can be used to enhance the City of Tumwater's CTR program and provide program assistance to CTR work sites.

Source of Funding	Responsible Agency	Estimated Revenue FY 2008	Estimated Revenue FY 2009	Estimated Revenue FY 2010	Estimated Revenue FY 2011	Total Estimated Revenue
CTR Grants	WSDOT	\$ 110,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 440,000
Local & Regional Funds	Local Jurisdiction & TRPC	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 180,000
TOTAL		\$155,000	\$155,000	\$155,000	\$ 155,000	\$620,000

B. Program Expenses

1. Administration

Program administration includes activities such as identifying and notifying affected employers, reviewing employer progress reports, evaluating employer programs,

coordination with neighboring jurisdictions and transit agencies, and preparing annual reports on the CTR program.

Agency: City of Tumwater and Thurston Regional Planning Council (TRPC)

2. Facilities

Facilities include capital elements that help to reduce the number of drive alone trips. Elements include high occupancy vehicle lanes, bicycle lanes, sidewalks, transit signal priority improvements, and bus shelters.

Agency: City of Tumwater, TRPC, Intercity Transit, WSDOT

3. Services

Services include elements that support transit and ridesharing. Elements include transit services, assistance with the formation of vanpools, car sharing and ride matching services.

Agency: City of Tumwater, TRPC, Intercity Transit, WSDOT

4. Marketing

Marketing includes activities that help to promote and increase awareness of commute options among commuters and residents. Activities include the development and distribution of transit and ridesharing information, promotional campaigns, web sites to promote commute options programs, and outreach to employers.

Agency: City of Tumwater, TRPC, Intercity Transit, WSDOT

5. Incentives

Incentives include transit pass discount programs, subsidies for vanpool programs, and other contributions to encourage employers to participate in commute options programs.

Agency: City of Tumwater, TRPC, Intercity Transit, State, Employers

6. Training

Training includes activities for both employer and local jurisdiction staff. Training may include workshops on various topics to address CTR, attendance at conferences and other training opportunities that will help improve program performance.

Agency: City of Tumwater, TRPC

Expense	Responsible Party	Estimated Expense				TOTAL
		2008	2009	2010	2011	
Update CTR Plan & Ordinances	TRPC & Jurisdictions	\$15,000	\$5,000	\$15,000	\$5,000	\$40,000
Administer CTR Program	TRPC & Jurisdictions	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
Increase Coordination with State Government	TRPC & Jurisdictions	\$15,000	\$10,000	\$15,000	\$10,000	\$50,000
Develop Regional Parking Policies & Strategies	TRPC & Jurisdictions	\$15,000	\$15,000	\$10,000	\$10,000	\$40,000
Locate & Design Worksites to Support Trip Reduction	TRPC & Jurisdictions	\$20,000	\$10,000	\$10,000	\$10,000	\$50,000
Encourage School Participation in CTR	TRPC & Jurisdictions	\$8,000	\$8,000	\$4,500	\$4,500	\$25,000
Encourage Voluntary Tribal Participation	TRPC & Jurisdictions	\$4,000	\$4,000	\$3,500	\$3,500	\$15,000
Increase Planning & Coordination with Intercity Transit (Planning Only)	TRPC & Jurisdictions	\$3,750	\$3,750	\$3,750	\$3,750	\$15,000
Smart Corridors Project	TRPC & Jurisdictions	\$	\$500,000	\$250,000	\$250,000	\$1,000,000
Seek Funding to Expand Park-and-Ride Capacity (Planning Only)	TRPC & Jurisdictions	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
Establish a Business Case for CTR	TRPC & Jurisdictions	\$	\$10,000	\$5,000	\$5,000	\$20,000
Implement a Region-wide Marketing & Community Outreach Program	TRPC & Jurisdictions	\$25,000	\$75,000	\$25,000	\$25,000	\$150,000
Integrate CTR with Other Regional Programs	TRPC & Jurisdictions	\$1,250	\$1,250	\$1,250	\$1,250	\$5,000
Seek Support and Funding for Local, Regional & GTEC Strategies	TRPC & Jurisdictions	\$1,250	\$1,250	\$1,250	\$1,250	\$5,000
Local strategies	City of Tumwater	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
TOTAL		\$278,250	\$813,250	\$509,250	\$494,250	\$2,095,000

C. Financial Gaps

Program Element	Target Population	Objective	Needed Funding	Potential Source
Update CTR Plan & Ordinances	Local & Regional Entities	To ensure integration of CTR with other planning efforts	\$40,000	WSDOT Budget Request
Provide Worksite Support	All employers	Encourage trip reduction	\$160,000	WSDOT Base Funding Increase Budget Request
Increase Coordination with State Government	Governor, Legislature, State Agencies,	Increase state government's leadership role in CTR	\$20,000	WSDOT Budget Request (Should be statewide. This number reflects Thurston County only)
Locate & Design Worksites to Support Trip Reduction	Governor, Legislature, State Agencies, Employers	Encourage trip reduction through supportive design	\$30,000	For State Government: WSDOT Budget Request (Should be statewide) and Business community contribution for private employers
Encourage Tribal Participation in CTR	Tribes	Encourage trip reduction at emerging major employers	\$15,000	WSDOT Budget Request to Support Tribal Planning Activities
Smart Corridors Project	Thurston Region	Develop infrastructure that supports trip reduction	\$1,000,000	CMAQ, STP
Park-and-Ride Capacity (Planning only)	Thurston Region & surrounding regions	Develop infrastructure that supports trip reduction and reduction in VMT - may eliminate need for more costly capacity funding for state & local facilities	\$40,000	WSDOT Budget Request to support statewide plan and funding plan
Establish a Business Case for CTR	Private employers	Support participation in trip reduction efforts by integrating CTR with other business goals	\$10,000	WSDOT Budget Request
Implement a Region-wide Marketing and Community Outreach Program	Entire Thurston Region, including non-affected employers and residential community, tribes	Increase knowledge of and voluntary participation in trip reduction efforts	\$150,000	CMAQ, STP
Create a Recognition Program for Trip Reduction Efforts	All employers, employees, ETCs	Reward trip reduction	\$10,000	WSDOT Budget Request (see D for statewide program development)
			\$1,475,000	

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Section VIII: Implementation Structure

As part of its strategic plan for implementing the Commuter Trip Reduction Program, the City plans to work in partnership with the transit agencies, neighboring jurisdictions, and other partners.

Listed below are the organizations that will be involved with the implementation of the City's plan. Their roles and responsibilities are as follows:

A. Local Jurisdiction and Contractor

Along with all other affected jurisdictions in the Thurston Region, the City contracts with the Thurston Regional Planning Council to act as lead agency to implement all requirements of the CTR Law. The City will work with TRPC to implement local and regional plans and ensure worksite compliance with legal requirements.

B. Transit Agency

Intercity Transit will be responsible for providing transit and ridesharing services to the major employers and provides in-kind and sub-contracted marketing assistance to TRPC.

C. Employers

The employer will be responsible for complying with the requirements of the State CTR Law and the City Ordinance. The City and TRPC will work with the employers to meet their goals.

CTR Implementation Plan

See Section IV – E

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Section IX: Growth and Transportation Efficiency Centers

As part of the Regional CTR Plan, The Thurston Regional Planning Council developed a Regional GTEC Feasibility Study to explore current conditions and jurisdictional thresholds for GTEC readiness. At this time, the City of Tumwater is not preparing a GTEC program.

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APPENDIX A: City of Tumwater Land Use and Transportation Policies Affecting CTR

LAND USE ELEMENT

GOAL #5

Ensure that development patterns that will encourage efficient multi-modal transportation systems are coordinated with regional, City and County transportation plans.

Policy Objective

- 5.1 Ensure coordination with the Tumwater Transportation Plan.
- 5.2 Ensure coordination with the Thurston Regional Transportation Plan.
 - 5.2.1 Ensure that the nine County Wide Policy elements in the County-Wide Policy Plan are implemented. (1.1.1)
- 5.3 Ensure coordination with the Tumwater Parks and Recreation Plan.
- 5.4 Pedestrian and bicycle trail links with various parts of Tumwater and within the business area should be established.
 - 5.4.1 Ensure coordination of the Land Use Plan with the Tumwater Parks and Recreation Plan and the Tumwater Transportation Plan.
- 5.5 Provision of urban plazas and access to transit stops should be encouraged when new construction or major renovation is proposed. Incentives for providing such amenities should be sought.
 - 5.5.1 Consider revision of the City's Development Standards to encourage provision of these amenities. Consider development of a City wide design standards program.
- 5.6 The Land Use Plan should allow densities and mixes of uses that reduce the number and lengths of vehicle trips and increase the opportunity to use public transit and non-motorized modes of travel.
- 5.7 Reinforce the link between land use and public transportation by encouraging development to occur at urban residential densities along designated transit corridors, nodes and near commercial centers.
- 5.8 Ensure that proposed capacity improvements to the City's transportation systems are designed to serve proposals that are contiguous to existing development, as a means to discourage the occurrence of "leap frog" development patterns.
- 5.9 Provide development incentives (such as increased density, increased square footage, increased height) within designated urban growth boundaries

for proposed land developments located adjacent to transportation corridors when amenities for transit users, bicyclists and pedestrians are included.

5.10 Encourage land development proposals to utilize the capacity of the existing transportation system, especially transit and non-motorized modes.

5.11 Encourage public and private development proposals to enhance the street side environment to maximize comfort for the transit user and the pedestrian.

5.12 Encourage subdivision and commercial/retail project design that facilitates cost-effective transit and emergency service delivery.

5.13 Discourage transportation improvements, regardless of their financing mechanisms, that would trigger premature development; that is, development which is inconsistent with applicable comprehensive plans and zoning.

5.14 Ensure that alternative transportation modes are included in comprehensive plans, subdivisions and other land developments.

GOAL #10

Identify the City's policies and regulations pertaining to commercial and industrial areas and uses.

Policy Objective

10.7 Commercial and industrial land uses should be located close to arterial routes and freeway access and rail facilities.

10.8 Neighborhood commercial uses that supply nearby residents with everyday convenience shopping goods should be encouraged in the City to reduce traffic generation. Generally these uses should be very small, not generate excessive traffic, and be compatible with nearby residences.

GOAL #11

Ensure that new development is energy efficient.

Policy Objective

11.1 Recognize the potential energy efficiencies associated with mixed use developments and centers.

TRANSPORTATION ELEMENT

1. Travel Demand Management

GOAL: Reduce vehicle trips and vehicle miles traveled during peak periods to minimize the demand for constructing costly road improvements. In the short-term, establish education, incentives and services that encourage employees and students to use alternative transportation methods for work, school, and other trips. Over time, phase in disincentives, regulations and enforcement that discourage driving alone.

1.1 Public Information & Education

The public needs to be aware of the benefits of a less car dependent community, and informed about alternatives to driving alone to work.

1.1.1 Develop information programs for the general public that promote alternatives to driving alone to work and school. These may include: written information; speakers bureau; interpretive displays; alternative transportation fairs; and multi-media presentations. The purpose is to inform people of available services and the economic, environmental and personal benefits that can be achieved by reducing driving alone.

1.1.2 Track the reduction in commute trips and other measures that help reduce vehicle trips and develop information about these in order to inform the public and celebrate achievements. As proposed TDM programs are funded and implemented, appropriate benchmarks and goals for urban and rural areas should be developed. Progress on these goals should be monitored and reported regularly.

1.2 Incentives and Services

1.2.1 Pursue incentive and services programs to attract people to alternative modes, such as:

- Ride matching services for carpools and vanpools;
- Preferential parking for carpools and vanpools;
- Employer subsidized bus passes, and other financial incentives;
- “Flex time” programs, telecommuting, teleconferencing, four day work weeks;
- A guaranteed ride home in case of emergency;
- Facility support for high occupancy vehicle travel, such as park-and-ride lots and HOV lanes, if viable;
- Land use development standards that promote attractive, safe environments for bicycle and pedestrian activities;
- Facility support for non-motorized travel, such as bicycle lanes, bicycle parking, sidewalks, and shower facilities; and
- Encouraging commercial deliveries and shipping during off peak hours.

1.2.2 Recognize that single-occupancy vehicles will continue to be the primary mode of transportation for many people. Encourage the use of smaller, more fuel-efficient vehicles, such as compact cars, motorcycles, and motor scooters.

1.3 Commute Trip Reduction

Under the State Commute Trip Reduction (CTR) legislation, employers with 100 or more employees in the region are required to reduce solo commuting 20% by 1997, 25% by 1999, and 35% by 2005.

1.3.1 The CTR coordinating agency will work with affected employers to implement specific measures to achieve trip reduction targets. These measures include, but are not limited to, providing TDM support facilities such as showers, lockers; lunchrooms; covered transit stops; and paths connecting transit stops to building entrances. Local jurisdictions and the state will enforce state and local trip reduction laws.

1.3.2 Local CTR coordinators should coordinate with the state's public awareness campaign efforts. Inform employers and employees of travel demand management needs and encourage employees to use alternative travel modes. In making available services and expected results known:

- Use formal procedures to establish or change rules;
- Sustain the programs over time – ongoing funding support for program coordination should be identified;
- Emphasize area-wide solutions – economies of scale may be realized by programs undertaken throughout an area;
- Share costs where possible – marketing strategies, printing costs and acquisition of vans can be shared by area participants; and
- The regional CTR coordinator should work with affected employers to form Transportation Management Associations (TMAs) to jointly work toward achieving trip reduction goals.

1.3.3 Encourage smaller employers to participate in the trip reduction program by providing services and incentives.

1.3.4 School districts are encouraged to evaluate measures that might help address traffic congestion, such as staggered start times, parking management, more use of public transit, sharing of school bus fleets, and other measures as appropriate to reduce traffic demand during peak commute hours.

1.4 Parking Management

Parking Policy is a critical element in travel demand management. Since parking is essential at some point for virtually all automobile trips, the price and availability of parking strongly influence whether people choose to make their trips by automobile.

1.4.1 Manage parking to decrease the percentage of drive-alone commuters. This can be done by developing parking management plans in all jurisdictions, especially in the Core Areas and along High Density Residential Corridors where transit runs more frequently. Parking management should acknowledge customer parking needs in commercial areas. Parking management strategies may include:

- Reducing free or subsidized long-term employee parking;
- Establishing appropriate maximum parking ratios for employee parking, especially for new non-residential development;
- Increasing the number of preferential parking spaces for carpools and vanpools;
- Encouraging employers to implement a “parking cash-out program” whereby employees have the choice of a parking space or a cash allowance;
- Encouraging the use of common parking facilities among adjacent land uses; and
- Monitoring potential impacts of parking management on adjacent neighborhoods and mitigating the impacts, where appropriate.

1.4.2. Local jurisdictions are encouraged to move from minimum parking standards to maximum parking standards, especially for employees, in areas where alternative transportation facilities are available.

1.4.3 As funding becomes available, develop area wide parking management plans for Core Areas (especially state and local government sites), other major business employment sites,

and schools and colleges. These plans should consider how parking management can evolve over time as transit service and other demand management programs become available. In strategy areas (corridors with capacity deficiencies but too costly to be widened), parking management may be important.

1.4.4 Consider public provision of commercial parking in Core Areas that can be redeveloped as other transportation services become available and the densities of Core Areas increase. This can serve as an incentive for development to locate in Core Areas since parking requirements are met and controlled by a public entity and the development is able to fully utilize its site.

1.4.5 Maximize the use of existing parking lots, wherever possible, as park-and-ride lots, especially where services are available that will allow one stop shopping. Support local jurisdiction efforts to develop regulations requiring transportation management plans for new development, especially in Core Areas and along the High Density Residential Corridors.

1.4.6 School districts are encouraged to implement student parking management strategies while working with neighborhoods to minimize impacts on surrounding streets and roads.

1.5 Emerging Technologies

Emerging media and electronic technologies will facilitate participation in activities by people without having to drive from place to place.

1.5.1 Facilitate implementation of emerging technologies to reduce daily physical travels to work, stores, business meetings, banks, schools, and other activities.

1.5.2 Local and regional government entities will continue to facilitate participation in their meetings and proceedings via electronic means to reduce the need for physical travel. This may be addressed by providing sufficient capacity when local governments renew their agreements with telecommunication and cable franchises.

1.5.3 Monitor the effect of emerging technologies in reducing physical travel in order to more realistically assess future travel demand, and incorporate the findings into future Transportation Plan updates as appropriate.

1.6 TDM Implementation

TDM is an important part of the transportation solution. Local jurisdictions will work together to determine the process and funding for implementing the proposed regional TDM programs.

2. Public Transportation

GOAL: Provide effective public transportation services to help reduce car dependence in the region and serve the needs of people who rely on public transportation.

2.1 Transit System Expansion

Support increased transit service over time in response to infill, higher density development and growth. Intercity Transit should maximize system productivity by emphasizing service in the Core Areas and High Density Residential Corridors. Use smaller buses to minimize impact on residential neighborhoods and roads. Continue

to explore the feasibility of providing high capacity transit (HCT) services between Thurston County and the Central Puget Sound Region.

2.2 Transit System Reliability

Ensure the transit system is a viable alternative to the private automobile whenever possible. Encourage capital and Transportation System Management investments to improve the reliability, safety, and attractiveness of the transit system, especially in the Core Areas and along High Density Residential Corridors. Intercity Transit could include high occupancy vehicle (HOV) lanes, transit-only lanes near intersections for buses, priority signals, and park-and-ride lots in conjunction with city projects.

2.3 Transit Operating Speed

Intercity Transit should develop and work toward a transit operating speed goal in coordination with the City of Tumwater and other local jurisdictions. The goal will trigger discussion of strategies on how to maintain reliable transit services. In some cases system improvements may be necessary to give transit and carpools/vanpools a travel time advantage. These improvements should not unreasonably degrade the overall LOS for other transportation modes including freight movement.

2.4 Improve Service to Attract More Riders

Intercity Transit should develop a transit system that attracts more people, especially in urban areas, to use public transportation. Special care should be taken to meet the transit needs of elderly, disabled, young, and low-income citizens.

2.5 System Coordination

Intercity Transit should assess the need for expanded and coordinated service connections to other activity centers within the county and between Thurston County and activity centers of adjacent counties.

2.6 Intermodal Coordination

Integrate the regional public transit system with other modes of transportation including auto, bicycle, pedestrian, rail, and other modes as they develop. This might include secure bike racks at park-and-ride lots and on buses, and transit transfer points at rail stations.

2.7 Park-and-Ride Lots

Expand existing park-and-ride lots and develop new sites over time as needed. Implement appropriate measures to deter vandalism and theft and to ensure that sites are safe and conducive to effective use. Park-and-ride lots should be designed and located in a manner that compliments the surrounding land use.

2.9 Other Forms of Public Transportation

Explore high capacity transportation options as well as increased Amtrak and vintage streetcar/trolley operations wherever they are viable. The successful creation of core areas as major destinations and increased densities in other parts of the urban area will set the scene for possible future rail. While these alternatives are more costly than bus transit now, they may prove to be a good option for some areas.

2.10 Private Participation

As funding becomes available, the City of Tumwater could work with IT to investigate possible funding mechanisms, including private participation and joint development of transit facilities and services such as transfer centers, park-and-ride sites, and private subscription bus service if viable.

2.11 Public Education

Look for opportunities to promote transit as part of on-going public education. For example, include transit and rideshare information in public meeting notices when meetings are held within service areas. Evaluate the cost benefit of all education projects.

3. Bicycle and Pedestrian Transportation

GOAL: Encourage bicycle and pedestrian travel by providing inviting, safe, convenient and connected routes, education and incentive programs, and support services such as bike racks, showers and lockers.

3.1 Improved Connections

Improve bike and pedestrian facility connections over time to provide a viable transportation alternative and enable continuous recreation routes consistent with the city's recommended bicycle and pedestrian route plans.

3.2 New Facilities

It is more cost effective to construct pedestrian and bicycle facilities in conjunction with other capital improvements (roadways, sewers, waterlines, stormlines) and new developments. The city will continue to evaluate coordination of these projects. On-street bicycle/pedestrian facilities will continue to be incorporated into road improvement projects in urban areas. Encourage employers to include bicycle and pedestrian supportive facilities at employment sites through appropriate guidelines for new development.

3.3 Inter-jurisdictional Coordination

Coordinate bicycle/pedestrian facility improvements among jurisdictions to complete connected routes.

3.4 Bicycle Parking

Require new developments to provide safe, convenient and secure bicycle parking at activity centers such as commercial areas, institutions, parking garages, park-and-ride facilities and transit stations.

3.5 Safe and Supportive Bicycle and Pedestrian Facilities

Encourage safe pedestrian and bicycle travel, especially in the core areas and high density corridors. Make sure development and redevelopment in these areas makes it as easy to get around by transit, walking, or bicycling as by driving. Development guidelines should direct building placement in ways that do not interfere with efficient transit

service or access by pedestrians and bicyclists in certain areas. Sidewalks should make good connections with bus stops and with the entrances to buildings and comply with the Americans with Disabilities Act.

Assign a high priority to improving the safety of sidewalks and bike lanes. This plan supports methods to provide safe crossings incorporated into roadway designs including: center roadway medians; pedestrian refuge islands; innovative traffic calming measures; narrow streets; and appropriate detectors for pedestrians and bicyclists.

4. Highway and Road Network

GOAL: Maintain and improve a network of highways, streets, and roads that moves people, goods, and services safely and efficiently throughout the region, minimizes social and environmental impacts, and supports various modes of travel.

4.7 Multi-Modal Approach to LOS Goals – Strategy Areas

In portions of the roadway network identified as “strategy areas” ideal LOS goals should be used as a framework to evaluate alternatives to road widening. Other alternatives for improving capacity include strict access control, center roadway medians, modern roundabouts, removal of traffic signals, restricting certain movements, one-way streets, and other innovative solutions. The multi-modal approach is a decision tree that would start by considering tradeoffs between improving vehicle capacity and improving other travel modes. Actions to reduce vehicle trips, such as adding bike lanes and sidewalks, improving transit services, and implementing travel demand management measures should be considered to relieve traffic congestion in strategy areas. Local concurrency ordinances should be reviewed and updated as appropriate to implement multi-modal strategies identified for these areas.

4.8 Multi-Modal Integration

Road projects shall consider needs for transit, HOVs, pedestrians, bicycles, and freight movement during initial project development at the local and regional levels. Measures to consider may include the provision of, but are not limited to: bicycle and sidewalk facilities at the time of road construction; transit signal priority or queue jumper lanes in urban corridors; and facilities to expedite the movement of freight between road, rail, and marine transport.

4.9 Connections and Access

In the urban area an increased number of street connections should be built. This acknowledges that a network of connected streets reduces the distance to destinations or transit stops, gives several route options, reduces vehicle miles traveled, reduces the need for road widening, and makes freight delivery and emergency service more efficient. With more streets, fewer lanes are needed on each arterial. Fewer lanes on streets preserves easy and safe access for pedestrians.

4.10 Transportation and Land Use

Highway, street, and road projects shall be consistent with long range local land use plans and long range traffic forecasts, and should contribute to reaching the drive-alone reduction goals of this plan.

8. Intermodal Connections

GOAL: Provide adequate connections and access among all transportation modes that function as an integrated regional transportation system. The coordinated multi-modal transportation system will enhance choice in serving the mobility and accessibility needs of people and goods within and through Thurston County and minimize transportation-related fuel consumption and air pollution.

8.1 Highways, streets, and roads should be designed and constructed to accommodate cars, transit, HOVs, pedestrians, bicycles, as well as trucks as appropriate.

8.2 Provide appropriate intermodal connections at transit transfer centers, regional activity centers, regional employment centers, the Port, the Olympia Airport, regional freight and passenger rail stations, and regional industrial areas.

8.3 Encourage the provision of intermodal supporting facilities at appropriate locations. Such facilities may include park-and-ride lots at appropriate interregional transit stations, bus shelters at transit transfer centers and bus stops, bike racks and shower facilities at major employment sites.

9. Land Use & Development

GOAL: Attract the density, mix, type and concentration of development in Core Areas and identified corridors throughout the region to support and encourage the use of alternative transportation modes.

9.1 Continue to increase density and mixed uses in High and Medium Density Residential Corridors and Core Areas. This will provide the population concentration necessary to support increased transit service, and enable some people to meet day-to-day needs without driving.

Land Use Definitions:

Core Areas: High density areas mixing residential, employment and commercial activities with small parks or green spaces. Core Areas create compact urban environments where people live, work, shop and play, and are able to satisfy day-to-day needs with fewer vehicle trips. Residential density goals should be 15+ units/acre and employment density goals should be 25+ employees/acre in order to create the necessary concentration of activity to support and maximize use of alternative transportation options.

High Density Residential Corridor: High density residential areas along the urban streets serving as primary links between Core Areas and major employment sites. Residential density goals should be 15+ units/acre in these corridors. This density should be encouraged within ¼ mile of the main streets where appropriate. Where lower density neighborhoods already exist adjoining the High Density Residential Corridor, an average of 7+ units/acres should be encouraged in these adjacent neighborhoods. Neighborhood commercial and some transit compatible commercial and retail should be provided in these largely residential areas.

Medium Density Residential Corridor: Medium density residential areas within a five minute walk or ¼ mile of an urban area street that is a logical connector to a High Density Corridor, Core Area or major employment site. Residential density goals should

be 7+ units/acre in these corridors. Small scale neighborhood commercial areas serving the day-to-day needs of the neighborhood are located at appropriate intervals. These neighborhood commercial areas are good locations for transit stops.

9.2 Create strong incentives to attract appropriate development in and around Core Areas and High Density Residential Corridors. Site public buildings and focus public investment in these areas in order to encourage the concentration and mix of uses that will help achieve transportation and land use goals. Development in these areas will support the use of alternative transportation modes and the substantial investment in TDM focused in these areas.

9.4 Encourage urban design standards for infill and redevelopment to assure compatibility with surrounding properties, and contribute to the creation of a sense of place. In Core Areas and along High Density Residential Corridors, urban design standards for streets and buildings will be especially important to assure the creation and maintenance of human scale areas that encourage and accommodate pedestrian activity.

9.5 Use development standards that encourage and accommodate pedestrian, bicycle and transit riders. Such standards include:

- The use of connected street grids, with alley access for garages and service and delivery vehicles, where practical, in new urban growth area development;
- Safe and accessible transit stops;
- Pleasant, safe and attractive streets and sidewalks;
- Convenient access to the fronts of buildings;
- Good pedestrian connections between buildings;
- New or redeveloped buildings placed close to the street edge of the planned right of way, with parking on the sides or behind the buildings or in a way that does not interfere with efficient transit service and easy access by bicycles and pedestrians;
- Park-and-ride lots that encourage the location of convenience stores and personal services for the day-to-day needs of commuters.

Encourage design standards and other requirements that support transit, bicycle and pedestrian movement in the local site plan development review process. Encourage the location of public buildings and facilities on existing transit routes if feasible.

For any “by-pass” road or “peripheral connector,” land use control measures should be implemented to preclude development inconsistent with growth management goals and policies. These may include: limiting access; strong zoning controls; and purchase of development rights and adjacent property.

Encourage local jurisdictions to fine tune plans and work with the State Legislature and the development, finance, and other affected communities to identify barriers to urban infill development and redevelopment, and establish tools for achieving the land use density goals.

10. Energy & Environment

GOAL: Work toward development of a transportation system that reduces dependence on fossil fuels, uses energy efficiently, promotes improved air and water quality, helps prevent sprawl, and lessens the regions’ contribution to climate change.

10.1 Protect air quality by reducing vehicle exhaust emissions, especially carbon monoxide emissions, through:

- Promotion of alternatives to the single occupancy vehicle;
- Support of roadway operational efficiency improvements such as removing bottlenecks, adding intersection turn lanes and coordinating traffic signals;
- Development of a transportation system that works as efficiently as possible for all modes of travel; and
- Concentration of destinations to decrease the number of miles traveled and the number of times that a vehicle's engine must be started.

10.4 Protect the environment by promoting compact urban development to reduce vehicle miles traveled. This can occur by implementing comprehensive plans which emphasize concentrating growth, using existing roads and building new corridors where needed, and by creating attractive urban areas where people will want to live and where they will be close to services. Compact urban development will reduce urban sprawl and help conserve rural and natural areas.

10.5 Promote energy conservation and pollution reduction through commute trip reduction programs and the use of alternative fuels.

10.6 Coordinate with Washington State Department of Ecology and the Olympic Air Pollution Control Authority in air quality monitoring and modeling.

11. Intergovernmental Coordination

GOAL: Coordinate state, regional and local transportation plans to assure transportation facilities crossing jurisdiction boundaries are addressed in a consistent manner; and transportation and land use decisions contribute to increasing alternative travel.

11.4 Support efforts to coordinate public transit service with school district bus service where possible to reduce vehicle trips.

11.8 Coordinate regional Travel Demand Management efforts (including Commute Trip Reduction program) in order to maximize effectiveness and efficiency.

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APPENDIX B: Public Comment

When developing the local, regional and GTEC Commuter Trip Reduction Plans for the Thurston Region, TRPC solicited preliminary comments from Employee Transportation Coordinators across the region. As part of the formal public comment process for individual jurisdictional and Regional Planning Council Plan adoption, ETCs will be provided with another opportunity to comment.

- Transit service in the core Olympia/Lacey/Tumwater business areas needs to continue later into the evening because many people don't get off work until after 8:00 p.m.
- Management support is a real challenge. All of our management chooses the single occupant vehicles from their homes. They are not serious about it, so the challenge is in individual employee's lap.
- I choose to take the bus as much as possible only because I have decided I want less money in gas going toward work and more going toward my personal life. Additionally I have found that once I got past the "thinking about it" stage, the easier it got to walk out and get in the bus line.
- One method that might improve the willingness of people to take Intercity Transit is to better expose the conditions of the transit vehicles and the clientele. Thanks to TV: Many people think of buses as being dirty, "inner city", and graffiti laden vehicles. NOT TRUE. They are clean, safe, air conditioned, and many are new vehicles. Others think that the people that ride buses are weird street people and thugs. NOT TRUE. Most are middle class commuters like you and me. I found that if I just sit calmly, gripping my pepper spray, I feel better! Then I discovered that I was the "weird street people," and I quit worrying about it.
- If we want to support commuting by bicycle, we need to not only provide clean, safe and secure parking for commuters, but also for staff and visitors traveling between state buildings. I would suggest that building codes be changed so that all governmental buildings and commercial office buildings serving in excess of 100 visitors per day provide limited bicycle parking that is:
 - Clearly indicated by signage
 - Located near the entrance of the building
 - Safe to both the rider and the vehicle
- I have commuted to work by bike bus and car this summer. When I bike, I sometimes try to use my bike to go to meetings in other state buildings. Ideally a state worker could bicycle to work and to meetings in other buildings. Bike parking is usually awkward, inconvenient, or non-existent. Signage is often non-existent and visitors must allot extra time to finding out if bike parking exists and where it might be.

Some state facilities have biking facilities convenient to visitors to the building. At others, you have to hunt around the building (no signage) to find the bike rack (hidden in between buildings) where the racks are crowded by benches. This is better than what a certain site offers, which is to use the smoking shelter a block away, park at another

building and use their bike locker or chain their bike to a tree. If you drive you just park, turn your key in the lock and walk through the door. Why would anyone ride a bike?

- Remove student parking lots from area high schools. Do you really expect kids who don't ride the very-available school bus in favor of their personal car, to suddenly park their car and take the bus as adults? And don't accept the excuse that these kids need cars for after-school activities and work, they can take the school or community buses for that. Training needs to start young.
- I would think a major concern with me would be not having access to a vehicle during the lunch hour. If one was available I could see more staff taking advantage of car pooling
- Make bus stops more appealing – such as a covered area with a bench. Weather is a big deterrent here in Washington.
- More park and ride lots with a transit center and bike lockers.
- Bike lanes on all the roads in the area. For example: I would use my bicycle (and I know others in my area would, too – even people who walk) if Meridian NE had a bike lane on it. It is 50 mph with lots of hills, big ditches, and very dangerous. I wouldn't let my son ride his bike there, so as a parent, I didn't encourage my kid to ride a bike or walk when he was young, so now he drives everywhere. Gotta teach them good habits while they are young, but we must have the tools to do this.
- I would also like bus service extended to Beach Crest/Jubilee areas in NE Lacey. The closest bus stop is 4 miles away! This is not a very great way to encourage ridership.
- Daycares, stores, and other conveniences (coffee shops) by the bus stops. Have the grocery stores sell those wheeled wire grocery carts that lots of old people use to cart their things from destination to destination.
- Have Internet outlets on the buses so we can work or take care of our home e-mails while we take the LONG drawn out Intercity Transit ride that we must suffer through because there are not enough buses to create a good transit system.
- Improve the bus system. As it is, it takes me 1-1/2 hours to get from home to work on the bus, and it takes 20 minutes by car. I have to go WAY out of the way to get to places just a couple of miles away. What is there encouraging me to ride the bus with the time it takes to get places? Other cities don't have this problem.
- There is a lack of accommodations for bikers. Have lots of bike lockers EVERYWHERE! Provide air and pressure gauges for checking tires; wipes for sweating and riding in the rain; water fountains for hydration – there could be a charge for these or have them available in vending machines (like the ones at the car washes). 25 years ago there were water fountains everywhere – what happened to them? For incentives to get people to ride bikes, why not create free parking for them – and take out some of the automobile parking? Create a law that makes business owners have bike racks in front of their business – the lack of safe places for bicycles is a problem.
- Let vanpoolers park for free anywhere within city limits.

- A huge hurdle is not having public transportation to the South County. Our only option is van pool/car pool.
- Provide some way for carpoolers/vanpoolers to get around quickly during the lunch hour – such as renting a bicycle or moped.
- Free coffee or chocolate for people using CTR methods.
- City/County should require that all buildings be designed such that it is easy to walk from the bus stop to the building entrance.
- Would be helpful if City/County closed the gaps in the bicycle/pedestrian network as people have trouble planning a route that is safe for biking and walking.
- Transit service needs to start earlier in the morning because many people start at 7:00 a.m.
- The City/County should lower their parking requirements for new buildings. With so much excess parking, it is just too easy to drive a single occupancy vehicle.
- The City/County should broaden marketing to target all residents rather than just those at affected worksites.
- I'd like to see more pressure put on state agencies to allow teleworking at least one day each week for jobs where it is feasible. For employees living in rural areas, and who need to work a flex schedule, there are no other alternatives to driving alone.
- We definitely need cities/counties to provide more Park N Ride lots for staff to park their car and ride the bus to work. Most are currently filled to capacity and one of our staff has had difficulty finding a space at the Lakewood Park N Ride lot. The Hawks Prairie lot was closed several years ago when the new mall was erected on that site. People need places to park their cars so they can take the bus to nearby cities such as Tacoma and Seattle and vice versa. This is a current and urgent need.

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APPENDIX C: Maps

- Map 1: Thurston County Vicinity Map
- Map 2: CTR Affected Jurisdictions
- Map 3: Major Roadways in Thurston County
- Map 4: Thurston Region Strategy Corridors
- Map 5: Tumwater Worksite Location Map
- Map 6: Tumwater Core - Where the Workers Live
- Map 7: Thurston Region Trail Network
- Map 8: Thurston County Population Density
- Map 9: 2007 Generalized Zoning
- Map 10: Park and Ride Facilities in South Puget Sound
- Map 11: Intercity Transit Routes
- Map 12: Intercity Transit Projected Service Levels by 2012
- Map 13: Tumwater Retail Area and Vicinity
- Map 14: Tumwater City Hall and Vicinity

Thurston County Vicinity Map

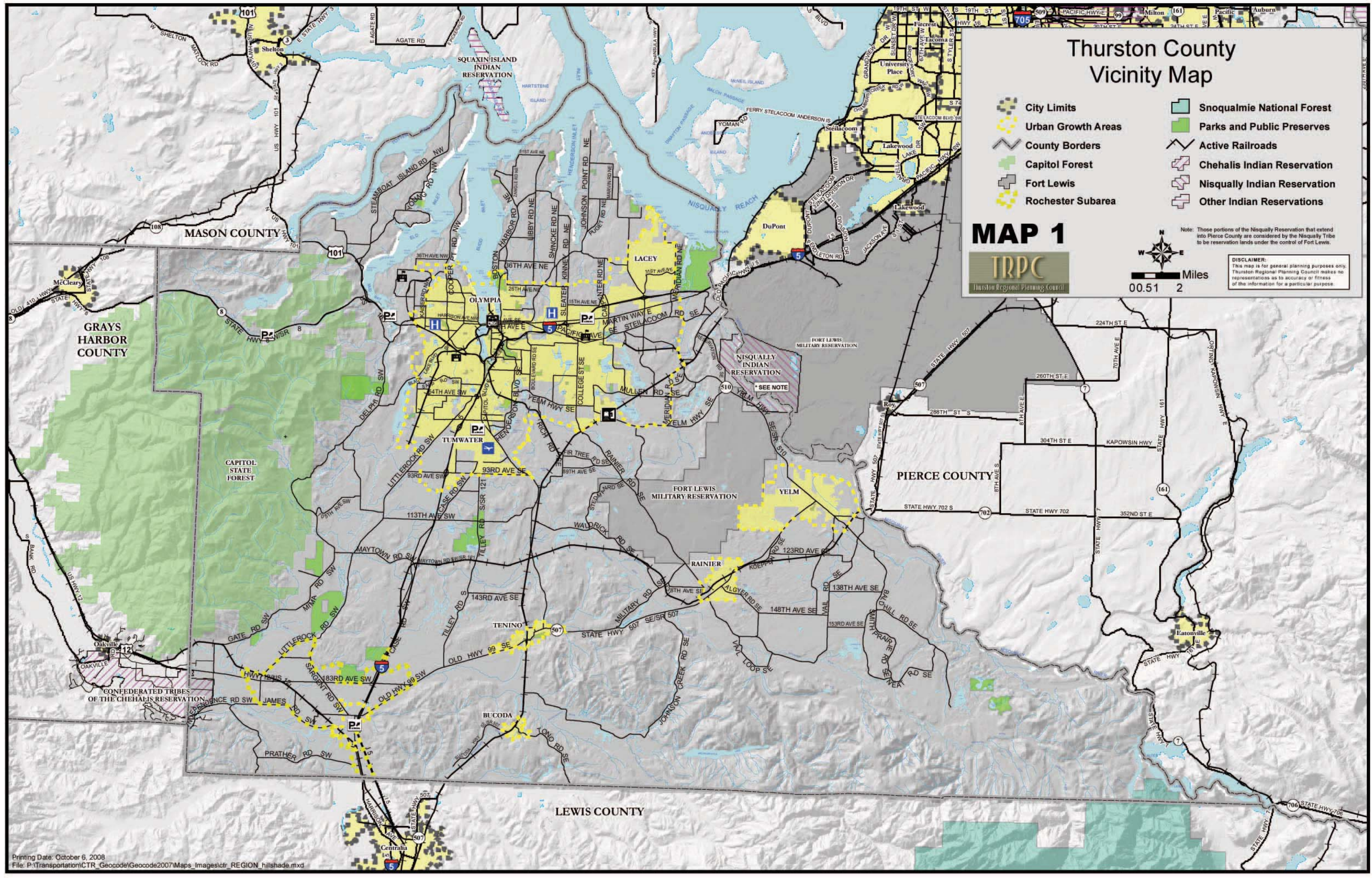
-  City Limits
-  Urban Growth Areas
-  County Borders
-  Capitol Forest
-  Fort Lewis
-  Rochester Subarea
-  Snoqualmie National Forest
-  Parks and Public Preserves
-  Active Railroads
-  Chehalis Indian Reservation
-  Nisqually Indian Reservation
-  Other Indian Reservations

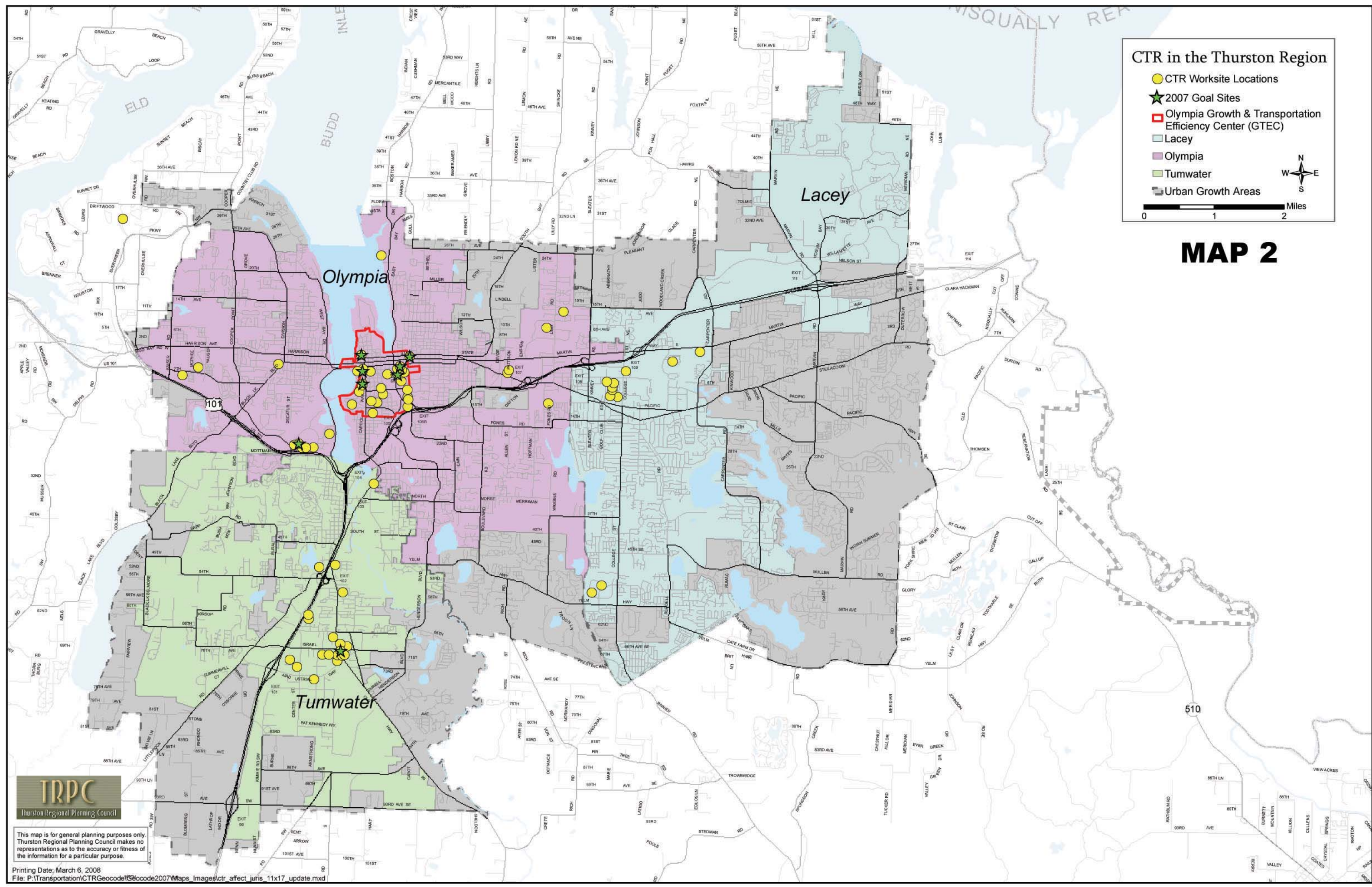
MAP 1



Note: Those portions of the Nisqually Reservation that extend into Pierce County are considered by the Nisqually Tribe to be reservation lands under the control of Fort Lewis.

DISCLAIMER:
This map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to accuracy or fitness of the information for a particular purpose.





CTR in the Thurston Region

- CTR Worksite Locations
- ★ 2007 Goal Sites
- ▭ Olympia Growth & Transportation Efficiency Center (GTEC)
- Lacey
- Olympia
- Tumwater
- Urban Growth Areas

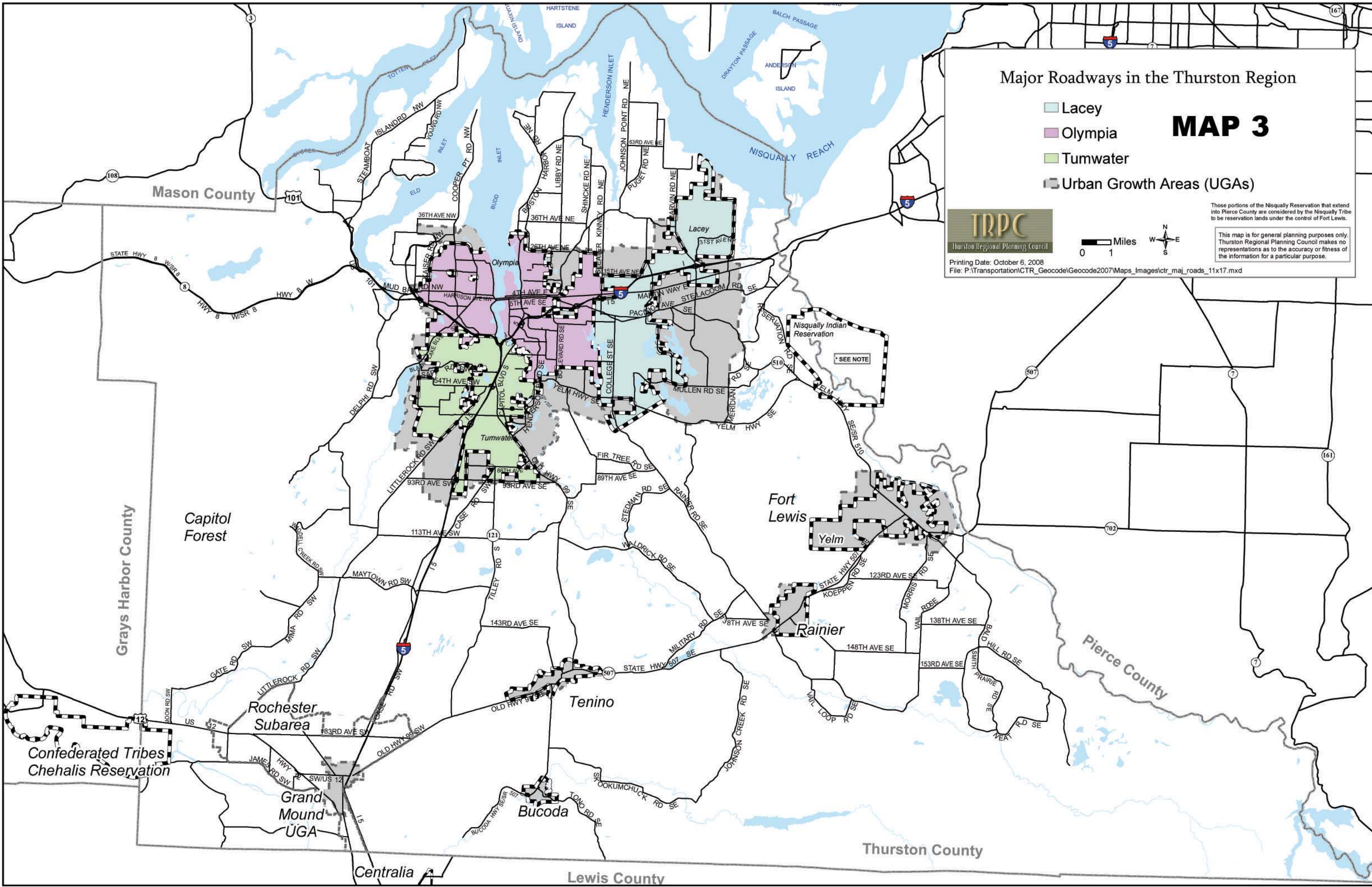


0 1 2 Miles

MAP 2



This map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to the accuracy or fitness of the information for a particular purpose.



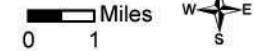
Major Roadways in the Thurston Region

- Lacey
- Olympia
- Tumwater
- Urban Growth Areas (UGAs)

MAP 3



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Those portions of the Nisqually Reservation that extend into Pierce County are considered by the Nisqually Tribe to be reservation lands under the control of Fort Lewis.

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Mason County

Grays Harbor County

Capitol Forest

Rochester Subarea

Grand Mound UGA

Centralia

Tenino

Bucoda

Lewis County

Fort Lewis

Yelm

Rainier

Pierce County

Thurston County

Confederated Tribes Chehalis Reservation

Nisqually Indian Reservation
 *SEE NOTE

101

STATE HWY 8 WSR 8

HWY 8 W

HWY 8 WSR 8

107

DELPHI RD SW

COLELL CREEK RD SW

GATE RD SW

LITTLEROCK RD SW

12

US 42

JAMES RD SW

15

36TH AVE NW

LAISER RD NW

MUD BAY RD NW

4TH AVE SE

5TH AVE SE

113TH AVE SW

MAYTOWN RD SW

LITTLEROCK RD SW

183RD AVE SW

15

OLD HWY 108 SW

15

15

36TH AVE NE

26TH AVE NE

4TH AVE SE

5TH AVE SE

93RD AVE SW

113TH AVE SW

143RD AVE SE

15

15

15

15

15

15

36TH AVE NE

26TH AVE NE

4TH AVE SE

5TH AVE SE

93RD AVE SW

113TH AVE SW

143RD AVE SE

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36TH AVE NE

26TH AVE NE

4TH AVE SE

5TH AVE SE

93RD AVE SW

113TH AVE SW

143RD AVE SE

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36TH AVE NE

26TH AVE NE

4TH AVE SE

5TH AVE SE

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113TH AVE SW

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36TH AVE NE

26TH AVE NE

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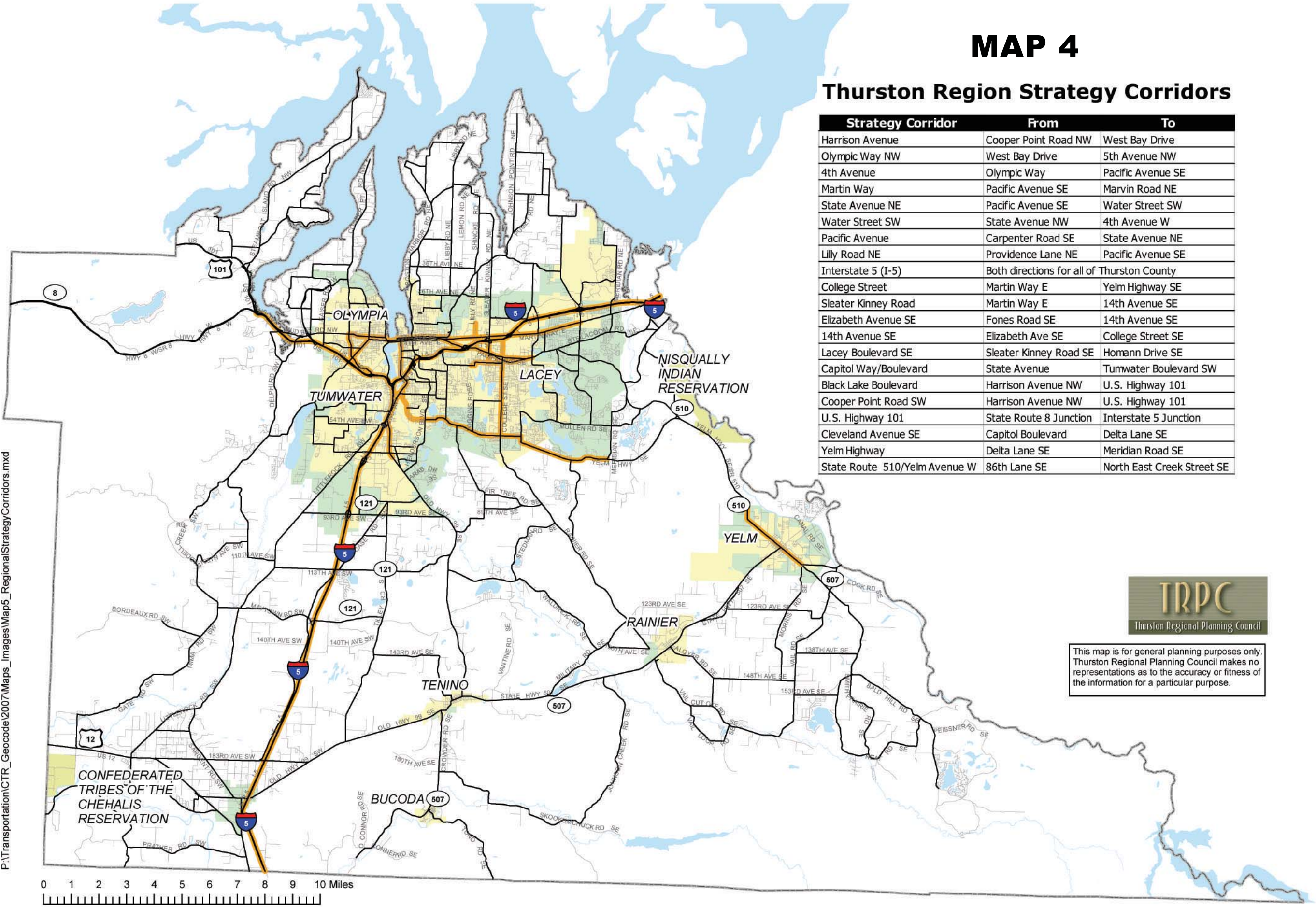
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MAP 4

Thurston Region Strategy Corridors

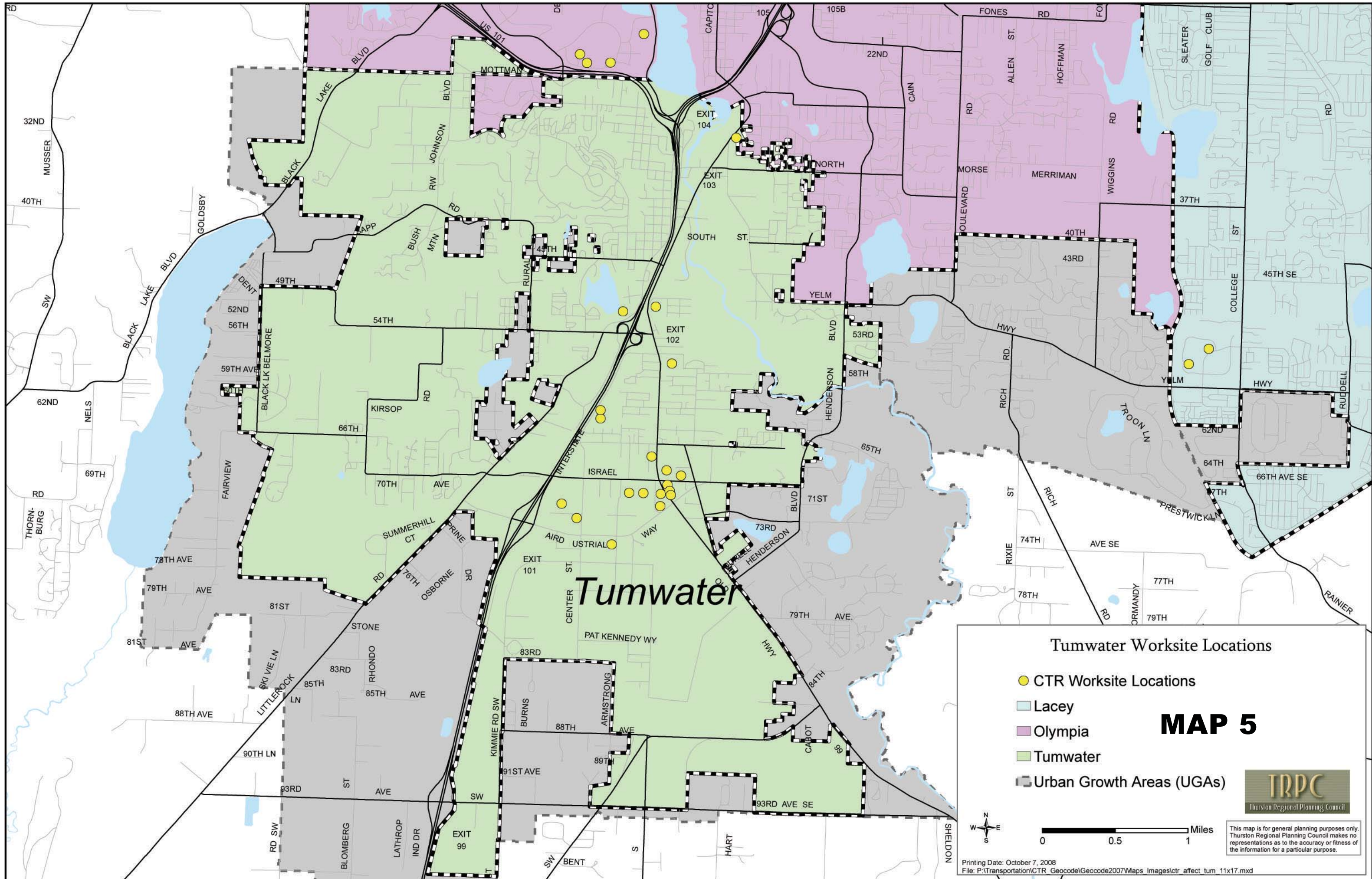
Strategy Corridor	From	To
Harrison Avenue	Cooper Point Road NW	West Bay Drive
Olympic Way NW	West Bay Drive	5th Avenue NW
4th Avenue	Olympic Way	Pacific Avenue SE
Martin Way	Pacific Avenue SE	Marvin Road NE
State Avenue NE	Pacific Avenue SE	Water Street SW
Water Street SW	State Avenue NW	4th Avenue W
Pacific Avenue	Carpenter Road SE	State Avenue NE
Lilly Road NE	Providence Lane NE	Pacific Avenue SE
Interstate 5 (I-5)	Both directions for all of Thurston County	
College Street	Martin Way E	Yelm Highway SE
Sleater Kinney Road	Martin Way E	14th Avenue SE
Elizabeth Avenue SE	Fones Road SE	14th Avenue SE
14th Avenue SE	Elizabeth Ave SE	College Street SE
Lacey Boulevard SE	Sleater Kinney Road SE	Homann Drive SE
Capitol Way/Boulevard	State Avenue	Tumwater Boulevard SW
Black Lake Boulevard	Harrison Avenue NW	U.S. Highway 101
Cooper Point Road SW	Harrison Avenue NW	U.S. Highway 101
U.S. Highway 101	State Route 8 Junction	Interstate 5 Junction
Cleveland Avenue SE	Capitol Boulevard	Delta Lane SE
Yelm Highway	Delta Lane SE	Meridian Road SE
State Route 510/Yelm Avenue W	86th Lane SE	North East Creek Street SE



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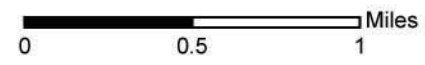
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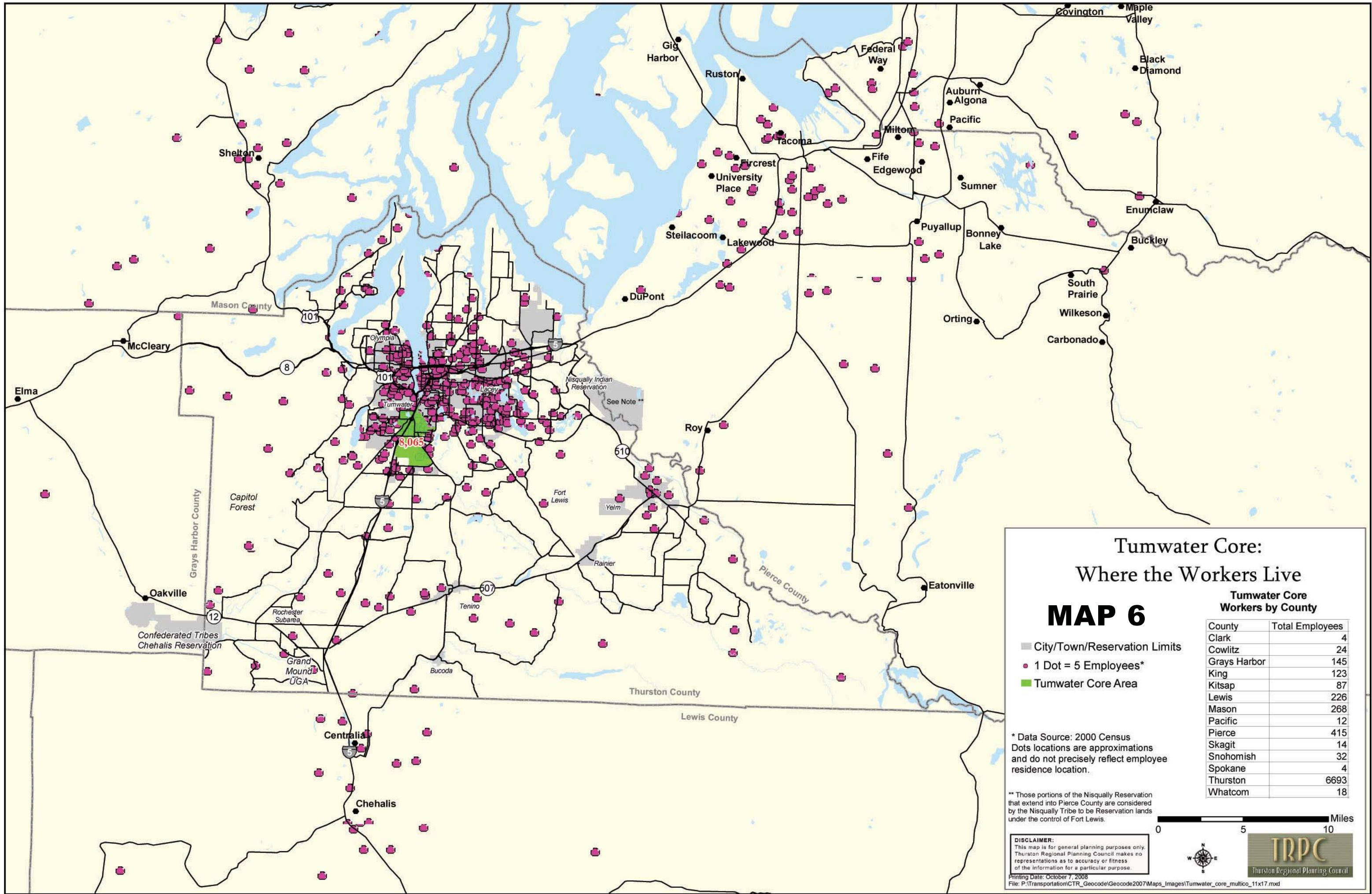
Tumwater Worksite Locations

- CTR Worksite Locations
- Lacey
- Olympia
- Tumwater
- Urban Growth Areas (UGAs)

MAP 5



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Tumwater Core: Where the Workers Live

MAP 6

- City/Town/Reservation Limits
- 1 Dot = 5 Employees*
- Tumwater Core Area

**Tumwater Core
Workers by County**

County	Total Employees
Clark	4
Cowlitz	24
Grays Harbor	145
King	123
Kitsap	87
Lewis	226
Mason	268
Pacific	12
Pierce	415
Skagit	14
Snohomish	32
Spokane	4
Thurston	6693
Whatcom	18

* Data Source: 2000 Census
Dots locations are approximations
and do not precisely reflect employee
residence location.

** Those portions of the Nisqually Reservation
that extend into Pierce County are considered
by the Nisqually Tribe to be Reservation lands
under the control of Fort Lewis.

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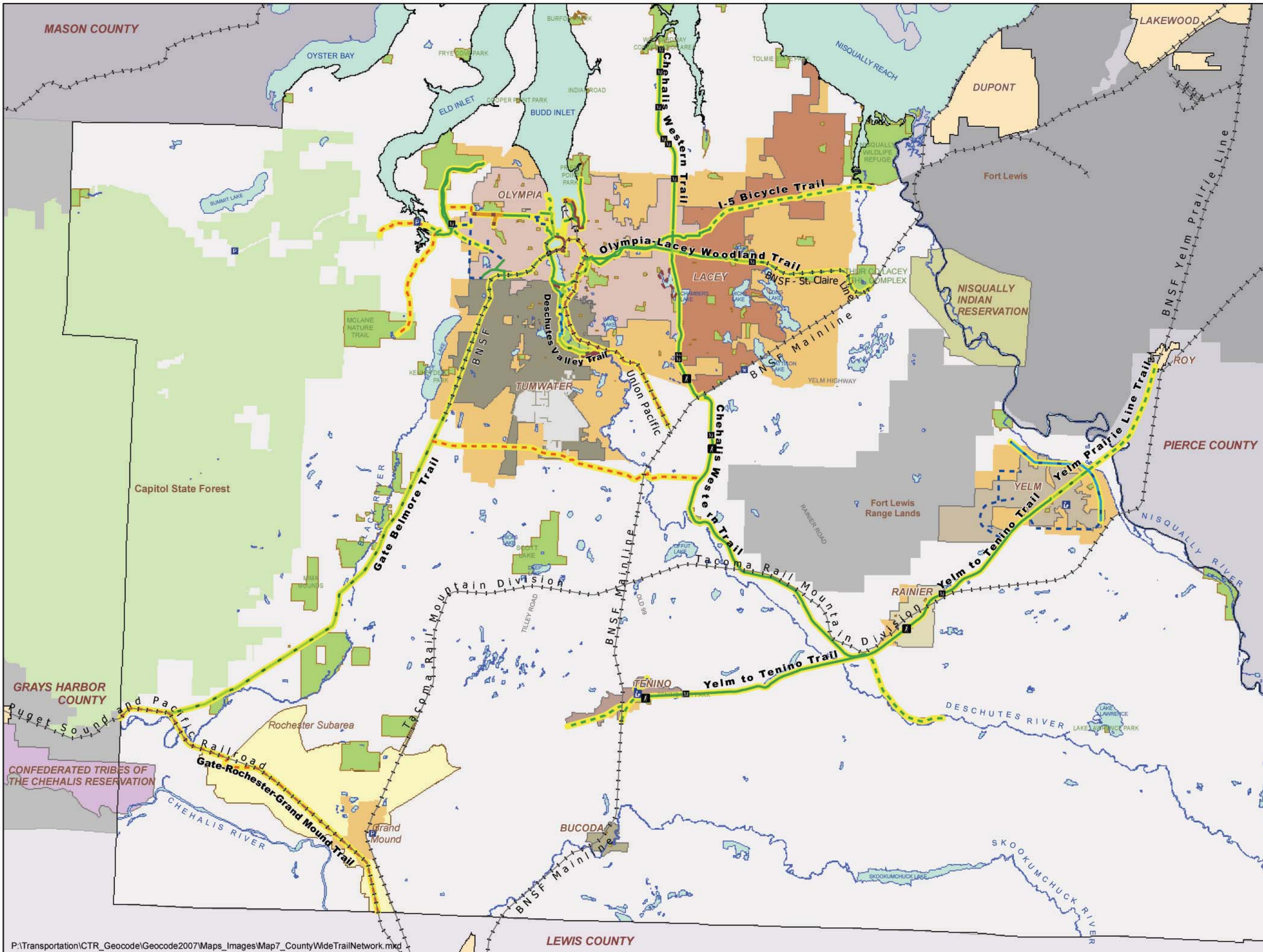
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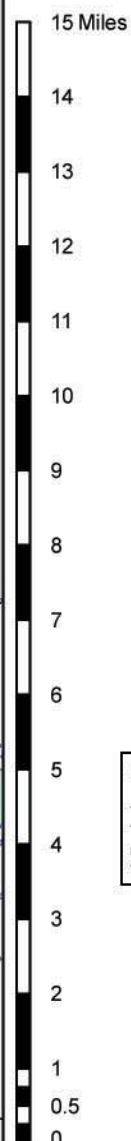
MAP 7

DRAFT

Thurston Region Trail Network



- Trail, Shared Use, Existing —
- Trail, Shared Use, Planned - - -
- Trail, Shared Use, Proposed - · - · -
- Trail/Path Potential - · - · -
- Planned, On Street —
- Proposed, On Street - - -
- Trail, Recreational, Existing —
- Trail, Recreational, Planned - - -
- Trail, Recreational, Proposed - · - · -
- Proposed Regional Trail Network —
- Active Railroad —+—+—+—+—
- Bus Transit Centers ■
- Hospitals H
- Libraries L
- Olympia Regional Airport ✈
- Park & Ride Lots P
- Trail Access Points ■
- Trail Heads ▲
- Train Station ■
- Parks, Preserves, and Open Space ■
- Urban Growth Areas ■
- Rochester Subarea ■
- Port of Olympia ■
- DNR Managed Lands ■
- Unincorporated Thurston County ■



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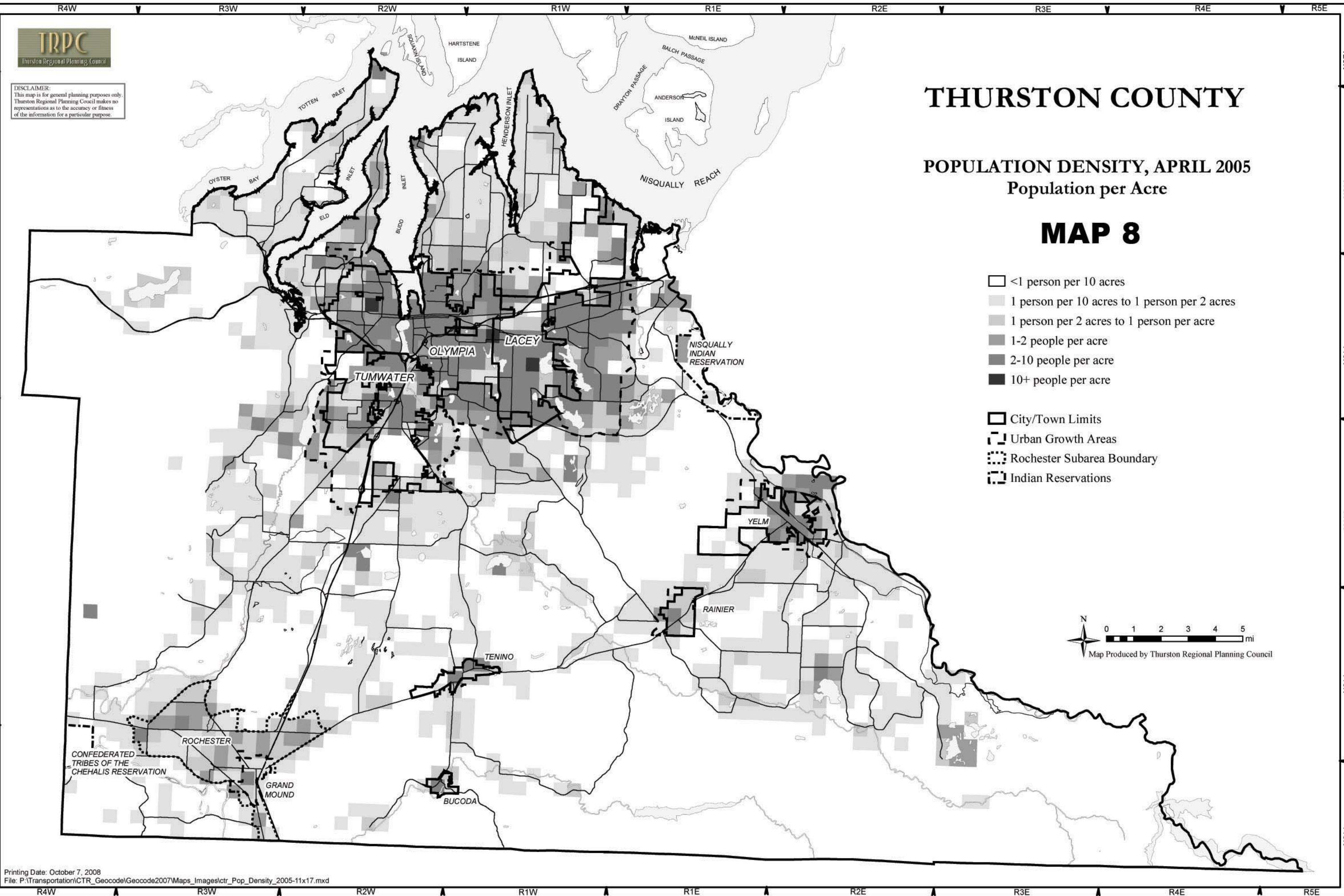
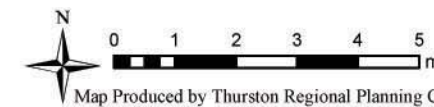
THURSTON COUNTY

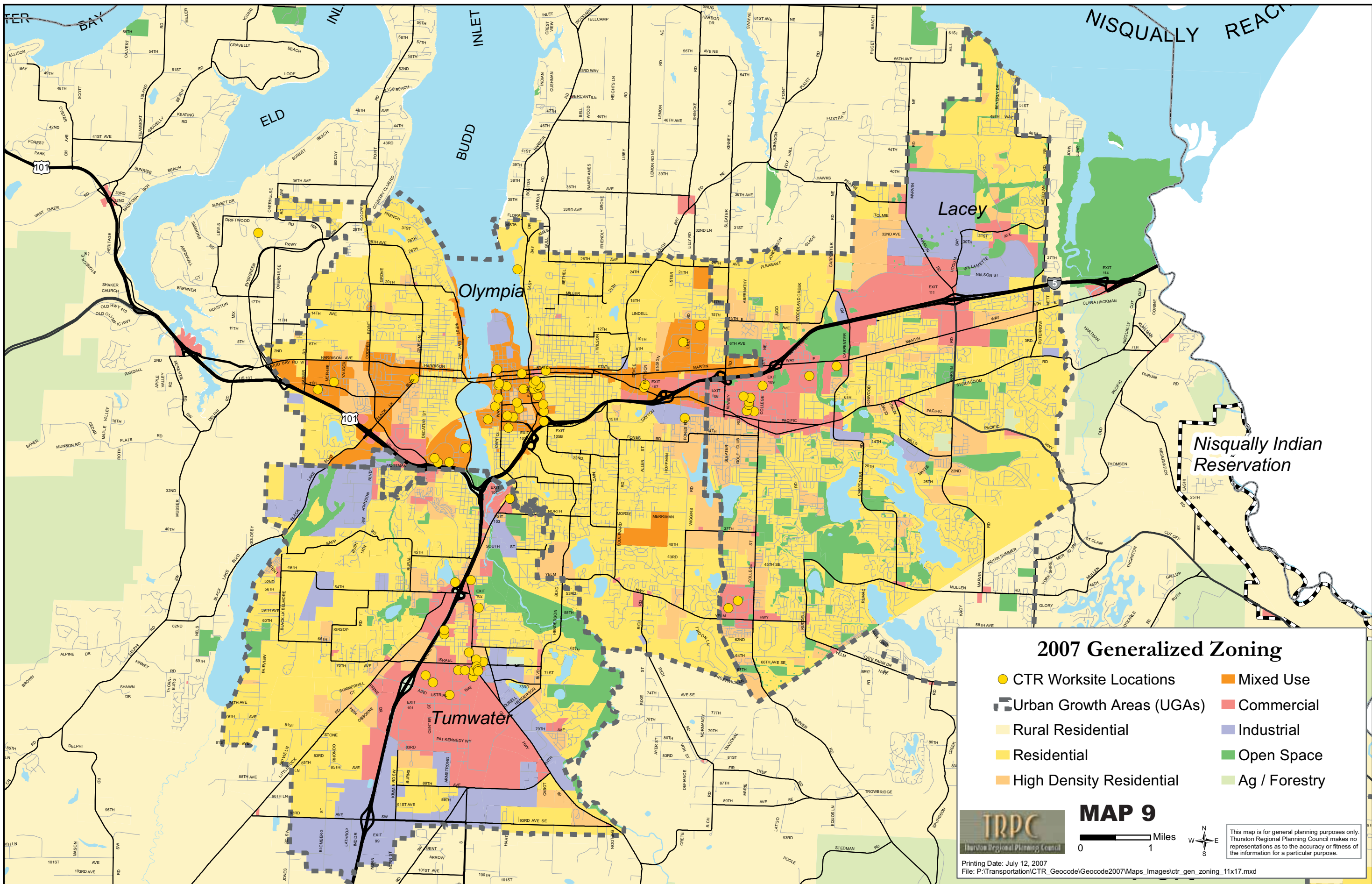
POPULATION DENSITY, APRIL 2005
 Population per Acre

MAP 8

- <1 person per 10 acres
- 1 person per 10 acres to 1 person per 2 acres
- 1 person per 2 acres to 1 person per acre
- 1-2 people per acre
- 2-10 people per acre
- 10+ people per acre

- City/Town Limits
- Urban Growth Areas
- Rochester Subarea Boundary
- Indian Reservations



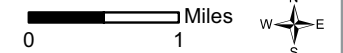


2007 Generalized Zoning

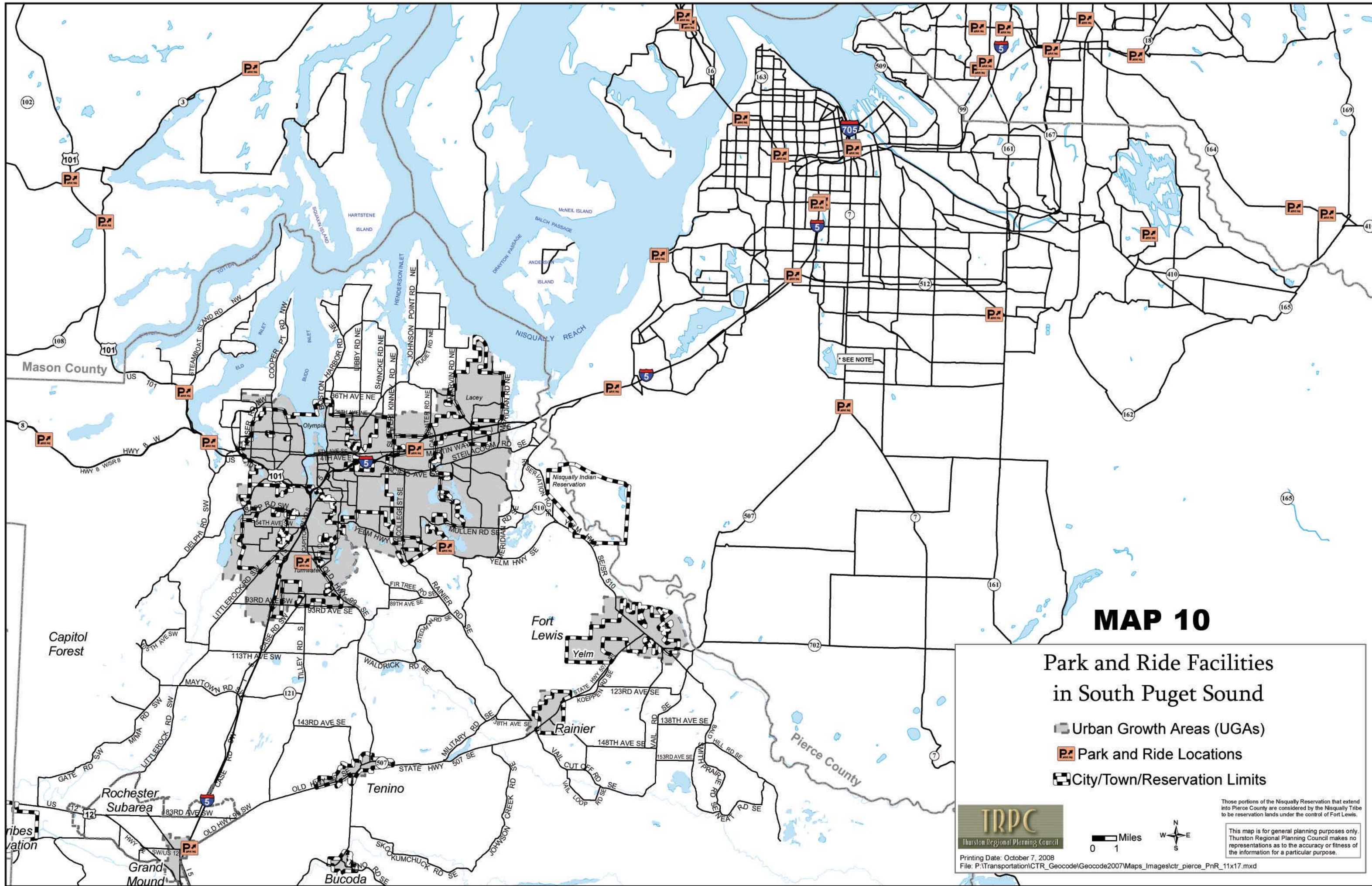
- CTR Worksite Locations
- Urban Growth Areas (UGAs)
- Rural Residential
- Residential
- High Density Residential
- Mixed Use
- Commercial
- Industrial
- Open Space
- Ag / Forestry



MAP 9



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MAP 10

Park and Ride Facilities in South Puget Sound

-  Urban Growth Areas (UGAs)
-  Park and Ride Locations
-  City/Town/Reservation Limits









Those portions of the Nisqually Reservation that extend into Pierce County are considered by the Nisqually Tribe to be reservation lands under the control of Fort Lewis.

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Intercity Transit's Service Area Routes and Facilities

-  City/Town/Reservation Limits
-  IT Transit Routes
-  Intercity Transit Public Transportation Benefit Area (PTBA)
-  Park and Pool; Park and Ride
-  Rail Station
-  Transit Center

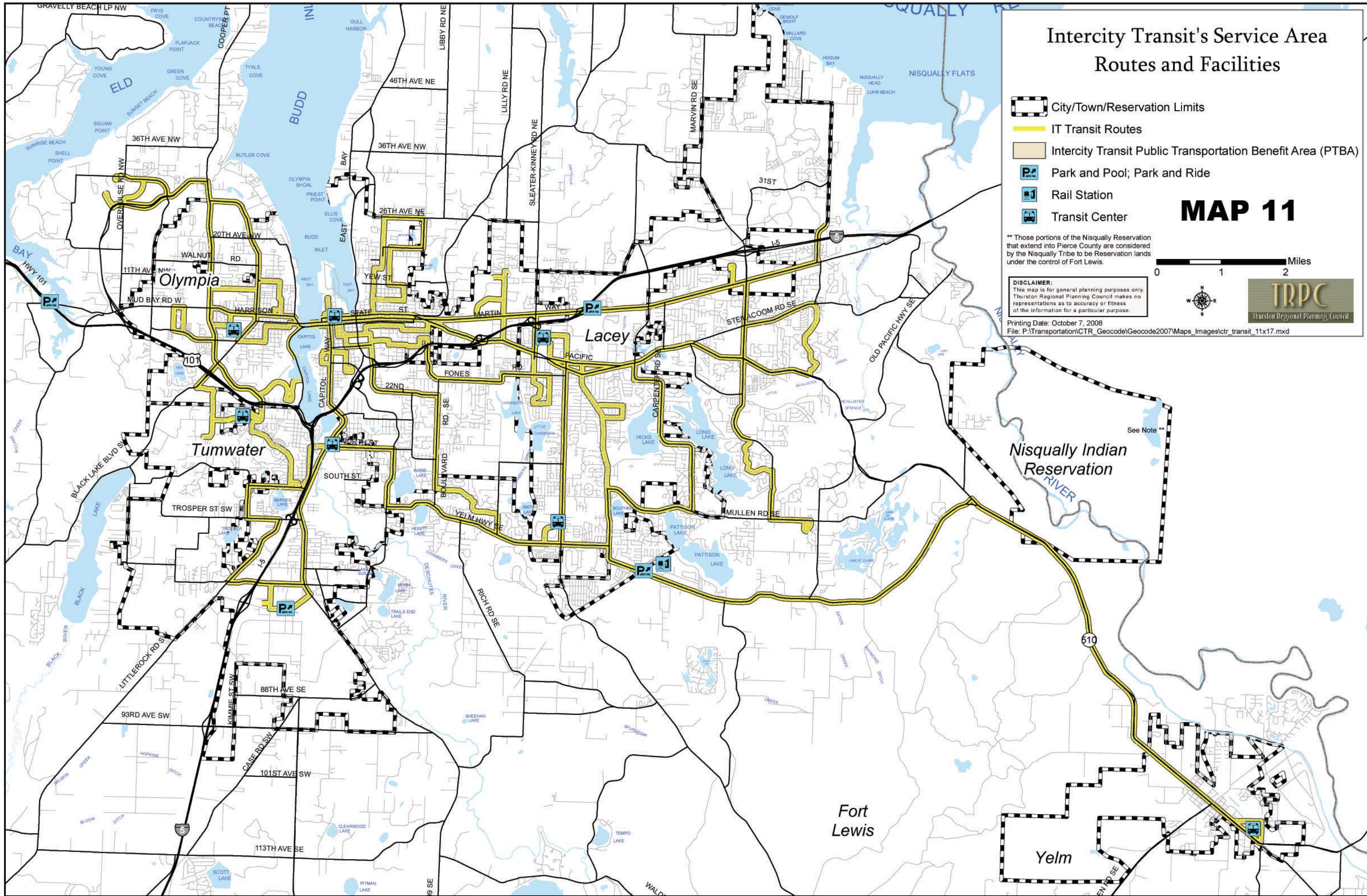
MAP 11

** Those portions of the Nisqually Reservation that extend into Pierce County are considered by the Nisqually Tribe to be Reservation lands under the control of Fort Lewis.

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0 1 2 Miles



See Note **
Nisqually Indian Reservation

Fort Lewis

Yelm

Olympia

Tumwater

Lacey

36TH AVE NW

20TH AVE NW

101

TROSPER ST SW

LITTLOCK RD SW

93RD AVE SW

101ST AVE SW

113TH AVE SE

46TH AVE NE

36TH AVE NW

26TH AVE NE

SEATTLE ST

22ND

SOUTH ST

BOULVARD RD SE

88TH AVE SE

CARE RD SW

101ST AVE SW

113TH AVE SE

LIBBY RD NE

LULLY RD NE

SLEATER-KINNEY RD NE

MARTIN WAY

PACIFIC

FONES RD

YELM HWY SE

RICH RD SE

9 SE

9 SE

9 SE

MARVIN RD SE

31ST

15

STENACOOM RD SE

CARPENTER RD S

HICKS LAKE

SOUTH LAKE

PATTISON LAKE

MULLEN RD SE

TEMPO LAKE

WALD

OLD PACIFIC HWY SE

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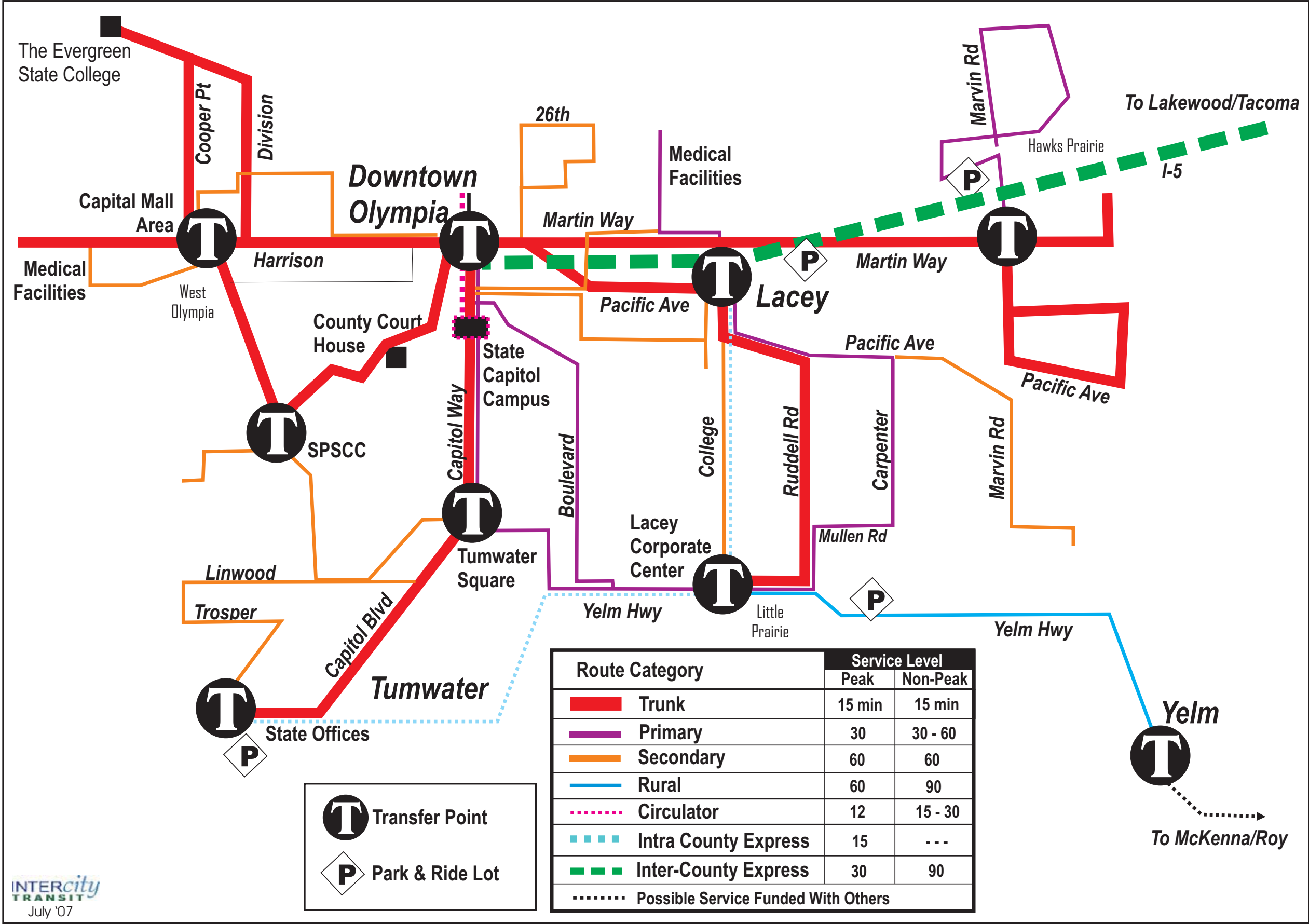
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Intercity Transit Projected Service Levels by 2012

Source: Intercity Transit Short Range Service Plan, 2006 -2011 (Pertee, 2005)





Commute Trip Reduction Site Map

Tumwater Retail Area **MAP 13** and Vicinity

General Description: Mixed Offices and Retail
 ● CTR Sites: Many State Sites

Existing and Planned Land Use Conditions	
For CTR Work Sites (2005 Survey)	For the General Area (half mile from center of cluster)
# of CTR Work Sites: 5	Total Dwellings: 1,200
# of CTR Sites Reporting Employees: 5	Dwellings per acre: 2.4
# of Affected Employees: 1,144	Total Employees in Cluster: 3,965
Total Employees at CTR Sites: 1,153	Employees per acre: 7.9

Sidewalks and Bike Lanes at CTR Sites	
Sidewalks onsite: yes	Bike Lanes onsite: some
Within three blocks: yes	Within three blocks: some

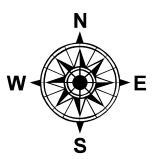
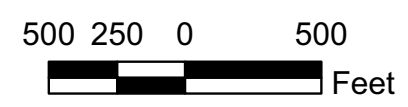
Existing and Planned Transit Services and Facilities at CTR Sites	
Bus Stop onsite: some	Within three blocks: some

Drive Alone Rate at CTR Sites: 78.5%

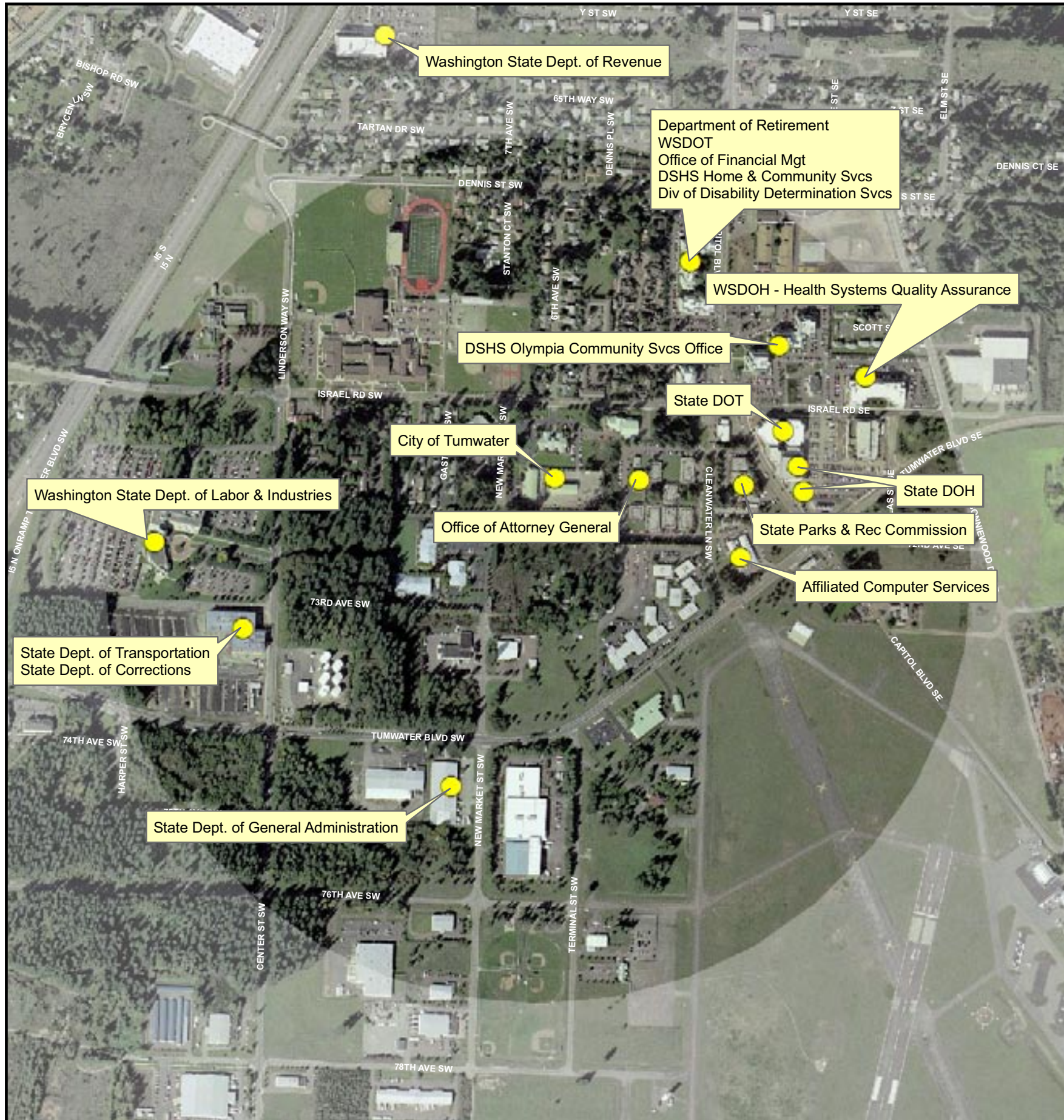
Existing Parking Conditions at CTR Sites	Top Three Modes of Travel of Employees at CTR Sites (other than drive alone)
# Employees per Parking Stall: 0.88	Carpool: 7.8%
Average Monthly Charge: \$0.00	Vanpool: 3.7%
On-street parking in vicinity: some	Compressed schedule: 2.5%

Top Three Things that Survey Results show will encourage CTR in Worksites in this Cluster	Top Three Commute Alternatives Surveyed Employees are Likely to Use
Financial incentives	Compressed Work Week
Opportunity to work from home	Telecommute
Guaranteed ride home	Carpool

Worksite Locations as of Spring 2007
 Survey Data Gathered in 2005
 Aerial Photos Flown September, 2004



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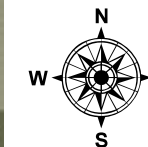


Commute Trip Reduction Site Map

Tumwater City Hall **MAP 14** and Vicinity

General Description: Government Office Cluster	
● CTR Sites: Many State and Local Government Sites	
Existing and Planned Land Use Conditions	
<i>For CTR Work Sites</i>	<i>For the General Area (half mile from center of cluster)</i>
# of CTR Work Sites: 14	Total Dwellings: 455
# of CTR Sites Reporting Employees: 13	Dwellings per acre: 0.9
# of Affected Employees: 6,811	Total Employees in Cluster: 9,218
Total Employees at CTR Sites: 5,577	Employees per acre: 18.4
Sidewalks and Bike Lanes at CTR Sites	
Sidewalks onsite: yes	Bike Lanes onsite: some
Within three blocks: yes	Within three blocks: some
Existing and Planned Transit Services and Facilities at CTR Sites	
Bus Stop onsite: some	
Within three blocks: yes	
Existing Parking Conditions at CTR Sites	
# Employees per Parking Stall: 0.89	
Average Monthly Charge: \$0.00	
On-street parking in vicinity: some	
Top Three Modes of Travel of Employees at CTR Sites (other than drive alone)	
Carpool: 12.8%	
Vanpool: 3.1%	
Bus: 2.2%	
Top Three Things that Survey Results show will encourage CTR in Worksites in this Cluster	
Opportunity to work from home	
Financial incentives	
Guaranteed ride home	
Top Three Commute Alternatives Surveyed Employees are Likely to Use	
Compressed Work Week	
Telecommute	
Carpool	

Worksite Locations as of Spring 2007
 Survey Data Gathered in 2005
 Aerial Photos Flown September, 2004



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