

Transportation Plan Update for the City of Tumwater's 2025 Comprehensive Plan Update

*Balancing Nature and Community:
Tumwater's Path to Sustainable Growth*



Daniel Dye, Fehr and Peers

Planning Commission Work Session, September 10, 2024

Tonight's Agenda

1. Why / The Need
2. Requirements
3. Preliminary Goals
4. Emerging Ideas
5. The Current Plan
6. The New Plan
7. Next Steps



Why We're Doing This

- The Comprehensive Plan is the centerpiece of local planning efforts, guiding future development and expenditures
- Under the State Growth Management Act (GMA), Tumwater must conduct a thorough review and update of its Comprehensive Plan and development regulations every 10 years
- SHB 2296 in 2024 extended the deadline from June 30, 2025, to December 31, 2025



Growth Management Act Transportation Goal

- 3. Transportation. Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.*

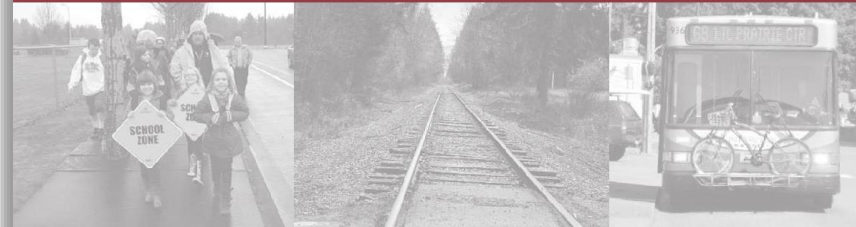


Transportation Plan

Tumwater's transportation system provides for the safe, efficient, cost-effective movement of people and goods in ways that support adopted land use plans, enhance neighborhood and community livability, support a strong and resilient economy, and minimize environmental impacts



Tumwater City Plan 2036 Transportation Master Plan



November 2016



Transportation Plan



Land use
assumptions



State-owned
transportation
facility analysis



Facility and
service needs



Funding
Analysis



Intergovernmental
coordination
efforts



Demand
management
strategies



Active
transportation

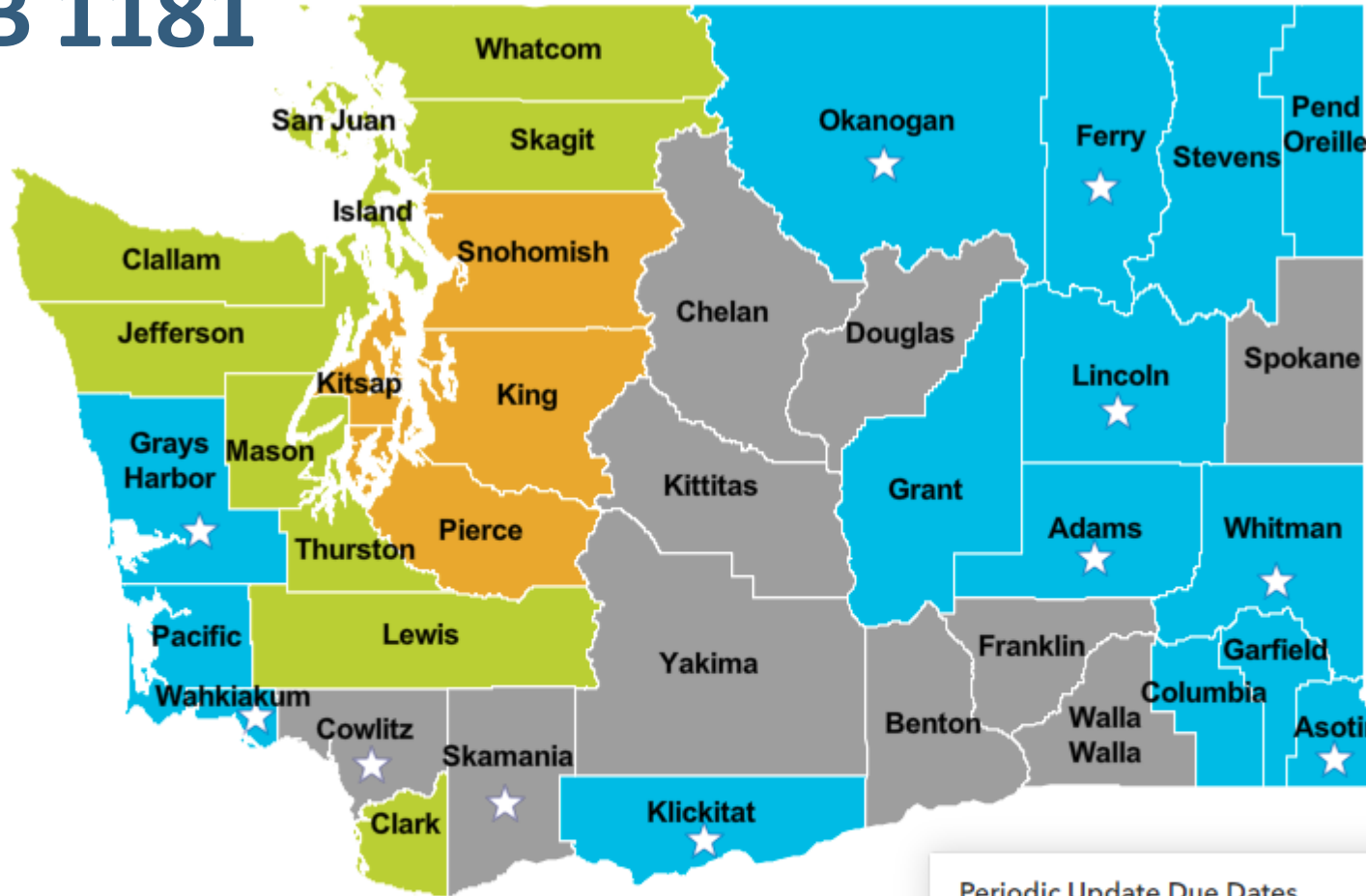
New Requirements to Address

Recent major changes to State Law

- HB 1181: Climate Response and Comprehensive Planning
- HB 1110: Missing Middle Housing
- HB 1337: Accessory Dwelling Units



HB 1181



<https://www.commerce.wa.gov/serving-communities/growth-management/periodic-update/>

- “...improving the state’s climate response through updates to the state’s planning framework...”
- Passed in April 2023
- The first plans required to include the new requirements are due in 2025

Greenhouse Gas (GHG) Emissions and Vehicle Miles Traveled (VMT) per Capita

- GHG and VMT reductions within the city/jurisdiction must not shift VMT/GHG to elsewhere in the state
- Focus on GHG/VMT reductions that benefit overburdened communities
- Cannot restrict growth to achieve GHG/VMT reductions requirements

| Strategy | Potential VMT impact |
|----------------------------------|---|
| Land use | ● ● ● ● ● ● ● ● ● ● ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ |
| Constrained highway spending | ● ○ |
| Transit enhancements | ● ● ○ |
| Bike and pedestrian enhancements | ● ○ |
| Commuter benefits | ● ● ○ |
| Parking policy | ● ● ● ● ○ |
| Road pricing | ● ● ● ● ● ○ |
| Broadband and remote access | ● ○ |

HB 1181: Active Transportation

The term “pedestrian and bicycle facilities” will be replaced by “active transportation facilities”

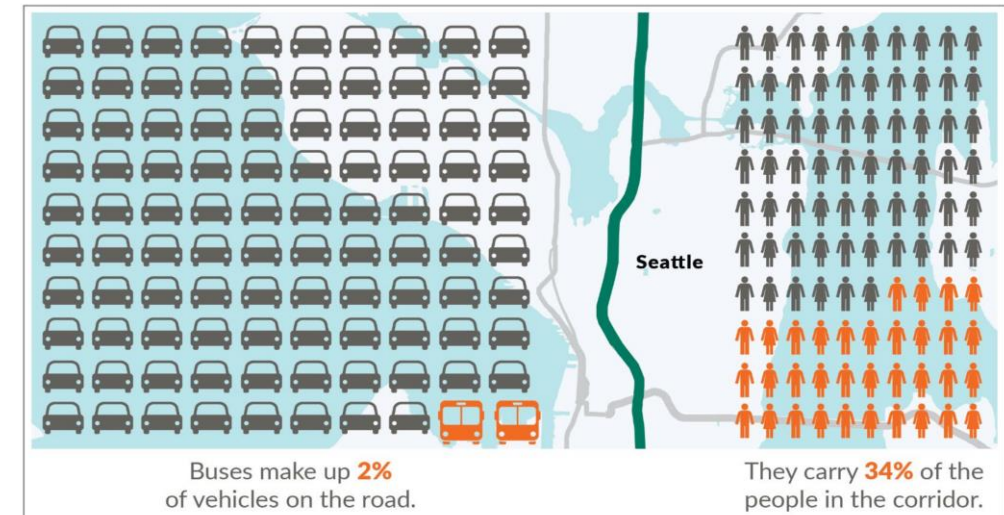
- Defined as “*facilities provided for the safety and mobility of active transportation users including, but not limited to, trails, as defined in RCW 47.30.005, sidewalks, bike lanes, shared-use paths, and other facilities in the public right-of-way*”
- Active transportation facilities should be included in existing conditions reporting



HB 1181: Multimodal Planning and Level of Service

Multimodal Level of Service (MMLOS) in place of vehicular Level of Service (LOS)

- Forecast multimodal demand
- MMLOS impacts to replace general “traffic impacts”
 - Development cannot be denied for LOS failure/concurrency reasons if impacts can be mitigated through active mode, transit, ride sharing, demand management, or other transportation management strategies funded by the development
- Facilities that provide the greatest safety benefit to each category of roadway users should be prioritized



<https://wsdot.wa.gov/sites/default/files/2023-01/2023-state-of-transportation.pdf>

HB 1181: ADA Transition Planning

ADA Transition Plans for transportation are required as part of the Transportation Plan

- Perform self-evaluations of current facilities in relation to ADA accessibility requirements
- Develop program access plans or “transition plans” to address deficiencies
 - Identify physical obstacles
 - Describe methods to make the facilities accessible
 - Develop a schedule for making changes
 - Identify public officials responsible for implementation



HB 1181: State Facilities Funding

Plan must include a discussion of how funds will be raised to address identified needs of the transportation system, *including state owned facilities*



<https://wsdot.wa.gov/sites/default/files/2021-10/Washington-State-DOT-Transportation-Asset-Management-Plan.pdf>

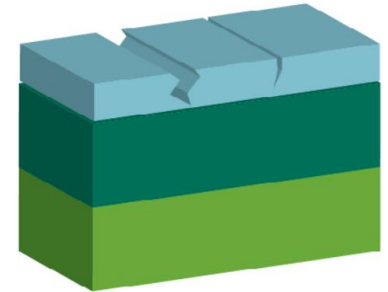
WHAT DRIVERS SEE
GOOD/VERY GOOD



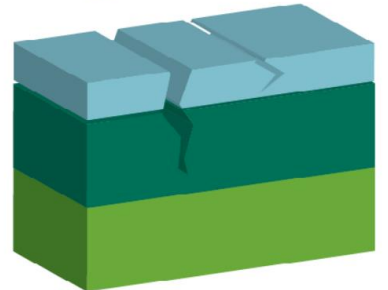
WHAT IS HAPPENING



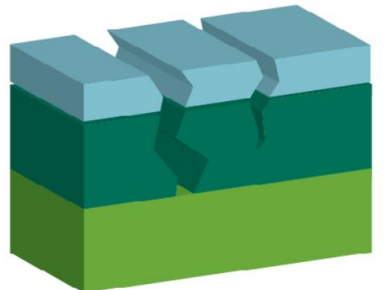
FAIR



POOR



VERY POOR



Vulnerable Populations & Overburdened communities

Outreach efforts should include targeted outreach for vulnerable populations and overburdened communities

Overburdened communities are “*A geographic area where vulnerable populations face combined, multiple environmental harms and health impacts, and includes, but is not limited to, highly impacted communities*”

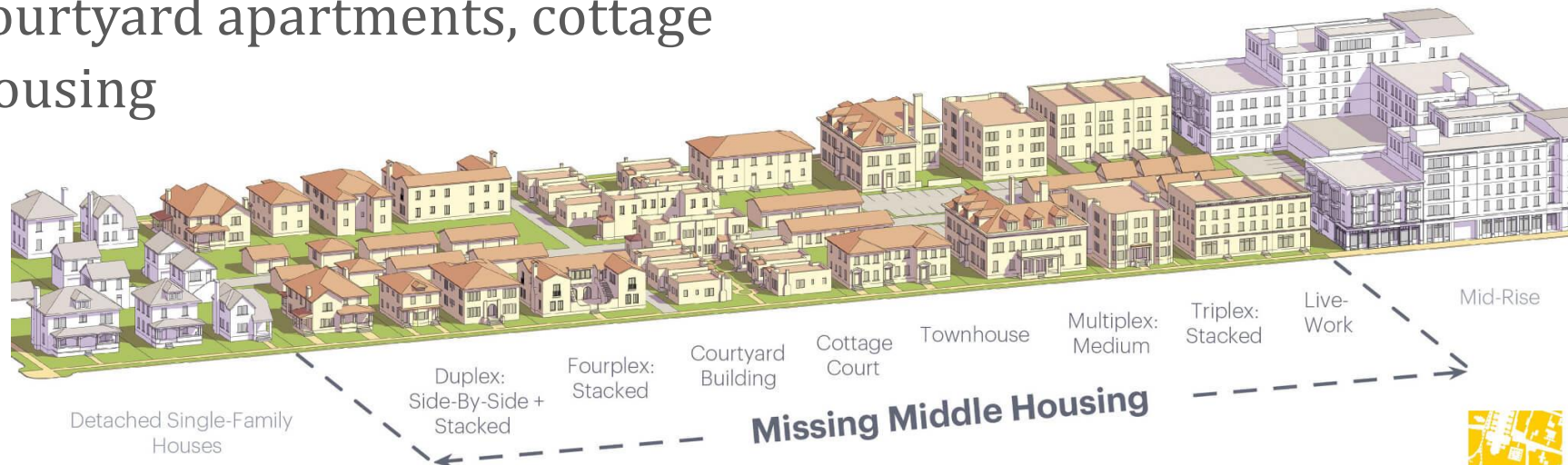


HB 1110: Middle Housing

“Missing” Middle Housing:
housing types between single-family residences and mid-rise, multi-family residences

From duplexes to sixplexes,
townhouses, stacked flats,
courtyard apartments, cottage
housing

Designated Growth Management Act
(GMA) cities now need to allow
certain minimum densities in support
of middle housing



HB 1110: Middle Housing

| Minimum Number of Middle Housing Units Allowed per Lot in Predominantly Residential Zones | PREDOMINANTLY RESIDENTIAL ZONES | NEAR A TRANSIT STOP (within ¼ mile walking distance of major transit stop) | WITH AFFORDABLE HOUSING: (where density in applicable zone does not otherwise allow this number) |
|---|--|--|--|
| TIER ONE: Cities with population of at least 75,000 | 4 du/lot , unless zoning permits higher densities | 6 du/ lot , unless zoning permits higher densities | 6 du/lot if at least 2 units are affordable, unless zoning permits higher densities |
| TIER TWO: Cities with population of at least 25,000 but less than 75,000 | 2 du/lot unless zoning permits higher densities | 4 du/lot , unless zoning permits higher densities | 4 du/lot if at least 1 unit is affordable, unless zoning permits higher densities |
| TIER THREE: Cities with population under 25,000 that are contiguous with a UGA that includes the largest city in a county with a population over 275,000 | 2 du/lot , unless zoning permits higher densities | N/A | N/A |



HB 1337: Accessory Dwelling Units

Accessory Dwelling Units (ADUs):
small, self-contained residential units located on the same lot as an existing single-family home, either attached or detached

- ADUs include a kitchen, sleeping area, and bathroom
- New requirement to allow a minimum of two ADUs per lot in all GMA urban growth areas
- Applies to all GMA-planning local governments regardless of population and includes unincorporated growth areas



<https://www.planning.org/blog/9224994/seattle-implements-accessory-dwelling-unit-strategy-with-gis-to-expand-housing-choices/>

HB 1337: Accessory Dwelling Units

- Tumwater cannot require...
 - ADUs to be smaller than 1,000 square feet
 - Dimensional or aesthetic standards
 - Street improvements
 - Owner occupancy
 - Parking
- Tumwater cannot prohibit the sale of a condominium unit independently of a principal unit solely on the grounds that the condo was originally an ADU
- Impact fees are limited to no more than 50% of those assessed to the principal housing unit



ADUniverse Step-by-Step Guide Pre-approved DADUs Property Search ADU Rules Data Annual Reports

Pre-approved DADUs

To simplify and streamline permitting, the City of Seattle developed pre-approved DADU construction plans that offer a faster, easier, and more predictable design and permitting process. **Here's how it works:**

Browse the gallery

Explore our catalog of pre-approved DADU plans that vary in size, type, and style. Review the images and details for each design to find one suitable for your needs and site.

Select a design

Once you choose a plan, connect with its designer through the contact information below. The designer can guide you through the permitting process, describe other services they offer, and share the fee to use their design.

Prepare a site plan

To complete permitting, you'll prepare a site plan showing the pre-approved structure on your site. This allows the City to review zoning, drainage, and other site-specific factors.

Get your permit

Submit a building permit application to Seattle Department of Construction and Inspections (SDCI). By using a pre-approved plan, you'll get your permit cheaper and faster — as quickly as 2-6 weeks for most sites.

Browse our pre-approved designs in the gallery below. We also showcase more than 160 design submissions from which we selected our pre-approved plans.

Ready to move forward? Review these program details, read [Tip 310](#), and contact a designer to proceed. Our help article explains how to submit your permit application through the

Have you designed a DADU that is approved by the Washington Department of Labor & Industries?

Email us at DADUplans@seattle.gov with information about your design. We will feature valid L&I-approved designs in this gallery.

<https://aduniverse-seattlecitygis.hub.arcgis.com/>

Draft Overall Comprehensive Plan Goals

1. **Engagement** – Continuous engagement with the community and the region.
2. **Coordination** – Coordination Between Plans/Elements.
3. **Vibrancy** – Community Vibrancy – Foster livability by evoking a sense of identity through arts/culture, attracting and sustaining desired economic activity that supports the community. Make investments that emphasize Tumwater as a welcoming place and enhance community building.
4. **Equity** – Ensure that all members of the community, especially those whose needs have been systematically neglected, are well served by making decisions and investments through an anti-racist and inclusive process which results in equitable outcomes.
5. **Resiliency** – Increase climate resiliency by promoting sustainability, reducing pollution, promoting health habitats, and supporting clean air and water.
6. **Fiscal Stewardship** – Wise investments of public and private funds.
7. **Environmental** – Protection and enhancement.



Developing Preliminary Transportation Goals

- City staff met with the Fehr & Peers project team in June to discuss the goals of the Transportation Plan
- The existing plan has 19 goals
- After much discussion, the team ended up with four top level goals
- Many of the existing goals will live as policies or implementation actions under the four top level goals



Existing Goals

T-1 Transportation & Land-Use Consistency

Ensure the design and function of transportation facilities are consistent with and support sustainable, healthy urban, suburban, and rural communities.

T-3 Barrier-free Transportation

Ensure transportation system investments support the special travel needs of the disadvantaged.

T-5 System Maintenance and Repair

Protect investments that have already been made in the transportation system and keep life-cycle costs as low as possible.

T-2 Multimodal Transportation System

Work toward an integrated, multimodal transportation system that supports adopted land use plans, reduces overall need to drive, and provides alternative travel choices.

T-4 System Safety and Security

Enhance the safety and security of those who use, operate, and maintain the transportation system.

T-6 Travel Demand Management

Increase overall operating efficiency of the transportation system through the effective use of measures that reduce the need to drive alone.



Existing Goals

T-7 Transportation Technologies

Use technology-based approaches to address transportation congestion, safety, efficiency, and operations.

T-8 Freight Mobility

Promote efficient, cost-effective, timely, and safe movement of the freight within and through the region.

T-9 Streets, Roads, and Bridges

Establish a street and road network that provides for the safe and efficient movement of people and goods while supporting adopted land use goals.

T-10 Public Transportation

Provide an appropriate level of reliable, effective public transportation options commensurate with the region's evolving needs.

T-11 Bicycling

Increase the share of all trips made safely and conveniently by bicycle.

T-12 Walking

Increase the share of all trips made safely and conveniently by walking.

T-13 Rail

Ensure the continued long-term viability of existing and rail-banked rail lines for future freight and passenger rail travel.



Existing Goals

T-14 Aviation

Provide an appropriate level of facilities and services to meet the general aviation needs of residents and businesses in the region.

T-16 Intergovernmental Coordination

Ensure transportation facilities and programs function seamlessly across community borders.

T-18 Performance Measures

Develop performance measures that are realistic, efficient to administer, effective in assessing performance, and meaningful to the public.

T-15 Public Involvement

Build a community of engaged and informed constituents that contributes ideas and supports actions to create a highly functional multimodal transportation system consistent with the goals and policies of this transportation element.

T-17 Environmental & Human Health

Minimize transportation impacts on the natural environment and the people who live and work in Tumwater.

T-19 Transportation Funding

Secure adequate funding from all sources to implement the goals and policies in this plan.



Draft 2025 Transportation Plan Goals

Improve and maintain a complete system

that efficiently supports people walking, rolling, and biking, accessing transit, driving, and making regional connections

Prioritize safety and quality of life

especially for the most vulnerable users of our system

Invest wisely

to support a resilient and maintainable transportation system

Minimize our impacts

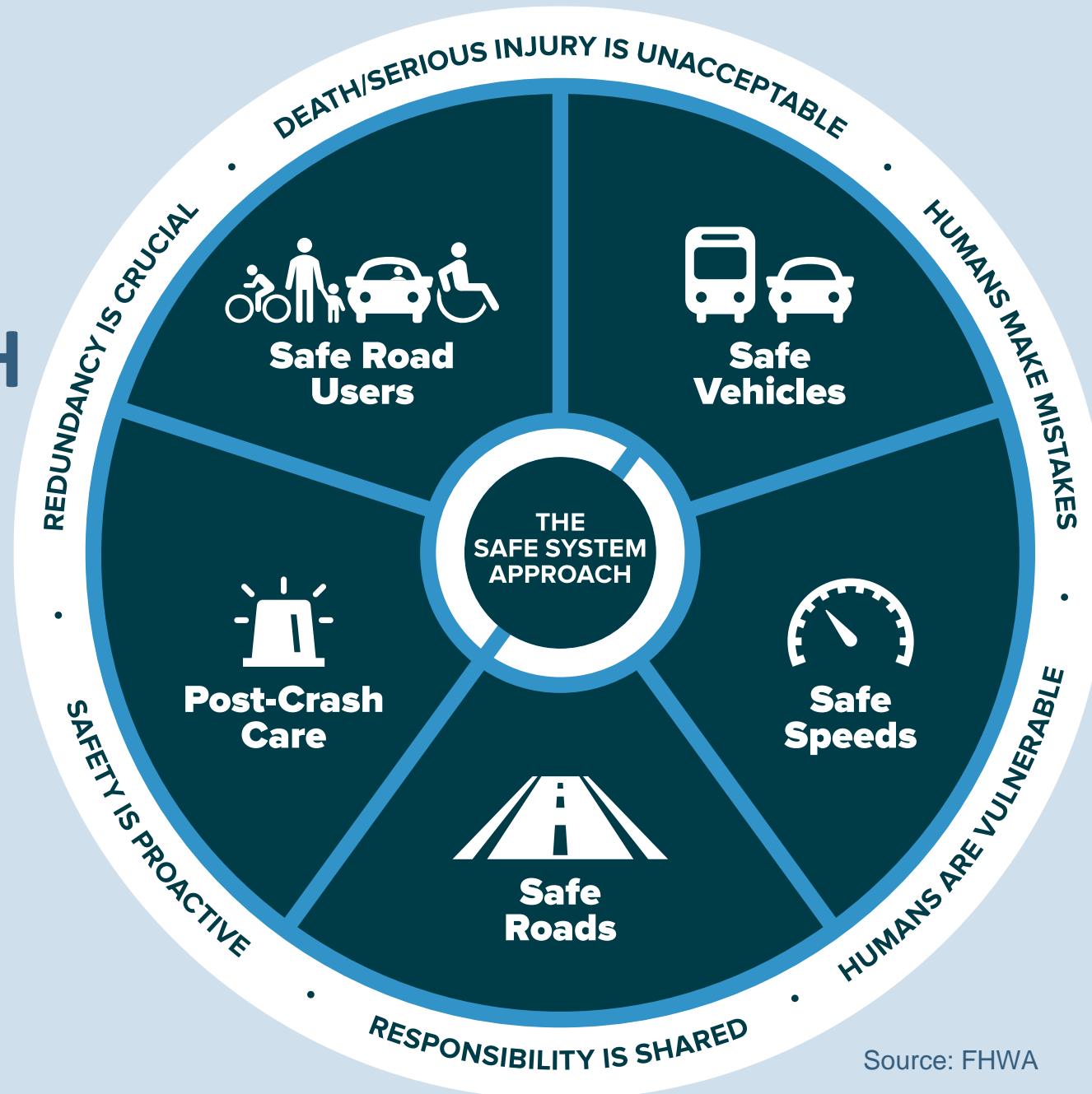
and advance environmental goals



Emerging Transportation Ideas

- Safety
- Multimodal considerations and level of service standards for all modes
- Congestion
- State of good repair
- Sustainability

THE SAFE SYSTEM APPROACH



Source: FHWA

THE SAFE SYSTEM PRINCIPLES



Death/serious injury
is unacceptable



Humans make
mistakes



Humans are
vulnerable



Responsibility is
shared



Safety is proactive



Redundancy
is crucial

THE SAFE SYSTEM ELEMENTS



Safe road users



Safe vehicles



Safe speeds

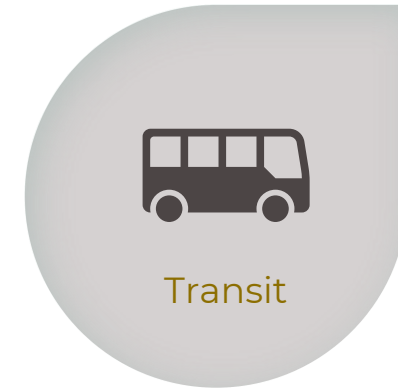


Safe roads



Post-crash care

Multimodal considerations and MMLoS



The Menu is Large!

AUTO



- V/C ratio
- Intersection delay
- Corridor travel time

PEDESTRIAN



- Sidewalks
- Connectivity
- Block length

BICYCLE



- Network completeness
- Connectivity
- Perceptions of safety/stress

TRANSIT



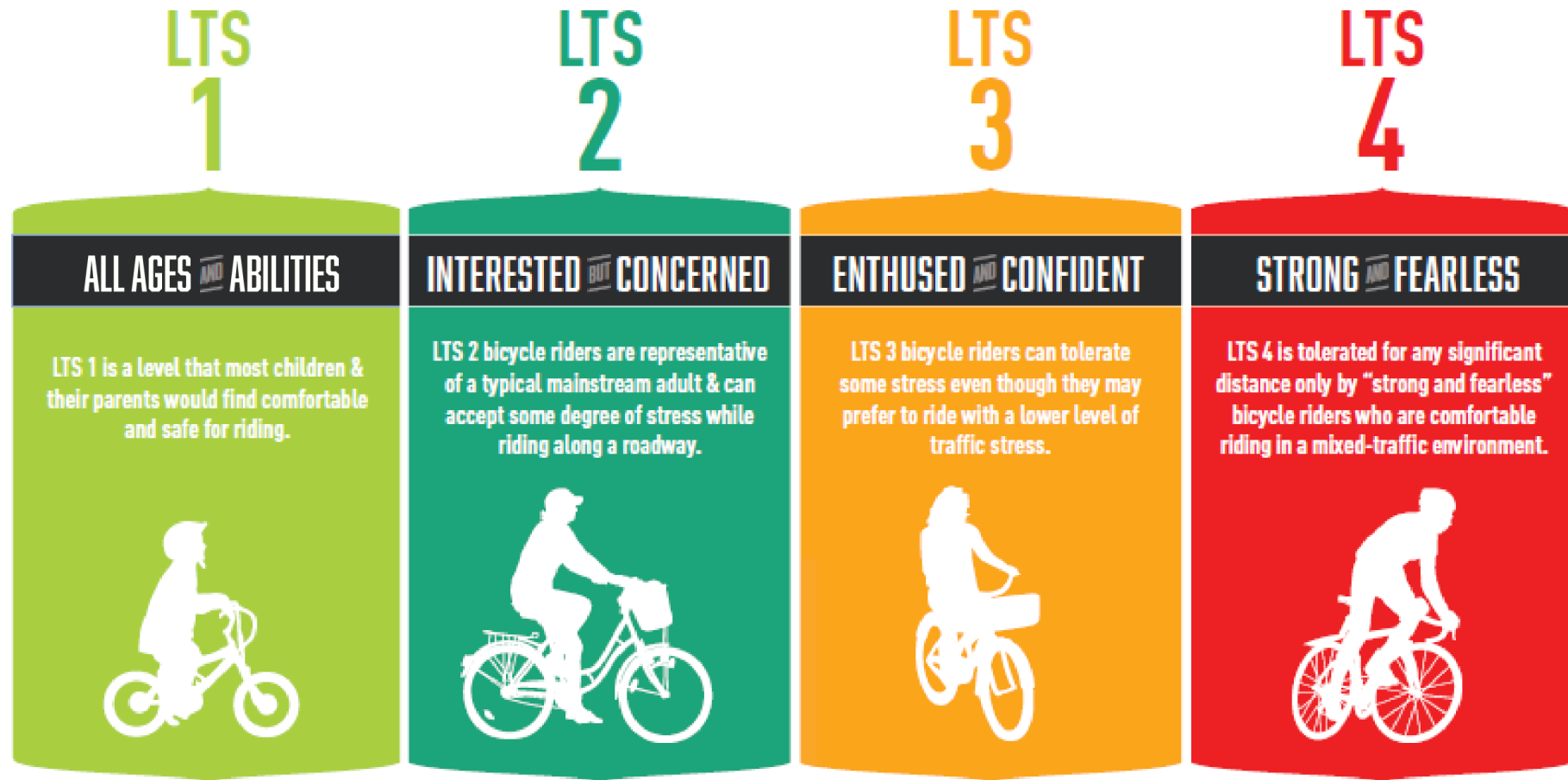
- Service present
- Service quality
- Corridor amenities

GLOBAL



- Mode split
- VMT
- Person trips
- Person delay
- Mobility units

Level of Traffic Stress



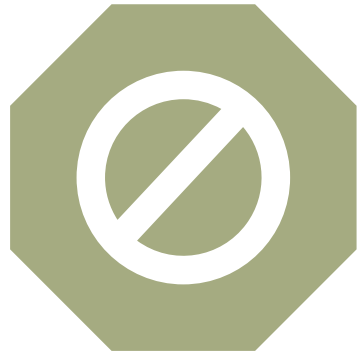
Source: City of Bellevue

Congestion

- We cannot build our way out of congestion
- Adding capacity can decrease safety
- How can we operate our system more efficiently?
- Some capacity improvements are justified



A Resilient Response to Congestion



**More lanes may not be the
answer**



System expansion

Active Transportation

Public Transportation

State of Good Repair

- Return on investment - preservation



<https://infrastructurereportcard.org/wp-content/uploads/2016/10/2019-WA-Infrastructure-Report-Card.pdf>



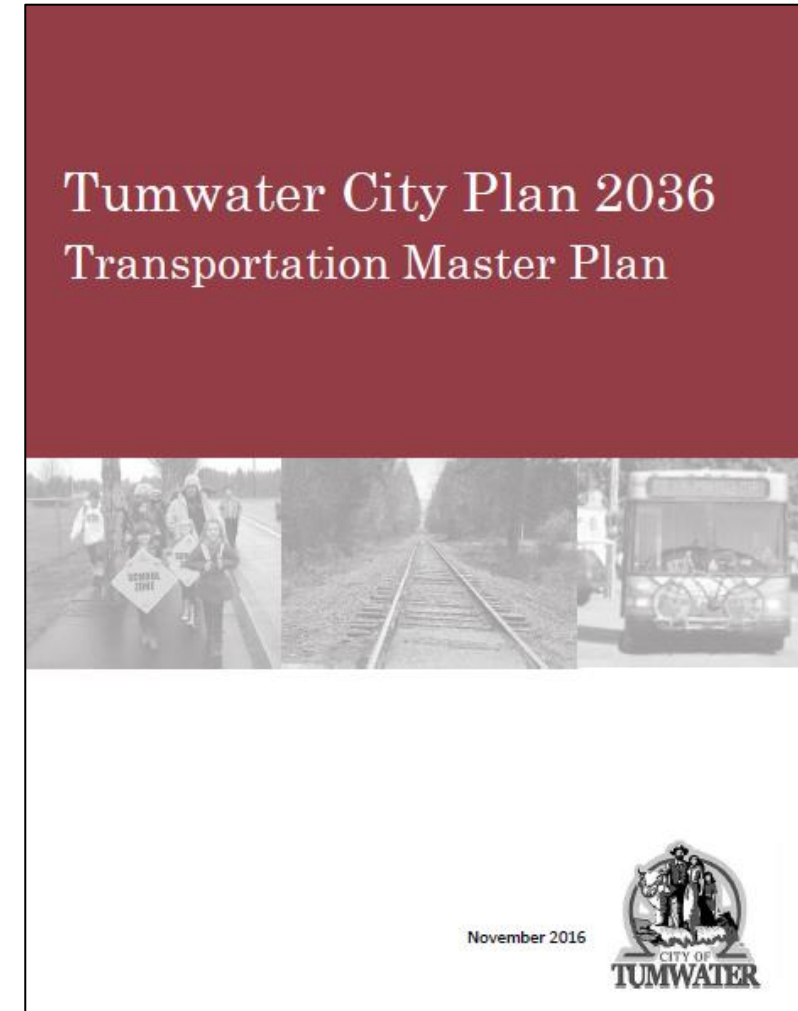
Sustainability

- Climate change – Wildfires, flooding, excessive heat, sea-level rise, extreme storm events
- Disasters – Cascadia subduction earthquake, infrastructure failure, cybersecurity threats
- Equity – Making sure our transportation system is accessible to everyone; addressing negative effects of transportation on overburdened neighborhoods
- Economy – Our population is growing, how will the transportation system keep up – so what new tools, modes help us manage travel? How can streets and roads support vibrant local economies?



The Current Plan

- Firm foundation for this update
- Pandemic has changed how and where we work and travel
- Changes in transportation priorities at the federal, state, and local levels since 2016



The New Plan

- Incorporate the changes we've discussed, as well as the input from the Commission, stakeholders, and the community

Look towards Tumwater's future

While acknowledging how we got here



Next Steps



Comments and Contact information

Written comments are welcome at any time during the periodic update process and staff will address and publish all formal comments

City of Tumwater Contact:

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Tumwater, WA 98501
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Email: bmedrud@ci.tumwater.wa.us

- The periodic update email is compplan@ci.tumwater.wa.us
- All documents related to the periodic update are located on the [City's periodic update webpage](#)

