
STAFF REPORT

Date: August 26, 2025

To: Planning Commission

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2025 Comprehensive Plan Update – Transportation Plan

On a ten-year cycle, Tumwater is required to conduct a Growth Management Act periodic update of its Comprehensive Plan and related development regulations. For the current cycle, Tumwater is required to complete work on the periodic update by December 31, 2025.

The updated Comprehensive Plan will address diversity, equity, and inclusion throughout the Plan and incorporate many of the State required changes addressing housing, climate change, and other topics.

The intent of the Planning Commission meeting on Tuesday, August 26, 2025, is to review and discuss the draft Transportation Plan.

The Plan consists of two parts plus a Bicycling, Walking, & Rolling Plan, which is Appendix B of Part 2.

- **Part 1** contains the Transportation Plan's goals, policies, and draft implementation actions. The Planning Commission will be asked to consider whether the proposed goals, policies, and draft implementation actions are appropriate and whether the information in the Plan is presented effectively.
- **Part 2** contains the Transportation Plan's technical information used to update the Plan. The Planning Commission will be asked to consider whether the information in the Plan is presented in an understandable format.
- The **Bicycling, Walking, & Rolling Plan** contains information about the active transportation system including existing conditions, priority networks, strategies for near term improvements and a project list specific to active transportation.

Questions

Below are questions for your consideration as you review the Plan:

1. Do you have any general or specific comments about the goals?
2. Are there shifts in action timelines to that you would suggest?
3. Do you foresee any unintended consequences or burdens associated with policies and actions?

4. Which could impact you or the things you care about most? What do you expect that impact might be?
5. Do you have any additional thoughts you would like to share related to the goals and their associated policies and actions?

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1 – Growth Management Act – Transportation Goals

The state Growth Management Act (Chapter 36.70A Revised Code of Washington (RCW)) requires that Tumwater demonstrates 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 updated Transportation Plan meets the three relevant goals.

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 Plan has specific goals and policies support safe and accessible multimodal transportation for all users and move Tumwater toward reductions in greenhouse gas emission and per capita vehicle miles travelled. Strategies to support these goals include establishing mode shift and vehicle miles travelled reduction targets.

The Transportation Plan was completed with consideration for regional priorities and the Thurston Regional Planning Council Regional Transportation Plan and will seek certification from Washington Department of Transportation through the review process.

Coordination between the other elements of the Comprehensive Plan such as the Climate Element, Land Use Element, and Conservation Element ensures consistent goals and policies across the Comprehensive Plan. The Land Use Element contains goals and

policies that support residential, mixed-use, and neighborhood commercial land use designations to encourage multi-modal, transit-oriented development.

4. **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 contains specific goals and policies relating to transportation levels of service and levels of traffic stress for active transportation. These metrics determine whether adequate services are available at the time the development is complete.

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 Bicycling, Walking, & Rolling Plan has been created to identify projects and strategies which will meet climate change and resiliency goals and to create a bridge between climate priorities and transportation improvements. Environmental justice strategies are also identified in the Plan and are highlighted by supporting accessibility for all users.

2 – Transportation Plan

A – Background

The Transportation Plan investigates the existing transportation network within Tumwater and recommends projects to improve the network for forecasted future conditions for the next 20 years. The Plan considers all modes of travel and looks at system performance while also discussing funding and needs. Goals and policies are created to guide investments, enhance efficiency, and support a wide range of users.

The Transportation Plan contains maps that show the data used to develop the Plan including the existing conditions of all facilities, projects by priority category, including street and intersection projects, bike projects and pedestrian network project needs.

B – Link to Current Transportation Plan

<https://www.ci.tumwater.wa.us/departments/community-development-department/tumwater-comprehensive-plan>

3. – Structure of Part 1 of the Plan

Part 1 – Goals, Policies, and Implementation Actions of the Transportation Plan are structured similarly to the Part 1 of the Housing and Land Use Elements. The intent of separating the goals, policies, and draft implementation actions from the technical information for each Element is to make it easier for policymakers and the community to use the document. The goals, policies, and actions of the 2016 Transportation are found in Appendix B of this staff report. Part 1 includes the following chapters:

Chapter 1 Introduction

Chapter 1 provides a short background to the purpose of the Transportation Plan and an explanation of how to read the Plan.

Chapter 2 Growth Management Act – Plan Goals

Chapter 2 discusses the Plan's connection to the transportation related goals of the State Growth Management Act.

Chapter 3 County-Wide Planning Policies

Chapter 3 discusses the Plan's connection to the Thurston County-Wide Planning Policies.

Chapter 4 Plan Goals and Policies

Chapter 4 presents the Transportation Plan's goals and policies in detail with an explanation of the importance of each goal, which Tumwater department is responsible for implementation, and timeline for those actions.

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 Transportation Improvement Plan and Capital Facilities Plan to improve the multimodal transportation system.

Appendix A Draft Implementation Actions

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 Plan.

The annual work programs will further refine the draft implementation actions prior to their being put into practice. It is expected that draft implementation actions will be further amended, added, or subtracted as needed over the course of the 20-year Comprehensive Plan as new opportunities arise to meet the intent of the Transportation Plan's goals and policies.

4. – Structure of Part 2 of the Transportation Plan

Part 2 – Technical Information of the Transportation Plan contains information about the existing conditions of the transportation system, a priority network for improvements and a project list that implements improvements.

Chapter 1 – Introduction

Discusses the State requirements for the Plan, how to read the Plan, and explains how the Transportation Plan aligns with other elements of the Comprehensive Plan.

Chapter 2 – Transportation Planning Context

Provides information about partners, existing plans and the existing transportation system.

Chapter 3 – Public Outreach

Provides a summary of the outreach activities and themes heard from the public.

Chapter 4 – Tumwater's Future Transportation System

Outlines the priority network including roadways and state facilities. Active transportation facilities are discussed in the Bicycling, Walking, & Rolling Plan.

Chapter 5 – 20 Year Project List

The project list implements the priority network and estimates costs for needed improvements. Projects on this list improve traffic flow and safety and coordinate with the active transportation project list in the Bicycling, Walking, & Rolling Plan.

Chapter 6 – Implementation

Evaluates Tumwater's projected financial capacity for transportation improvements and provides guidance on implementing the Plan. It also includes non-capital measures to make Tumwater's transportation system more efficient.

Appendix A – Traffic Operations Analysis

Provides the data from the analysis which informed the Plan.

Appendix B – Bicycling, Walking, & Rolling Plan

Provides existing conditions, priority network, and implementation that focuses on improvements to active transportation infrastructure.

5 – Goals, Policies, and Draft Implementation Actions Review

A – Introduction

Goals and policies describe how Tumwater proposes to address identified needs. Goals are statements of desired outcomes or intended achievements. Policies are specific statements that guide actions and provide a framework for future decision-making. Actions are specific implementations of goals and policies.

Example from the draft Transportation Plan:

Goal T-4 Minimize impacts and advance environmental goals.

Policy

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.

Draft Implementation Action

T-4.4.1 Promote car-sharing, e-bike programs, employer commuter incentives, and low-emission vehicle infrastructure in mixed-use districts.

How key terms are used in goals, policies, and actions:

- “Shall” means implementation of the policy is mandatory and imparts a higher degree of substantive direction than “should.”
- “Should” means implementation of the policy is expected but its completion is not mandatory.
- “May” means the actions described in the policy are either advisable or are allowed.
- “Ensure” means actions described in the policy are guaranteed.
- “Must” means implementation of the policy is an obligation.
- “Require” means implementation of the policy is compulsory.
- “Support” means to advocate for implementation of the policy.
- “Promote” means to help bring about implementation of the policy.
- “Encourage” means to foster or help implementation of the policy.
- “Consider” means to take into account.
- “Coordinate” means to bring into a common action, movement, or condition.
- “Implement” means to carry out or accomplish.
- “Integrate” means to form, coordinate, or blend into a functioning or unified whole.
- “Make” means to enact or establish.

- “Engage” means to do or take part in something.

B – Policy Strength Continuum

When developing goals and policies, it is important to understand the policy strength continuum. The Puget Sound Regional Council developed the following example.

Passive	Policy Strength	Active 
Statements of Inclination Conveys intent, but establishes no target or definition of success	Statements of Principle Describes clear targets or conditions of success	Statements of Impact Go further, describing specific situations where the action is a priority
Example Tumwater shall encourage the creation of a new City Center.	Example Tumwater shall endeavor to designate 100-acres for a new City Center.	Example Work with the development community and local agencies to create a new City Center based on framework established by Tumwater Center Plan.

Policies can be written to be more active and implementation strategies can be established for policies when policies identify who will be responsible for implementing the policy and the timeframes to do so.

Appendix A – Guidance

The State Department of Commerce has provided guidance specific to the periodic update on their Periodic Update webpage.

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

www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics

In addition, the Puget Sound Regional Council is conducting a series of workshops on a variety of topics related to the periodic update.

www.psrc.org/our-work/passport-2044-comprehensive-plan-workshop-series

The Municipal Research Services Center has a Comprehensive Planning webpage.

<https://mrsc.org/getdoc/d7964de5-4821-4c4d-8284-488ec30f8605/Comprehensive-Planning.aspx>

Appendix B – Current Transportation Plan Goals and Policies

Transportation goals and policies provide a framework for transportation decision-making. The policy elements in this Plan derive from a regionally coordinated process and are consistent with the Regional Transportation Plan and Sustainable Thurston, both of which are regional policy initiatives supported by Tumwater. The goals and policies in this Transportation Master Plan support localized efforts while maintaining consistency with established regional objectives and the policy frameworks of adjacent communities.

1. Transportation and Land Use Consistency

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

Policies:

- a. Commit to the development and implementation of land use plans, development patterns, parking requirements, and design standards that encourage walking, bicycling, transit use, and other alternatives to driving alone.
- b. Provide transportation facilities that support the location of jobs, housing, industry, and other activities as called for in Tumwater's adopted land use plan.
- c. Support policies, programs, and procedures that promote urban infill, and make transportation investments that support increased urban densities and mix of uses consistent with Tumwater's plans for the Brewery District and Capitol Boulevard.
- d. Create vibrant city centers and activity nodes that support active transportation and housing, jobs, and services as called for in Tumwater's Comprehensive Plan.
- e. Create safe and vibrant neighborhoods with places that build community and encourage active travel.
- f. Create urban parks and places that reduce pressure on the region's farms, forests, prairies, and open spaces.
- g. Meet mobility, access, and economic goals in designated Strategy Corridors with an appropriate combination of investments, policies, and land use measures.
- h. Design and invest in transportation projects that have a lasting positive impact, reflect the goals of the people who live and work in Tumwater, and contribute to a sense of place and community.
- i. Ensure adequate transportation capacity to address growth consistent with this Comprehensive Plan.
- j. Preserve and promote awareness of Tumwater's historic, cultural, and natural heritages.

2. Multimodal Transportation System

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

Policies:

- a. Provide quality travel choices appropriate to existing and future land uses, including walking, bicycling, transit, motor vehicles including freight, and rail.
- b. Ensure that development of transit transfer centers, activity centers, employment centers, schools, and the airport accommodate multiple modes of travel and safe, efficient connections among those modes of travel.
- c. Invest in mode-specific strategies that contribute to overall development of an integrated, multimodal transportation system.
- d. Promote public awareness on the rights and responsibilities of drivers, bicyclists, and walkers, and ways these modes can travel together safely and efficiently.
- e. Incorporate practical design considerations where appropriate, designing to solve mobility problems more so than to meet design standards if doing so increases functional mobility of the transportation system.

3. Barrier-free Transportation

Goal: Ensure transportation system investments support the special travel needs of youth, elders, people with disabilities, people with literacy or language barriers, those with low incomes, and other affected groups.

Policies:

- a. Work over time to ensure that transportation facilities comply with the Americans with Disabilities Act.
- b. Construct transit stops and walkway approaches that are accessible for those with differing capabilities.
- c. Provide appropriate transportation services, facilities, programs, and on-line resources that reduce barriers to people who do not speak or read English.
- d. Present information and provide public participation opportunities for everyone, including people with physical disabilities and/or people with limited literacy skills.
- e. Implement land use policies that provide a variety of housing types on corridors with excellent transit service connecting to employment centers, services, retail, health care, and other essential services to support the lifestyles of people who cannot drive.

4. System Safety and Security

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

Policies:

- a. Combine education, enforcement, engineering, and evaluation to maintain and enhance system safety.
- b. Design transportation infrastructure to encourage safe user behavior.
- c. Support projects that improve passenger safety and security at facilities like park-and-ride lots and transit transfer centers.
- d. Provide safe walking routes to schools.
- e. Retrofit essential transportation facilities where possible to improve their ability to withstand a major earthquake or other natural disaster.
- f. Build in system redundancy through a well-connected street grid to support emergency response and reduce community disruption during natural or man-made disasters.
- g. Encourage coordination between transportation system providers and emergency response providers who rely on that system.

5. System Maintenance and Repair

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

Policies:

- a. Prioritize maintenance, preservation, operation, and repair of the existing transportation system.
- b. Use preventive maintenance programs to ensure lowest life-cycle costs.
- c. Use street restoration standards and coordinate utility and street projects to minimize destructive impacts of utility projects on streets, leveraging where possible investments for both project types to deliver more cost-effective public facilities.
- d. Explore innovative programs that reduce infrastructure life-cycle costs or increase efficiency of service delivery, including use of new materials, technologies, and resource partnerships.

6. Travel Demand Management

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

Policies:

- a. Promote transportation-efficient development and redevelopment, and site public services and facilities where transit, walking, and biking are now or will be viable alternatives to driving alone.
 - b. Encourage use of public transportation, ridesharing, biking, and walking by improving access, convenience, and reliability of those options.
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- c. Sustain and expand private and public sector programs and services that encourage employees to commute to work by means other than driving alone, or to change commuting patterns through teleworking, flex-time, or compressed work weeks.
- d. Manage parking to improve consistency with transportation demand management objectives.
- e. Promote technologies that enable people to meet their needs without having to travel.
- f. Use travel demand management techniques to provide alternatives during temporary congestion, such as during major construction.
- g. Work to mainstream telework as a primary transportation demand management strategy among public and private employers.
- h. Strive to meet State Commute Trip Reduction targets for the City.

7. Transportation Technologies

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

Policies:

- a. Use transportation technologies to improve the operating efficiency and safety of the existing transportation system.
- b. Use transportation technologies to better integrate transportation modes.
- c. Make short-range technology investments that support future technology implementation strategies.
- d. Look for opportunity to integrate transportation technology considerations in all projects.
- e. Recognize that transmittal of electronic information is an important function of a transportation system, and integrate this into transportation system evaluation, policies, and implementation strategies.

8. Freight Mobility

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

Policies:

- a. Plan for freight access to and from highways and other major freight corridors, and between intermodal facilities and industrial areas.
- b. Support efforts to increase the amount of freight that is moved by rail to enhance efficiency, productivity, safety, and mobility.

- c. Explore strategies to reduce conflict and optimize safety for all transportation system users where industrial or commercial land uses are adjacent to highly urbanized areas.
- d. Implement policies and design standards that support local economic vitality by accommodating delivery trucks serving businesses and services while minimizing impacts on local streets.

9. Streets, Roads, and Bridges

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

Policies:

- a. Design and construct multimodal, context-sensitive, complete streets and roads.
- b. Coordinate regionally to identify new connections that provide more direct routes and reduce vehicle miles traveled.
- c. Avoid widening any local arterial or collector more than two through-lanes in each direction with auxiliary turn lanes where warranted (maximum five lanes mid-block width) to preserve an acceptable community scale and minimize transportation impacts on non-motorized travelers and adjacent land uses.
- d. Develop an interconnected grid of local streets and roads to increase individual travel options and neighborhood connectivity, while improving efficient use of the overall transportation system.
- e. Use new technologies or alternative designs to safely and efficiently manage the flow of traffic, such as roundabouts where appropriate as alternatives to traffic signals or stop signs.
- f. Use access management techniques to improve roadway capacity and operating efficiency, and increase overall system safety.
- g. Ensure that street, road, and bridge projects are integrated with pedestrian amenities in districts and neighborhoods, and add lasting value to the community.
- h. Incorporate alternative strategies to address congestion where road widening and traffic control devices are not suitable, particularly along Strategy Corridors.
- i. m. Strategy Corridors are places where street widening is not a preferred option to address congestion problems. This may be because the street is already at the maximum number of lanes (5), or that adjacent land uses are either fully built out or are environmentally sensitive. In strategy corridors, level of service (LOS) may not meet adopted standards, suggesting instead that a different approach is needed for maintaining access and mobility in these areas such as increased transit service, more sidewalks or bike facilities, a complete and connected street grid, transportation technology measures that improve system operating efficiency, access management, parking management, incentives for employees to telework or carpool, or land use

measures that increase the density of land use activities in these corridors that support the best alternatives to driving.

- j. Design and build streets that are important freight or bus routes to reduce weather-induced weight restrictions.
- k. Meet pm peak Level of Service (LOS) standards:
 - LOS E or better in Urban Core Areas [where these areas overlap with Strategy Corridors the LOS may exceed adopted standards]
 - LOS D or better elsewhere inside the City limits

10. Public Transportation

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

Policies:

- a. Support Intercity Transit's long-range plan emphasizing trunk and primary routes servicing core areas along designated Urban Corridors and other strategy corridors with supportive land use and appropriate design standards.
- b. Increase the share of trips made by public transportation.
- c. Support regional commuter vanpool programs to provide cost-effective, flexible alternatives to commuting in single-occupancy vehicles.
- d. Support safe, convenient, and cost-effective transportation services for youth, elders, people with disabilities, and low-income populations by increasing the supply of housing on high-quality transit corridors.
- e. Schedule public meetings where possible in locations served conveniently by transit; include transit route information on meeting notices.
- f. Integrate public transportation considerations into the planning for newly emerging urban centers and locations such as those south and east of the airport, including innovative partnerships or programs where fixed-route service is not feasible in the near-term.

11. Bicycling

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

Policies:

- a. Develop a continuous, safe, and convenient bicycle network that functions as an integral part of the whole transportation system.

- b. Provide safe and convenient bicycle routes to all schools in the city, and encourage their use.
- c. Participate with regional partners in developing a network of contiguous and interconnected north-south and east-west dedicated shared use corridors to serve as the backbone for the region's non-motorized transportation system.
- d. Provide bicycle parking facilities at transit centers, park-and-ride locations, and other multimodal locations.
- e. Provide short- and long-term bicycle parking and other supporting facilities at locations like schools, employment sites, and activity centers.
- f. Support education programs for motorists and bicyclists to increase understanding and awareness of bicycling laws, and encourage safe and lawful sharing of the streets.
- g. Participate with regional partners in exploring long-term strategies for funding bicycle facilities and services.

12. Walking

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

Policies:

- a. Provide a convenient, interconnected, safe pedestrian network that supports existing and desired land uses.
- b. Construct and maintain safe and accessible sidewalks and effective crossing opportunities within an appropriate distance of every school in the city, and encourage their use.
- c. Provide frequent pedestrian crossings, especially in urban areas and on urban corridors, along transit routes, and near activity centers.
- d. Develop and promote non-motorized connections for pedestrian and bike travel to shorten the length of trips to destinations where walking and biking are viable travel options.
- e. Require pedestrian-friendly site design and building standards in activity centers, along urban corridors and other key transit routes, and in high density mixed-use zoning districts.
- f. Provide street lighting, pedestrian buffers, trees, benches, and other street elements that make walking safe and pleasant.
- g. Encourage neighborhood-scale planning efforts to identify and refine important pedestrian routes that increase connectivity and improve walkability.
- h. Consider asphalt walkways as appropriate practical solutions for sidewalks when functional pedestrian mobility needs to be improved prior to the availability of adequate funds for construction as called for in adopted sidewalk and street design standards.

13. Rail

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

Policies:

- a. Support appropriate regional opportunities for the potential shared use of freight rail lines for passenger rail travel.
- b. Advocate for regional acquisition and continued operation of short-line railroads where needed to support current and future economic development needs.
- c. Use design techniques, technology, and operations coordination to minimize potential conflicts between trains and other modes of travel, and between trains and adjacent land uses.
- d. Work with regional partners to acquire railroad rights-of-way threatened with abandonment in order to preserve these corridors for future transportation uses.
- e. Participate as appropriate in the partnerships necessary to foster efficient, high-speed passenger rail service in the Pacific Northwest.
- f. Coordinate with regional partners to position the Thurston Region for a commuter rail connection in the future.

14. Aviation

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

Policies:

- a. Coordinate with the Port of Olympia and Thurston County to maintain consistency between adopted land use plans and long-range airport development strategies, and ensure land use compatibility in areas adjacent to the airport.
- b. Support multimodal access to the Port of Olympia's airport terminal.

15. Public Involvement

Goal: 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.

Policies:

- a. Provide broad-based, early, and continuing public involvement opportunities in all aspects of the transportation planning process.

- b. Ensure equal access to participation for all users of the transportation system.
- c. Promote increased public understanding of the relationships between land use patterns and transportation choices facing Tumwater.
- d. Explore innovative participation techniques to increase public involvement in transportation issues, and maximize use of “plain English” and other communication techniques to translate complex issues or decisions so they can be widely understood.

16. Intergovernmental Coordination

Goal: Ensure transportation facilities and programs function seamlessly across community borders.

Policies:

- a. Participate in coordination activities at the local, regional, state, tribal, and federal level that address the condition or operations of the transportation system.
- b. Work with other agencies to coordinate land use and public facility siting decisions, implement countywide planning policies, and refine the tools needed to achieve transportation-efficient community development patterns.
- c. Coordinate street projects with Olympia, Thurston County, WSDOT, and Intercity Transit as appropriate.
- d. Coordinate development of local plan updates with regional efforts when possible to ensure consistency.
- e. Collaborate with other local jurisdictions, TRPC, Intercity Transit, the Port of Olympia, the Thurston EDC, and other entities to facilitate informed, reasoned decision-making processes that advance shared transportation and land use objectives.

17. Environmental and Human Health

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

Policies:

- a. Protect water quality from the impacts of stormwater runoff by minimizing impervious surface area and by using low impact development methods where feasible to effectively treat and manage unavoidable runoff.
- b. Use transportation planning, design, and construction measures that minimize negative impacts on priority fish-bearing streams and other environmentally sensitive areas.
- c. Develop a transportation system that supports compact, mixed-use development and related nonmotorized travel to curb growth in miles of motor vehicle travel, increase

energy efficiency, reduce environmental impacts, and encourage physical activity and community health.

- d. Support state and national efforts to promote the use of alternative fuels and technologies that reduce pollution and other environmental impacts from motorized vehicles.
- e. Ensure federal Title VI requirements for environmental justice are met so that minority populations and people with low incomes do not incur disproportionately high and adverse human health or environmental impacts from transportation policies, programs, and investments.
- f. Comply with federal Clean Air Act transportation requirements.
- g. Support policies and programs that reduce greenhouse gas emissions associated with travel.
- h. Reduce the impacts of transportation on the natural environment during construction, retrofit, and maintenance.
- i. Plan and design for impacts associated with changing weather and climate patterns, such as increased flooding and extreme weather events.
- j. Support regional efforts to decrease annual per capita vehicle miles traveled within the Thurston region to:
 - 1990 levels by 2020
 - 30 percent below 1990 levels by 2035
 - 50 percent below 1990 levels by 2050.

18. Performance Measures

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

Policies:

- a. Use transportation performance measures to evaluate, monitor, and respond to the performance of Tumwater policies and investments.
 - b. Use transportation performance measures that reflect priority city and regional objectives such as consistency of transportation and land use decision-making, improved mobility and access, adequate maintenance and repair of the system, environmental health, and safety.
 - c. Develop performance measures that reflect the needs and contributions of all modes of travel.
 - d. Where feasible, use performance measures consistent with those used by other agencies and organizations to enable compatible comparisons.
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19. Transportation Funding

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

Policies:

- a. Provide timely and comprehensive public information about transportation funding issues and opportunities to better enable citizens to participate and make informed decisions on complex funding issues.
- b. Prioritize the maintenance and preservation of the existing transportation system to minimize lifecycle costs.
- c. Consider the full array of costs and benefits in the selection of transportation projects to ensure the best long-term investment decisions.
- d. Make strategic transportation investments that reinforce land use and transportation decisions consistent with the goals and policies of this transportation element.
- e. Ensure that transportation investments are equitable to all segments of the community in terms of costs associated with relocations, health impacts, and land use disruptions, as well as the benefits derived from system performance and travel choices.
- f. Support regional efforts to improve the availability, reliability, and flexibility of transportation revenues.
- g. Use transportation funding policies and investments to make development decisions predictable, fair, and cost-effective.
- h. Continue policies that require new development to pay for its share of impacts on the transportation system; where appropriate support multimodal mitigations and not just street capacity.