

Transportation Plan

Part 1 – Goals, Policies, and Implementation Actions

City of Tumwater 2025 Comprehensive Plan

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

DRAFT VERSION AUGUST 12, 2025

December 2025

Ordinance No. O2025-0XX



Transportation Plan

Part 1 – Goals, Policies, and Implementation Actions



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Abbreviations Used in Document

CDD – Community Development Department

PRD – Parks, Recreation, and Facilities Department

RCW – Revised Code of Washington

TED – Transportation & Engineering Department

1. Introduction

A. Background

The Transportation Plan is part of Tumwater's Comprehensive Plan. It was created to meet the state Growth Management Act (Chapter 36.70A RCW) requirements.

This section of the Transportation Plan specifies goals, policies, and actions meant to guide elected officials and Tumwater staff when considering transportation investments and changes. The goals, policies, and actions also serve to ensure coordination with separate Comprehensive Plan Elements, regional plans, and County-Wide Planning Policies. Additionally, they help implement certain actions within the Transportation Plan.

Part 1 – Goals Policies, and Implementation Actions establishes Tumwater's goals and policies to set forth a direction to support the provision of transportation facilities for development in Tumwater.

The goals and policies of the Transportation Plan are guided by the state Growth Management Act

and the Thurston County County-Wide Planning Policies and the vision of a Tumwater. The Transportation Plan's goals and policies are coordinated with the other Elements and regional plans.

The Transportation Plan's goals and policies are the policy basis for the draft implementation actions in the Plan and those future actions that will be developed over the next 20 years which will be the foundation for Tumwater's annual work programs to address public services and facilities for development.

Part 2 – Technical Information provides the technical analysis of Tumwater transportation system and provides the basis for the goals, policies, and draft implementation actions in Part 1. Part 2 discusses the status and level of transportation facilities needs for Tumwater to support the 20-year growth projections for Tumwater.

B. How to Read this Part of the Transportation Plan

In Part 1, Chapters 2 and 3 discuss the Transportation Plan's connection to the goals of the state Growth Management Act and the Thurston County County-Wide Planning Policies.

Chapter 4 presents each goal with an explanation of how to read the tables and then presents each of Tumwater's transportation goals in detail with an explanation of the importance of each goal and how it helps to improve Tumwater's transportation system.

Appendix A contains the draft implementation actions, which are intended to be a source of annual work program items that serve to implement the goals and policies of the Transportation Plan.

The annual work programs will further refine the implementation actions prior to their being put into practice. It is expected that implementation actions will be further amended, added, or subtracted as needed over the course of the 20 year Comprehensive Plan as new opportunities

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arise to meet the intent of the Transportation Plan's goals and policies.

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2. Growth Management Act – Plan Goals

The State Growth Management Act (Chapter 36.70A RCW) requires that Tumwater demonstrate that each Element in its Comprehensive Plan meets the relevant fifteen planning goals contained within the Act. The fifteen goals guide the development and adoption of Tumwater's Comprehensive Plan and development regulations.

The following is a summary of how the Transportation Plan addresses the goals related to transportation.

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.*

The Transportation goal was updated by the state legislature in 2023 to add reducing greenhouse gas emissions and per capita vehicle miles traveled. Achieving this goal will be done through a combination of goals, policies, and actions in the Land Use Element and Transportation Plan. The Land Use Element will contain goals, policies, and actions that ensure coordination with regional and local transportation plans. The Land Use Element will also propose residential, mixed-use, and neighborhood commercial land use designations that will encourage multi-modal, transit-oriented development. Coordination with the new Climate Element will also be required.

12. **Public facilities and services.** *Ensure that those public facilities and services*

necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

The Transportation Plan provides the basis for determining the transportation facilities that are necessary to support development shall be adequate to serve the development at the time the development is available for occupancy.

15. **Climate change and resiliency.** *Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.*

The Conservation Element, Land Use Element, and Transportation Plan of the Comprehensive Plan will need to address this as a new goal in coordination with the new Climate Element. A new overarching Comprehensive Plan goal will address increasing climate resiliency by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.

3. County-Wide Planning Policies

The Growth Management Act requires that comprehensive plans be consistent with the Thurston County County-Wide Planning Policies, which were last amended in 2025.

The following is a list of relevant policies that apply to the Transportation Plan. All County-Wide Planning Policies are adopted as Appendix B: *Thurston County County-Wide Planning Policies* as part of the Comprehensive Plan.

II. Urban Growth Areas

An overview of existing and proposed transportation facilities is found in Part 2: Technical Information of the Transportation Plan to assist with the assessment of transportation services in the urban growth area.

III. Promotion of Contiguous and Orderly Development, Provision of Urban Services, and Protection of Rural Areas

Part 2 – Technical Information provides the basis for siting and the future need for the expansion of transportation facilities that Tumwater provides.

IX. Transportation

The Transportation Plan is the primary inventory of the transportation system, and references to more in depth plans, and some long-term goals for improving multi-modal transit options, Part 2 – Technical Information provides additional detail.

4. Transportation Plan Goals and Policies

A. How to Read These Tables

The Transportation Plan's goals and policies are not in priority order.

Appendix A provides a list of the draft implementation actions by goal and policy that will be considered when developing annual work programs for implementing the Transportation Plan's goals and policies.

1) Department Leads

Implementation of the Transportation Plan's policies are associated with three different Tumwater departments:

CDD Community Development

TED Transportation & Engineering

2) Period

Each of the Transportation Plan's policies is associated with estimated start dates, length of time to complete, and target completion dates, if appropriate based on adequate funding for staff and resources. Most policies are ongoing with no set target completion date.

B. Growth Management Goals

Goal T-1 **Improve and maintain a complete, interconnected system that efficiently supports people walking, rolling, biking, accessing transit, and driving.**

Why is this Goal Important?

The Transportation Plan aims to create a safe, efficient, and multimodal transportation system that supports land use goals, reduces reliance on driving, allows dignity and independence for those unable to drive, and enhances options for walking, rolling, biking, and transit.

It emphasizes managing congestion, improving freight mobility, and developing a connected street grid to increase neighborhood accessibility.

The plan also focuses on expanding transit services, building low-stress bicycle and pedestrian networks, preserving rail corridors for future use, and ensuring access to general aviation facilities.

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Policies		Lead	Period
T-1.1	Work toward a transportation system that provides for the safe and efficient movement of people and goods, supports adopted land use plans, reduces the need to drive, and provides alternative travel choices.	TED	Term of the Plan
T-1.2	Prioritize alternatives to vehicle capacity projects to address congestion, preserve an acceptable community scale for roadways, and minimize transportation impacts on active mode travelers.	TED	Term of the Plan
T-1.3	Decrease the number of trips made in single-occupancy vehicles through land use plans, development codes, and design standards that encourage walking, bicycling, transit use, and other alternatives to driving separately.	TED	Term of the Plan
T-1.4	Promote efficient, timely, and safe movement of freight within the region by planning for freight access to and from major freight destinations and implementing design standards to accommodate delivery trucks while minimizing heavy freight on local streets.	TED	Term of the Plan
T-1.5	Develop an interconnected grid of local streets to improve travel options, reduce congestion and vehicle miles traveled, and increase neighborhood connectivity..	TED	Term of the Plan
T-1.6	Advocate for Intercity Transit to provide reliable and effective transit options commensurate with Tumwater's evolving needs.	TED	Term of the Plan
T-1.7	Develop a continuous, safe, and convenient bicycle network with Level of Traffic Stress 1 or 2 facilities throughout Tumwater.	TED	Term of the Plan
T-1.8	Provide pedestrian facilities that meet a Level of Traffic Stress 1 or 2.	TED	Term of the Plan
T-1.9	Ensure the continued long-term viability of existing and rail-banked rail lines for future freight and passenger rail travel.	TED	Term of the Plan

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Policies		Lead	Period
T-1.10	Allow for efficient access to the Port of Olympia's Olympia Regional Airport and New Market Industrial Center.	TED	Term of the Plan
T-1.11	Maintain active transportation infrastructure like sidewalks and bike lanes to make sure that vegetation and debris does not hinder the use of these facilities.	TED	Term of the Plan

Goal T-2 Prioritize safety and accessibility for all users.

Why is this Goal Important?

Tumwater's transportation policies focus on enhancing safety and accessibility for all users, especially vulnerable populations, by developing safe walking and biking routes, ensuring Americans with Disabilities Act compliance, and improving transit facilities.

Tumwater emphasizes designing complete streets that promote safe behavior, reduce traffic conflicts, and foster vibrant, walkable neighborhoods through thoughtful infrastructure elements like lighting and pedestrian amenities.

Policies		Lead	Period
T-2.1	Design transportation infrastructure to encourage safe user behavior and prioritize safety improvement projects at locations with a history of serious injury or fatality collisions and/or risk factors for severe crashes especially where nonmotorized users are involved.	TED	Term of the Plan
T-2.2	Enhance the safety and security of those who use, operate, and maintain the transportation system.	TED	Term of the Plan
T-2.3	Design and construct complete streets and roads based on the adoption of a 'Complete Streets Ordinance', which would encourage neighborhood-scale planning efforts to identify prioritized active transportation routes that enhance connectivity and walkability, especially to and from schools, transit connections, and activity centers.	TED	Term of the Plan

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Policies		Lead	Period
T-2.4	Explore strategies to reduce conflict points and optimize safety for all transportation system users.	TED	Term of the Plan
T-2.5	Create safe and vibrant neighborhoods with places that build community and encourage active travel through the provision of street lighting, pedestrian buffers, trees, benches, and other street elements that make walking safe and pleasant.	CDD TED	Term of the Plan
T-2.6	Provide safe and interconnected walk and bike routes to all schools in Tumwater and encourage their use.	TED	Term of the Plan
T-2.7	Support safe, convenient, and cost-effective transportation services for non-drivers, such as youth, elders, people with disabilities, and low-income populations.	TED	Term of the Plan

Goal T-3 Invest wisely to support a resilient and maintainable transportation system

Why is this Goal Important?

Tumwater's transportation strategy emphasizes resilience by retrofitting infrastructure and building future infrastructure wisely to withstand climate impacts and ensuring robust emergency response through a well-connected street grid.

Tumwater prioritizes maintenance and cost-effective operations by exploring innovative

technologies and materials, while coordinating with various agencies to align transportation projects with land use and community goals.

Additionally, Tumwater seeks sustainable funding sources and requires new developments to contribute proportionately to transportation system improvements that support all modes of travel.

Policies		Lead	Period
T-3.1	Invest in transportation projects that provide lasting benefits and reflect the goals of the Comprehensive Plan, as reflected by the project prioritization criteria.	TED	Term of the Plan

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Policies		Lead	Period
T-3.2	Prioritize preventative maintenance programs, preservation, operation, and repair of the existing transportation system to minimize life-cycle costs.	TED	Term of the Plan
T-3.3	Use technology-based approaches to address transportation congestion, safety, efficiency, operations, and better integration of transportation modes.	TED	Term of the Plan
T-3.4	Require new developments to pay for their proportionate share of impacts on the transportation system.	TED	Term of the Plan
T-3.5	Develop effective transportation project performance measures consistent with community and regional objectives such as improved mobility and access, funding opportunities, improved environmental health, and improved safety.	TED	Term of the Plan
T-3.6	Secure adequate funding from all sources to implement the goals and policies that use transportation funding policies and investments to make development decisions predictable, fair, and cost-effective.	TED	Term of the Plan
T-3.7	Retrofit arterial routes and design all future connections for impacts associated with changing climate patterns and natural disasters to build resiliency.	TED	Term of the Plan

Goal T-4 Minimize impacts and advance environmental goals.

Why is this Goal Important?

Tumwater promotes compact, mixed-use development, transit access, and active transportation options to reduce vehicle miles traveled, enhance energy efficiency, and support public health.

Tumwater's transportation policies aim to protect the environment by minimizing

impervious surfaces and employing low-impact development techniques to manage stormwater runoff effectively.

Additionally, Tumwater is committed to environmental justice, ensuring that transportation initiatives do not disproportionately affect minority and low-income communities.

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Policies		Lead	Period
T-4.1	Develop a transportation system that supports compact, mixed-use development and related active transportation travel to reduce per capita vehicle miles travelled, increase energy efficiency, reduce environmental impacts, and encourage physical activity and community health.	TED	Term of the Plan
T-4.2	Increase use of low-impact development infrastructure projects that help capture, filter, store, and reuse stormwater runoff	TED	Term of the Plan
T-4.3	Review and amend local policies, rules, and management activities to eliminate potential negative impacts on fish and wildlife habitat and take advantage of opportunities to incorporate positive impacts	TED	Term of the Plan
T-4.4	Increase overall operating efficiency of the transportation system through the effective use of transportation demand management measures that reduce the need to drive alone.	TED	Term of the Plan
T-4.5	Promote the use of policy, alternative fuels, and technologies that reduce pollution, greenhouse gas emissions, and other environmental impacts from vehicles to reduce per capita vehicle miles travelled 27 percent through 2040 and 41 percent through 2050 compared to a 2022 baseline.	TED	Term of the Plan
T-4.6	Aim to shift at least five percent of travel currently undertaken by single occupancy vehicles to walking, five percent to biking, and five percent to transit.	TED	Term of the Plan
T-4.7	Consider environmental justice policies that protect minority populations and people with low incomes from discrimination and provide meaningful access to public process and information through Title VI requirements.	TED	Term of the Plan
T-4.8	Integrate transit into planning for new urban centers by supporting increased densities and the supply of housing in transit corridors	CDD	Term of the Plan

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Goal T-5 Build public support for transportation system improvements by incorporating robust outreach as part of plans and projects.

Why is this Goal Important?

Tumwater is committed to equitable transportation investments, striving for fair distribution of costs and benefits across all segments of the community.

Tumwater emphasizes inclusive public engagement in transportation planning,

ensuring that all community members, including non-drivers, individuals with disabilities, and those with limited literacy—have opportunities to participate.

Additionally, Tumwater promotes public understanding of the connection between land use patterns and transportation choices to support informed decision-making.

Policies		Lead	Period
T-5.1	Build a community of engaged, informed residents by providing broad-based, early, and continuing public involvement opportunities in all aspects of the transportation planning process.	TED	Term of the Plan
T-5.2	Participate in coordination activities at local, regional, state, tribal, and federal levels to address the condition or operations of the transportation system, including land use and public facility siting decisions.	TED	Term of the Plan
T-5.3	Present information and provide public participation opportunities for everyone, including people who do not drive, people with disabilities, and/or people with limited literacy skills.	TED	Term of the Plan
T-5.4	Ensure that transportation investments are shared equally amongst all segments of the community in terms of associated costs as well as the benefits derived from system performance and travel choices.	TED	Term of the Plan
T-5.5	Promote increased public understanding of the relationships between land use patterns and transportation choices facing Tumwater.	TED	Term of the Plan

Appendix A Draft Implementation Actions

Each of the Transportation Plan goals and policies in Chapter 4 will require Tumwater to take specific actions to implement over the course of the 20-year term of the Comprehensive Plan.

The draft implementation actions in the tables below were developed in coordination with the community, Tumwater staff, and other agencies. The implementation actions in the tables below are intended to serve as the start for developing annual Tumwater work programs.

As the Comprehensive Plan is put into action over the next twenty years, the draft

implementation actions will change as new, unforeseen opportunities emerge: new ones may be added, proposed ones may be modified or replaced by other actions.

The draft implementations actions below are intended to be draft work program items that serve to implement the goals and policies of the Transportation Plan. The draft implementation actions will need further refinement before they are incorporated into annual Tumwater work programs.

A. How to Read These Tables

The Transportation Plan goals, policies, and the draft implementation actions associated with them are not in priority order.

Draft implementation actions that can only be undertaken by other entities are not included in this plan.

1) Department Leads

Implementation of the Transportation Plan's policies and implementation actions are associated with three different Tumwater departments:

CDD Community Development

PRD Parks, Recreation, and Facilities

TED Transportation & Engineering

2) Period

Each of the Transportation Plan's policies and the draft implementation actions are associated with estimated start dates, length of time to complete, and target completion dates, if appropriate, based on adequate funding for staff and resources. Most policies are ongoing with no set target completion date.

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Goal T-1 Improve and maintain a complete, interconnected system that efficiently supports people walking, rolling, biking, accessing transit, and driving.

Policies and Implementation Actions		Lead	Period
T-1.1	Work toward a transportation system that provides for the safe and efficient movement of people and goods, supports adopted land use plans, reduces the overall need to drive, and provides alternative travel choices.	TED	Term of the Plan
T-1.2	Prioritize alternatives to vehicle capacity projects to address congestion, preserve an acceptable community scale for roadways, and minimize transportation impacts on active mode travelers.	TED	Term of the Plan
T-1.3	Decrease the number of trips made in single-occupancy vehicles through land use plans, development codes, and design standards that encourage walking, bicycling, transit use, and other alternatives to driving separately.	TED	Term of the Plan
T-1.3.1	Encourage employers to adopt transportation demand management strategies, such as subsidized transit passes, flexible work hours, and telecommuting options and adopt similar strategies for Tumwater staff to the extent possible.	TED	Term of the Plan
T-1.3.2	Consider charging for on-street parking in more walkable and higher density areas and reducing minimum parking requirements for new developments.	TED	Term of the Plan
T-1.3.3	Develop and track key performance indicators related to single occupancy vehicles usage, such as mode share percentages and vehicle miles traveled.	TED	Term of the Plan
T-1.4	Promote efficient, timely, and safe movement of freight within the region by planning for freight access to and from major freight destinations and implementing design standards to accommodate delivery trucks while minimizing heavy freight on local streets.	TED	Term of the Plan

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Policies and Implementation Actions		Lead	Period
T-1.4.1	Establish designated truck routes that direct heavy freight traffic away from residential areas.	TED	Term of the Plan
T-1.4.2	Adopt and enforce design guidelines that accommodate delivery trucks in urban planning, including appropriate turning radii, loading zones, and curbside management.	TED	Term of the Plan
T-1.4.3	Collaborate with regional stakeholders to identify and prioritize key freight corridors connecting major freight hubs, such as ports, distribution centers, and industrial zone districts.	TED	Term of the Plan
T-1.5	Develop an interconnected grid of local streets to improve travel options, reduce congestion and vehicle miles traveled, and increase neighborhood connectivity.	TED	Term of the Plan
T-1.5.1	Require developers to build complete grids, reduce or eliminate cul-de-sacs or dead-end streets, and connect active transportation paths between developments whenever possible.	TED	Term of the Plan
T-1.5.2	In cooperation with the Washington State Department of Transportation, pursue grant funding to study and build new active transportation connections across Interstate 5 or retrofit existing bridges to provide more active mode connections.	TED	Term of the Plan
T-1.6	Advocate for Intercity Transit to provide reliable and effective transit options commensurate with Tumwater's evolving needs.	TED	Term of the Plan
T-1.6.1	Advocate for more frequent transit service and more transit coverage in Tumwater with an emphasis on the Transit Priority Network.	TED	Term of the Plan
T-1.7	Develop a continuous, safe, and convenient bicycle network with Level of Traffic Stress 1 or 2 facilities throughout Tumwater.	TED	Term of the Plan

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Policies and Implementation Actions		Lead	Period
T-1.7.1	Expand and connect bicycle networks, ensuring future corridor and intersection projects include elements such as protected bike lanes and safe crossings.	TED	Term of the Plan
T-1.7.2	Identify existing bike facilities which do not meet Level of Traffic Stress 2 standards and develop projects to mitigate them with an emphasis on the Bicycle Priority Network.	TED	Term of the Plan
T-1.7.3	Identify areas of expansion for Level of Traffic Stress 2 bike facilities based on distribution of activity centers and key destinations.	TED	Term of the Plan
T-1.7.4	Require bicycle parking facilities at schools, employment sites, activity centers, and multimodal locations like transit centers and park-and-rides.	TED	Term of the Plan
T-1.8	Provide pedestrian facilities that meet a Level of Traffic Stress 1 or 2.	TED	Term of the Plan
T-1.8.1	Provide frequent high quality pedestrian crossings along transit routes, and near activity centers and key destinations.	TED	Term of the Plan
T-1.8.2	Promote active transportation connections to shorten the length of trips and increase walkability by identifying locations that can benefit from better active transportation connections.	TED	Term of the Plan
T-1.8.3	Create a schedule to address pedestrian barriers to accessibility identified in the Americans with Disabilities Act Transition Plan.	TED	Term of the Plan
T-1.9	Ensure the continued long-term viability of existing and rail-banked rail lines for future freight and passenger rail travel.	TED	Term of the Plan

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Policies and Implementation Actions		Lead	Period
T-1.9.1	Work with regional partners to position the Thurston Region for a commuter rail or high-speed rail connection in the future.	TED	Term of the Plan
T-1.9.2	Develop a detailed inventory of all active and railbanked rail corridors within Tumwater, assessing their current conditions, ownership status, and potential for future reactivation.	TED	Term of the Plan
T-1.9.3	Develop and implement agreements with trail sponsors and other interim users of railbanked corridors to ensure maintenance standards that facilitate potential future rail reactivation.	TED	Term of the Plan
T-1.10	Allow for efficient access to the Port of Olympia's Olympia Regional Airport and New Market Industrial Center.	TED	Term of the Plan
T-1.10.1	Ensure multimodal access to a future Olympia Regional Airport terminal is considered in the development of active transportation facilities.	TED	Term of the Plan
T-1.11	Maintain active transportation infrastructure like sidewalks and bike lanes to make sure that vegetation and debris does not hinder the use of these facilities.	TED	Term of the Plan
T-1.11.1	Work with adjacent property owners to maintain vegetation and remove debris.	TED	Term of the Plan
T-1.11.2	Develop a program to collaborate with residents to remove vegetation and debris blocking or reducing the functionality of active transportation infrastructure on Tumwater right of ways.	TED	Term of the Plan
T-1.11.3	Provide easy ways for users to report and receive updates on all mode infrastructure maintenance concerns.	TED	Term of the Plan

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Goal T-2 Prioritize safety and accessibility for all users.

Policies and Implementation Actions		Lead	Period
T-2.1	Design transportation infrastructure to encourage safe user behavior and prioritize safety improvement projects at locations with a history of serious injury or fatality collisions and/or risk factors for severe crashes especially where nonmotorized users are involved.	TED	Term of the Plan
T-2.1.1	Conduct regular safety audits using crash data and road safety audits to identify high-injury locations and corridors with risk factors such as poor lighting, high speeds, curves, or lack of safe crossings.	TED	Term of the Plan
T-2.1.2	Enhance signalized pedestrian crossings by install leading pedestrian intervals to allow pedestrians to begin crossing before vehicles receive a green light and use and maintain high visibility markings at key crossings.	TED	Term of the Plan
T-2.1.3	Adopt the Safe System Approach with a goal to eliminate traffic fatalities and serious injuries by designing streets to deter unsafe behavior and minimize crash severity.	TED	Term of the Plan
T-2.1.4	Improve driver behavior through targeted safety education and enforcement campaigns such as developing outreach materials and local campaigns focused on speed awareness, yielding at crosswalks, and the dangers of distracted or impaired driving.	TED	Term of the Plan
T-2.2	Enhance the safety and security of those who use, operate, and maintain the transportation system.	TED	Term of the Plan
T-2.2.1	Provide annual safety training to Transportation & Engineering and operations staff on traffic control, incident response, and working in live traffic environments.	TED	Term of the Plan
T-2.2.2	Use movable barriers, high-visibility signage, and vehicle-mounted protection for crews working in high-speed or high-volume traffic areas.	TED	Term of the Plan

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Policies and Implementation Actions		Lead	Period
T-2.2.3	Implement Crime Prevention through Environmental Design Principles by designing transportation spaces with open-sighted lines, signage, lighting, and minimal concealment areas.	TED	Term of the Plan
T-2.3	Design and construct complete streets and roads based on the adoption of a ‘Complete Streets Ordinance’, which would encourage neighborhood-scale planning efforts to identify prioritized active transportation routes that enhance connectivity and walkability, especially to and from schools, transit connections, and activity centers.	TED	Term of the Plan
T-2.3.1	Formalize a policy requiring all new and reconstructed roads to follow complete streets design principles, including sidewalks, nonmotorized facilities, street trees, lighting, and transit accommodations.	TED	Term of the Plan
T-2.3.2	Partner with residents and schools to identify barriers, gaps, and desired routes for walking and biking ,and other nonmotorized travel in neighborhoods.	TED	Term of the Plan
T-2.3.3	Establish local design standards for shared-use paths, traffic-calmed streets, and protected bike lanes that prioritize user comfort and safety.	TED	Term of the Plan
T-2.3.4	Use neighborhood input to support grant applications for sidewalk and crossing improvements.	TED	Term of the Plan
T-2.4	Explore strategies to reduce conflict points and optimize safety for all transportation system users.	TED	Term of the Plan
T-2.4.1	Use access management techniques such as minimum driveway spacing, corner clearance, and requiring shared driveways or access only from minor streets, when possible, to improve roadway capacity and operating efficiency as well as increase overall system safety by reducing conflict points.	TED	Term of the Plan
T-2.4.2	Develop a connected system vision that envisions active mode connection opportunities for dead ends and cul-de-sacs.	TED	Term of the Plan

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Policies and Implementation Actions		Lead	Period
T-2.5	Create safe and vibrant neighborhoods with places that build community and encourage active travel through the provision of street lighting, pedestrian buffers, trees, benches, and other street elements that make walking safe and pleasant.	TED	Term of the Plan
T-2.5.1	Develop and implement streetscape standards that define minimum requirements for street trees, pedestrian buffers, seating, lighting, and Americans with Disabilities Act -compliant pathways.	TED CDD	Term of the Plan
T-2.5.2	Incorporate traffic calming measures such as speed humps, curb extensions, decorative crosswalks, and narrowed travel lanes to reduce vehicle speeds and prioritize pedestrian safety.	TED	Term of the Plan
T-2.5.3	Leverage placemaking measures such as integrating murals, sidewalk art, storytelling signs, and decorative lighting into neighborhood streetscapes.	TED	Term of the Plan
T-2.6	Provide safe and interconnected walk and bike routes to all schools in Tumwater and encourage their use.	TED	Term of the Plan
T-2.6.1	Identify potential bicycle connections and safe routes for biking to each school.	TED	Term of the Plan
T-2.6.2	Construct and maintain accessible sidewalks and frequent high quality crossing opportunities within an appropriate distance of every school.	TED	Term of the Plan
T-2.6.3	Update and maintain maps of School Walking Routes and coordinate with schools to ensure timely updates and communications with school families.	TED	Term of the Plan
T-2.7	Support safe, convenient, and cost-effective transportation services for non-drivers, such as youth, elders, people with disabilities, and low-income populations.	TED	Term of the Plan

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Policies and Implementation Actions		Lead	Period
T-2.7.1	Ensure transportation system investments support the special travel needs of vulnerable road users, those with low incomes, and other affected groups through facility audits and prioritization of limited capital improvement funds.	TED	Term of the Plan
T-2.7.2	Ensure that all transportation facilities comply with the Americans with Disabilities Act (ADA) in accordance with Tumwater’s ADA Transition Plan.	TED	Term of the Plan

Goal T-3 Invest wisely to support a resilient and maintainable transportation system.

Policies and Implementation Actions		Lead	Period
T-3.1	Invest in transportation projects that provide lasting benefits and reflect the goals of the Comprehensive Plan, as reflected by the project prioritization criteria.	TED	Term of the Plan
T-3.2	Prioritize preventative maintenance programs, preservation, operation, and repair of the existing transportation system to minimize life-cycle costs.	TED	Term of the Plan
T-3.2.1	Explore innovative programs that reduce infrastructure life-cycle costs or increase efficiency of service delivery, including use of new materials, technologies, and resource partnerships.	TED	Term of the Plan
T-3.3	Use technology-based approaches to address transportation congestion, safety, efficiency, operations, and better integration of transportation modes.	TED	Term of the Plan
T-3.3.1	Create a Transportation Systems Maintenance and Operations Plan to identify opportunities for more efficiently operating the transportation system with fewer large capital investments.	TED	Term of the Plan

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Policies and Implementation Actions		Lead	Period
T-3.3.2	Deploy technologies such as variable message signs, speed monitoring displays, transit and emergency signal preemption, and adaptive traffic signal control to increase system efficiency.	TED	Term of the Plan
T-3.3.3	Use pedestrian-activated signals, accessible pedestrian signals, and lighting enhancements at high-risk crossings.	TED	Term of the Plan
T-3.3.4	Use GIS-based mapping and inventory assessments to track assets and infrastructure conditions. This includes roadways, bike facilities, sidewalks, shared use paths, lighting, signals, signs, and roadway stormwater infrastructure.	TED	Term of the Plan
T-3.4	Require new developments to pay for their proportionate share of impacts on the transportation system.	CDD TED	Term of the Plan
T-3.4.1	Regularly update Tumwater’s traffic impact fee rates and project list to reflect current growth patterns and multimodal transportation priorities.	CDD TED	Term of the Plan
T-3.4.2	Require transportation impact studies to evaluate effects on all modes in accordance with Multimodal Level of Service guidelines including sidewalk demand, bike access, and transit stop needs.	TED	Term of the Plan
T-3.4.3	Ensure that development-driven improvements are consistent with Tumwater’s Transportation Plan, Capital Facilities Plan, and Americans with Disabilities Act Transition Plan.	CDD TED	Term of the Plan
T-3.4.4	Provide public summaries of transportation impact fees collected, where they were spent, and what transportation improvements were delivered.	TED	Term of the Plan
T-3.5	Develop effective transportation project performance measures consistent with community and regional objectives such as improved mobility and access, funding opportunities, improved environmental health, and improved safety.	TED	Term of the Plan

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Policies and Implementation Actions		Lead	Period
T-3.6	Secure adequate funding from all sources to implement the goals and policies that use transportation funding policies and investments to make development decisions predictable, fair, and cost-effective.	TED	Term of the Plan
T-3.7	Retrofit arterial routes and design all future connections for impacts associated with changing climate patterns and natural disasters to build resiliency.	TED	Term of the Plan
T-3.7.1	Prioritize coordination between transportation system and emergency response providers, building system redundancy through a well-connected street grid to support emergency response and reduce community disruption during disasters.	TED	Term of the Plan
T-3.7.2	Assess vulnerability of existing infrastructure by identifying roads, bridges, culverts, and transit infrastructure at high risk from flooding, landslides, wildfires, or extreme heat and prioritize arterial routes in this assessment.	TED	Term of the Plan
T-3.7.3	Implement capital projects that raise roadbeds, replace undersized culverts, or harden slopes along critical corridors subject to washouts or slides by designing new connections to be resilient to the impacts of climate change, and human or natural disasters.	TED	Term of the Plan
T-3.7.4	Coordinate with emergency management agencies to plan for and ensure critical transportation links remain operable during and after disasters.	TED	Term of the Plan



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Goal T-4 Minimize impacts and advance environmental goals.

Policies and Implementation Actions		Lead	Period
T-4.1	Develop a transportation system that supports compact, mixed-use development and related active transportation travel to reduce per capita vehicle miles travelled, increase energy efficiency, reduce environmental impacts, and encourage physical activity and community health.	TED	Term of the Plan
T-4.1.1	Explore innovative programs that reduce infrastructure life-cycle costs or increase efficiency of transportation service delivery, including use of new materials, technologies, and resource partnerships.	TED	Term of the Plan
T-4.1.2	Expand sidewalks, protected bike lanes, multi-use trails, and pedestrian crossings in and around higher density zone districts.	PRD	Term of the Plan
T-4.1.3	Adopt measurable goals to reduce per capita vehicle miles traveled and embed those metrics in transportation project evaluation criteria.	TED	Term of the Plan
T-4.1.4	Identify critical investments in the transportation system that promote energy efficiency. For instance, use adaptive signal control technology to adjust traffic lights in real-time, reducing idling and stop-and-go driving on major corridors.	TED	Term of the Plan
T-4.2	Increase use of low-impact development infrastructure projects that help capture, filter, store, and reuse stormwater runoff.	TED	Term of the Plan
T-4.3	Review and amend local policies, rules, and management activities to eliminate potential negative impacts on fish and wildlife habitat and take advantage of opportunities to incorporate positive impacts	TED	Term of the Plan
T-4.4	Increase overall operating efficiency of the transportation system through the effective use of transportation demand management measures that reduce the need to drive alone.	TED	Term of the Plan

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Policies and Implementation Actions		Lead	Period
T-4.4.1	Promote car-sharing, e-bike programs, employer commuter incentives, and low-emission vehicle infrastructure in mixed-use districts.	TED	Term of the Plan
T-4.5	Promote the use of policy, alternative fuels, and technologies that reduce pollution, greenhouse gas emissions, and other environmental impacts from vehicles to reduce per capita vehicle miles travelled 27 percent through 2040 and 41 percent through 2050 compared to a 2022 baseline.	TED	Term of the Plan
T-4.5.1	Develop a detailed plan with measurable benchmarks and cross-departmental collaboration to reduce per capita vehicle miles traveled 27 percent by 2040 and 41 percent by 2050.	TED	Term of the Plan
T-4.5.2	Install public EV charging stations in civic centers, commercial areas, and near multifamily housing. Update development standards to require EV chargers or EV ready stalls be built in all new and majorly updated commercial and residential developments. Coordinate with utilities to support grid capacity.	TED	Term of the Plan
T-4.5.3	Replace City vehicles with electric, hybrid, or alternative fuel models as they reach end-of-life and install necessary charging infrastructure.	TED	Term of the Plan
T-4.5.4	Evaluate transportation capital investments using a greenhouse gas and vehicle miles traveled reduction framework to prioritize climate-beneficial projects.	TED	Term of the Plan
T-4.6	Aim to shift at least five percent of travel currently undertaken by single occupancy vehicles to walking, five percent to biking, and five percent to transit.	TED	Term of the Plan
T-4.6.1	Conduct studies to understand current travel patterns and identify opportunities for reduction.	TED	Term of the Plan

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Policies and Implementation Actions		Lead	Period
T-4.6.2	Establish metrics to assess the effectiveness of implemented strategies over time.	TED	Term of the Plan
T-4.6.3	Increase vehicle occupancy to convert single occupancy vehicles to high occupancy vehicles and promote vanpools	TED	Term of the Plan
T-4.7	Consider environmental justice policies that protect minority populations and people with low incomes from discrimination and provide meaningful access to public process and information through Title VI requirements.	TED	Term of the Plan
T-4.8	Integrate transit into planning for new urban centers by supporting increased densities and the supply of housing in transit corridors.	CDD	Term of the Plan

Goal T-5 Build public support for transportation system improvements by incorporating robust outreach as part of plans and projects.

Policies and Implementation Actions		Lead	Period
T-5.1	Build a community of engaged, informed residents by providing broad-based, early, and continuing public involvement opportunities in all aspects of the transportation planning process.	TED	Term of the Plan
T-5.1.1	Create a formal Public Involvement Plan that outlines when and how the public will be engaged in each phase of transportation planning.	TED	Term of the Plan
T-5.1.2	Form a group of residents representing various interests (seniors, youth, business, accessibility, environment) to review and advise on projects.	TED	Term of the Plan
T-5.1.3	Maintain an interactive and centralized digital platform with project updates, engagement opportunities, comment forms, and feedback summaries.	TED	Term of the Plan

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Part 1 – Goals, Policies, and Implementation Actions



Policies and Implementation Actions		Lead	Period
T-5.2	Participate in coordination activities at local, regional, state, tribal, and federal levels to address the condition or operations of the transportation system, including land use and public facility siting decisions.	TED CDD	Term of the Plan
T-5.2.1	Participate in Healthy Kids Safe Streets meetings and regional events.	TED	Term of the Plan
T-5.3	Present information and provide public participation opportunities for everyone, including people who do not drive, people with disabilities, and/or people with limited literacy skills.	TED	Term of the Plan
T-5.3.1	Develop and distribute public information materials in multiple languages prevalent in the community and use plain language and graphics to ensure comprehension among individuals with varying literacy levels.	TED	Term of the Plan
T-5.3.2	Host public meetings in ADA-compliant venues and provide accommodations such as sign language interpreters, real-time captioning, and assistive listening devices when requested.	TED	Term of the Plan
T-5.3.3	Offer virtual meeting options with accessible features such as screen reader compatibility, live closed captioning, and user-friendly interfaces.	TED	Term of the Plan
T-5.3.4	Partner with local organizations that serve underrepresented populations to co-host events, disseminate information, and gather feedback.	TED	Term of the Plan
T-5.4	Ensure that transportation investments are shared equally amongst all segments of the community in terms of associated costs as well as the benefits derived from system performance and travel choices.	TED	Term of the Plan
T-5.4.1	Integrate equity evaluations into the transportation project development process to assess how different population groups are affected by planned investments.	TED	Term of the Plan

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Policies and Implementation Actions		Lead	Period
T-5.4.2	Use data on income, race, mobility status, and access to services to direct investments toward areas with historically limited transportation investments.	TED	Term of the Plan
T-5.4.3	Embed equity scoring into transportation funding allocation processes.	TED	Term of the Plan
T-5.4.4	If applicable, coordinate with housing and land use departments to prevent displacement of residents due to rising land values or redevelopment near new transportation investments.	TED	Term of the Plan
T-5.5	Promote increased public understanding of the relationships between land use patterns and transportation choices facing Tumwater.	TED	Term of the Plan
T-5.5.1	Create workshops, seminars, and informational materials that explain the connection between land use and transportation choices.	TED	Term of the Plan
T-5.5.2	Implement interactive tools, such as online mapping applications, which allow residents to visualize how different land use scenarios impact transportation systems.	TED	Term of the Plan
T-5.5.3	Organize events such as town halls, open houses, and interactive exhibits focused on land use and transportation planning.	TED	Term of the Plan
T-5.5.4	Use various communication platforms, including social media, newsletters, and Tumwater's website, to share information about land use and transportation initiatives.	TED	Term of the Plan