PUBLIC WORKS COMMITTEE
MEETING AGENDA

Online via Zoom and In Person at Tumwater City Hall, Council Conference Room, 555 Israel Rd. SW, Tumwater, WA 98501

Thursday, August 21, 2025
8:00 AM

1. Call to Order
2. Roll Call
3. Approval of Minutes: Public Works Committee, June 5, 2025 & July 17, 2025
4. 2025 Comprehensive Plan Update - Transportation Plan (Community Development Department)
5. Authority to Solicit Bids for the 2nd Avenue Pedestrian & Bicycle Improvements Project (Transportation & Engineering Department)
6. Additional Items
7. Adjourn

Meeting Information
All committee members will be attending remotely. The public are welcome to attend in person, by telephone or online via Zoom.

Watch Online
https://us02web.zoom.us/j/89319376968?pwd=AtN2ExIkcOkKCWD2cixTmH8s7WCfFa.1

Listen by Telephone
Call (253) 215-8782, listen for the prompts and enter the Webinar ID 893 1937 6968 and Passcode 503889.

Public Comment
The public may submit comments by sending an email to council@ci.tumwater.wa.us, no later than 5:00 p.m. the day before the meeting. Comments are submitted directly to the Committee members and will not be read individually into the record of the meeting.

Post Meeting
Video of this meeting will be recorded and posted on our City Meeting page: https://tumwater-wa.municodemeetings.com.

Accommodations
The City of Tumwater takes pride in ensuring that people with disabilities are able to take part in, and benefit from, the range of public programs, services, and activities offered by the City. To request an accommodation or alternate format of communication, please contact the City's ADA Coordinator

directly, call (360) 754-4129 or email ADACoordinator@ci.tumwater.wa.us. For vision or hearing impaired services, please contact the Washington State Relay Services at 7-1-1 or 1-(800)-833-6384.

TUMWATER PUBLIC WORKS COMMITTEE
MINUTES OF VIRTUAL MEETING
JUNE 5, 2025 Page 1

CONVENE: 8:00 a.m.

PRESENT: Chair Eileen Swarthout and Councilmembers Michael Althauser and Angela Jefferson.

Staff: City Administrator Lisa Parks, City Attorney Karen Kirkpatrick, Finance Department Director Troy Niemeyer, Transportation and Engineering Department Director Brandon Hicks, Water Resources & Sustainability Department Director Dan Smith, GIS Manager Jennifer Radcliff, City Engineer Bill Lindauer, Capital Project Manager Jared VerHey, Senior Engineer Joseph Norman, and Community Engagement Specialist Marnie McGrath.

APPROVAL OF MINUTES: PUBLIC WORKS COMMITTEE MAY 8, 2025:

MOTION: **Councilmember Jefferson moved, seconded by Councilmember Althauser, to approve the May 8, minutes as presented. A voice vote approved the motion.**

ORDINANCE NO. O2025-002 RENEWING PUGET SOUND ENERGY FRANCHISE AGREEMENT: Manager Radcliff presented the proposal to renew a franchise agreement with Puget Sound Energy for operations within the City's right-of-way to provide energy services to residents and businesses. The current agreement is effective for 10 years with an option to renew for two, five-year terms upon written request. The agreement is at the end of the first ten-year period. PSE submitted written notice requesting an extension of the agreement for five years.

Staff requests the committee place the ordinance on the July 1, 2025 City Council agenda under *Council Considerations* for first reading.

Councilmember Jefferson inquired about the status of agreement after the expiration of the second, five-year agreement. Manager Radcliff replied that a new agreement would be negotiated after the second five-year agreement expires. She noted that no provisions in the existing agreement have changed with the new extension other than updating some legal language.

MOTION: **Councilmember Althauser moved, seconded by Councilmember Jefferson, to place the Energy (PSE) Franchise Agreement on the**

July 1, 2025, City Council consideration calendar for first reading. A voice vote approved the motion unanimously.

SUPPLEMENTAL AGREEMENT NO. 2 WITH TIERRA ROW FOR X STREET ROUNDABOUT PROJECT:

Engineer Norman reported on the request to execute a supplemental agreement with Tierra ROW for work on the X Street Roundabout project.

The new roundabout would be located at the intersection of X Street and Capitol Boulevard. The project is federally funded. Because of the size and shape of the roundabout, acquisition of more right-of-way is required necessitating the need for assistance by Tierra to satisfy federally required mandates for the project. The supplemental agreement increases the maximum payable from $150,000 to $184,220 and adjusts billing rates to 2025 rates. The benefit to the City is receiving a higher level of service than originally contracted. The original agreement was executed in 2023 when the City's Deputy Director was available to assist with management oversight of the project. The funds are covered under the local agency agreement of $200,000 for consultant services the City received in July 2020.

Councilmember Jefferson asked for additional clarification as to the requirement for additional right-of-way. Engineer Norman responded that additional property is required for the project to construct the roundabout. The geometry of the roundabout extends into private property requiring the acquisition of additional property from the property owners to extend the City's project footprint.

Chair Swarthout reviewed the requested action.

MOTION;

Councilmember Jefferson moved, seconded by Councilmember Althauser, to place the Supplemental Agreement No. 2 with Tierra Right of Way Services for the X Street Roundabout project on the June 17, 2025 City Council Consent Calendar with a

recommendation to approve and authorize the Mayor to sign. A voice vote approved the motion unanimously.

REAL ESTATE CONTRACT WITH LOTT FOR PURCHASE OF DESCHUTES VALLEY PROPERTIES:

Director Smith reviewed the proposed purchase of LOTT Clean Water Alliance properties.

The properties are located in the Deschutes Valley and were previously owned by the former brewery. In 2011, LOTT Clean Water Alliance acquired the three parcels for reclaimed water production. At that time, LOTT's capital planning called for satellite plants located in each jurisdiction. The properties were intended to serve the City of Tumwater for reclaimed water production. Subsequent plant updates at the Budd Inlet in downtown Olympia altered planning and construction needs. In 2023, following updated capital planning, LOTT determined that a treatment plant was no longer required in Tumwater as the downtown plant could continue to produce reclaimed water to serve anticipated needs with delivery to the City through existing transmission mains. Subsequently, LOTT declared the properties surplus in 2023 and contacted the City about any interest in acquiring the properties.

The City and LOTT executed a Memorandum of Understanding (MOU) with provisions including a timeline for the potential acquisition of the properties by the City. The first step required a feasibility study by the City to determine whether the properties provide good public value. The study was completed in 2024 with assistance by SCJ Alliance. The study identified how the properties could serve a number of different goals pertaining to economic development consistent with the Comprehensive Plan and the Brewery District Plan. Some of those goals included supporting transportation needs as part of the E Street Connection project from Cleveland Avenue to Capitol Boulevard, providing habitat enhancement along the Deschutes River riparian corridor, adding trails and other outdoor recreation, and providing parking space for City events.

Following completion of the study, information was provided to LOTT affirming public value of the properties for the City and interest in moving forward with acquisition of the properties as outlined in the original MOU. Additional discussions identified the need to complete a new phase 1 study with Pioneer Technologies. In November 2024, the phase 1 study was completed. Since then, City and LOTT staff members have been meeting to develop a purchase and sale agreement that addresses the liabilities and assets of the properties.

The three properties totaling approximate 45 acres were appraised at $3.9 million, which is less than the purchase price paid by LOTT in 2011. The properties are zoned Light Industrial. Potential land uses for the properties were identified by staff based on physical and environmental characteristics of the parcels. Staff examined technical and constructability issues as the properties are located within a floodplain, reducing market demand for the properties because of potential flooding impacts to the properties. All those elements were examined in terms of how they might affect the purchase price of the properties. Staff also identified property liabilities and existing buildings.

Director Smith reviewed a conceptual drawing of how the City might utilize the parcels. Options identified included habitat restoration and replacement, compensatory mitigation for various City projects, such as stormwater outfalls, wetland enhancements for takings by other projects, floodplain storage mitigation, and up to 1,500 parking stalls. The property continues to be restrained by the railroad tracks, which prohibits public traffic but enables intermittent access for the City's July 4 holiday events. The proposed purchase and sale agreement would not be effective until September 1, 2025 providing the City with the ability to continue to sponsor the 4th of July event and satisfy parking needs under the existing agreement with LOTT. Staff would then begin negotiations with the railroad to develop a similar agreement.

Director Smith said the phase 1 assessment includes a refreshed environmental assessment for the properties since LOTT acquired the properties. The sale would include acquisition of the storage warehouse, hops storage warehouse, and the can warehouse. Unlike other brewery structures on other brewery properties, the structures do not present the same security concerns. LOTT has indicated the structures have not been major targets for vandalism. One of the structures is used by a community group for storage needs. Ongoing uses would be evaluated by staff in terms of future potential utilization of the facilities. On the west side of the railroad tracks, structures include several smaller storage and outbuildings, which would likely be removed by the City to reduce liability risks. During negotiations with LOTT, removal costs of some structures have been deducted from the purchase cost.

Councilmember Althauser asked whether the agreement addresses the responsible party in the event contamination is discovered below ground. Director Smith said the proposed installment agreement with LOTT extends to 2030 with the City paying for the properties over time.

A $300,000 environmental mitigation fund addresses any subsurface contamination that could be discovered. Additionally, the recent phase 1 assessment did not identify any significant underground contamination present on the properties. LOTT is providing a mitigation fund to reduce risks the City could encounter in addition to a $225,000 building mitigation fund. The boiler house would incur some variable costs for removal because of some unknown materials existing within the building. Should costs be higher than anticipated, discussions with LOTT for establishing an additional fund could be an option to reduce risks to the City.

Councilmember Althauser asked whether staff believes $300,000 for environmental mitigation is sufficient based on no indications of serious contamination. Director Smith affirmed the amount would be sufficient.

Director Smith reported another provision in the agreement is an easement to enable LOTT to maintain its facilities to enable service continuity to Tumwater customers. The easement across the properties is at no cost; however, any additional administration, engineering, or designing would be the monetary responsibility of LOTT.

The proposed purchase price is $3,192,670.00. Because of multiple uses of the properties, the cost is split between the general fund and the storm utility fund. LOTT will hold the installment contract payable over six years from 2025 through 2030. Each annual payment totals $572,192.11 at an interest rate of 3%.

Councilmember Jefferson asked about any potential plans to lease or sell the properties in the future. Director Smith responded that at this time, there are no plans for leasing or selling the property after the City acquires the property. Development potential is minimal because the properties are significantly impacted by the floodplain. Overall mitigation by a private developer for a project could cost between $2 million to $8 million. The property has limited commercial marketability.

City Administrator Parks noted that the City's planned action EIS will enable the City to evaluate all brewery properties to identify potential uses. The timing enables the City to include the properties within that analysis. During that process, it will be possible to identify alternatives or City intended uses for the property, as well as the impacts of those uses on the built and natural environment and mitigation measures necessary for any development to move forward. Additionally, the City

would control the property, which will be of significant importance with respect to negotiating with the railroad for easements.

Chair Swarthout inquired as to whether the City would be responsible for the security of the properties as the new property owner. Director Smith said security of the properties is an element under negotiation; however, LOTT might be receptive to continue providing security.

City Administrator Parks added that City directors are planning to meet to discuss the interim management plan for the properties once the City assumes ownership. Site security will be a topic of the discussion. Staff has been in discussions with the property owner of the historic brewtower about the importance of more proactive security measures for the other brewery properties.

Director Smith described next steps after execution of the agreement in terms of identifying the work, identifying responsibilities by different departments, working with adjoining property owners, defining roles and responsibilities, and seeking funding options for the work moving forward. The City has until September 1, 2030 to apply for the mitigation funds from LOTT.

Staff recommends placing the Real Estate Contract with the LOTT Clean Water Alliance (LOTT) for the purchase of Deschutes Valley Properties on the August 19, 2025 City Council agenda for consideration with a recommendation to approve and authorize the Mayor to sign.

MOTION: **Councilmember Althauser moved, seconded by Councilmember Jefferson, to place the Real Estate Contract with the LOTT Clean Water Alliance (LOTT) for the purchase of Deschutes Valley Properties on the August 19, 2025 City Council agenda for consideration with a recommendation to approve and authorize the Mayor to sign. A voice vote approved the motion unanimously.**

ADJOURNMENT: **With there being no further business, Chair Swarthout adjourned the meeting at 8:43 a.m.**

Prepared by Valerie L. Gow, Recording Secretary/President
Puget Sound Meeting Services, psmsoly@earthlink.net

MEETING MINUTES

TUMWATER PUBLIC WORKS COMMITTEE
JULY 17, 2025

CONVENE:	8:01 a.m.
PRESENT:	Chair Eileen Swarthout and Councilmember Michael Althauser Excused: Councilmember Angela Jefferson Staff: City Administrator Lisa Parks, City Attorney Karen Kirkpatrick, Assistant City Administrator Kelly Adams, Finance Department Director Troy Niemeyer, Water Resources & Sustainability Department Director Dan Smith, City Engineer Bill Lindauer, Sustainability Manager Alyssa Jones Wood, Administrative Bonnie Hale, Administrative Assistant Kelly Quiroz, and Department Assistant Alyssa McClain
APPROVAL OF MINUTES:	**Councilmember Althauser moved, seconded by Councilmember Swarthout, to approve the minutes of May 22, 2025 & June 5, 2025 as presented. A voice vote approved the motion.**
INTERAGENCY AGREEMENT WITH WASHINGTON DEPARTMENT OF COMMERCE FOR WASHINGTON ELECTRIC VEHICLE CHARGING PROGRAM CLOSEOUT UPDATE:	Sustainability Manager Jones Wood updated the Committee on the Fleet Electric Vehicle Charging Project as it is ready for closeout. A total of eight dual EV charging stations were installed at multiple City facilities with Old Town Center removed from the original list of locations. A Washington State Climate Commitment Grant and a PSE incentives program provided the original funding, but changes to the incentives program requirements removed its viability for this project. Several financial challenges influenced this project, including a reduction in grant funding and an increased funding match for the City, but Sustainability funds were flexible enough to compensate for these issues, allowing the project to be successfully completed.

FIRE STATIONS SOLAR AND BATTERY STORAGE FEASIBILITY ASSESSMENTS CLOSEOUT UPDATE:

Sustainability Manager Jones Wood updated the Committee on the Solar Plus Storage Feasibility project as it is ready for closeout. This project was funded by a Washington State Climate Commitment Grant with no City match required. The assessment was done at the fire station headquarters and one additional fire station to determine costs for adding solar power onto the fire stations to act as backup power for the facilities. With the information gathered from this assessment, grant funding will be sought to move forward with the partial solarization of the fire stations.

ADDITIONAL ITEMS:

There were no additional items.

ADJOURNMENT:

With there being no further business, Chair Swarthout adjourned the meeting at 8:27 a.m.

Prepared by Bonnie Hale, Administrative Assistant

TO: Public Works Committee

FROM: Dana Bowers, Associate Planner

DATE: August 21, 2025

SUBJECT: 2025 Comprehensive Plan Update - Transportation Plan

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1) Recommended Action:

This is a discussion item about the draft Transportation Plan for the 2025 Comprehensive Plan Periodic Update.

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2) Background:

On a ten-year cycle, the City is required to conduct a Growth Management Act periodic update of its Comprehensive Plan and related development regulations. For the current cycle, the City 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. 2025 Comprehensive Plan Update | City of Tumwater, WA contains links to guidance material and information about the update.

The intent of this briefing is to present the draft Transportation Plan for discussion by the Public Works Committee.

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3) Policy Support:

Comprehensive Plan Goal LU-1: Ensure the Land Use Element is implementable and coordinated with all applicable City plans and the plans of other jurisdictions in the Thurston region.

Comprehensive Plan Policy LU-1.1: Ensure the Land Use Element is consistent with adopted County-Wide Planning Policies and integrate transportation considerations into land use decisions, and vice versa.

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4) Alternatives:

- ❑ None.

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5) Fiscal Notes:

$100,000 from the State Department of Commerce Periodic Update grant and $100,000 from the State Department of Commerce Climate grant supported this work as part of the 2025 Comprehensive Plan periodic update. The remainder of the funding ($154,925) for the project came from general funds.

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6) Attachments:

A. Staff Report
B. Presentation
C. Transportation Element, Part 1 – Goals, Policies, and Implementation Actions
D. Transportation Element, Part 2 – Technical Information
E. Transportation Element, Part 2 – Appendix B Bicycling, Walking and Rolling Plan

Attachment A

STAFF REPORT

Date: August 21, 2025
To: Public Works Committee
From: Dana Bowers, Associate Planner

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 Public Works Committee meeting on Thursday, August 21, 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 Public Works Committee 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 Public Works Committee 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?

Contents

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.

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 shareduse 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.

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.

2025 Comprehensive Plan Update
Transportation Plan

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

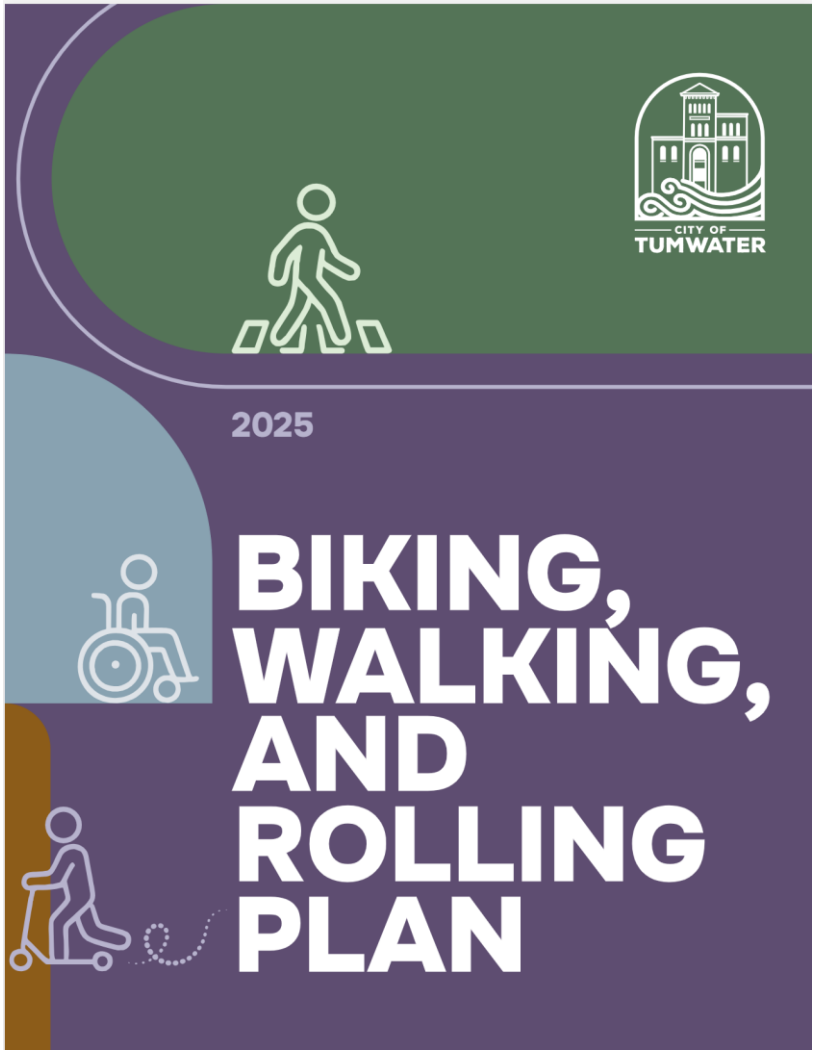
Daniel Dye, Fehr & Peers
Public Works Committee, August 21, 2025

Overview

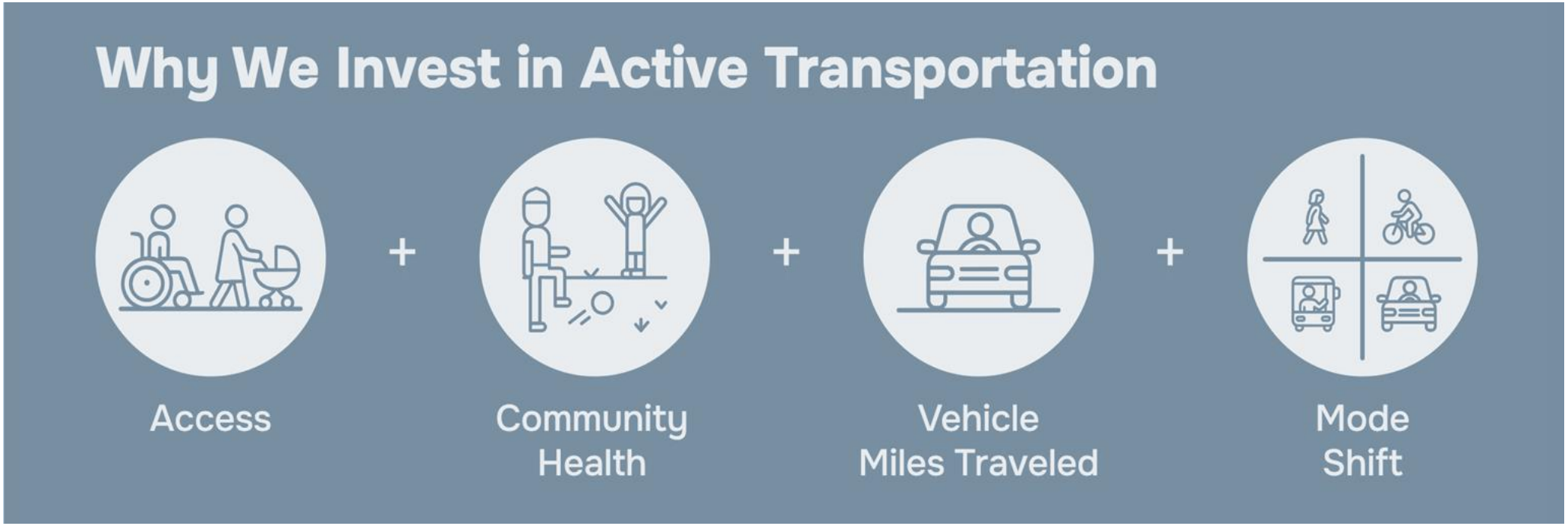
- Biking, Walking, and Rolling Plan
- Public Outreach
- Goals and Policies
- Future Transportation Network
- 20-year Project List
- Funding
- Conclusion and Next Steps

Biking, Walking, and Rolling Plan

- Active transportation covers any primarily human-powered mode of transportation such as:
  - Walking
  - Biking
  - Using a mobility device like a wheelchair or scooter
  - Roller skating
  - Skateboarding
  - Using electric micromobility devices including e-bikes and e-scooters



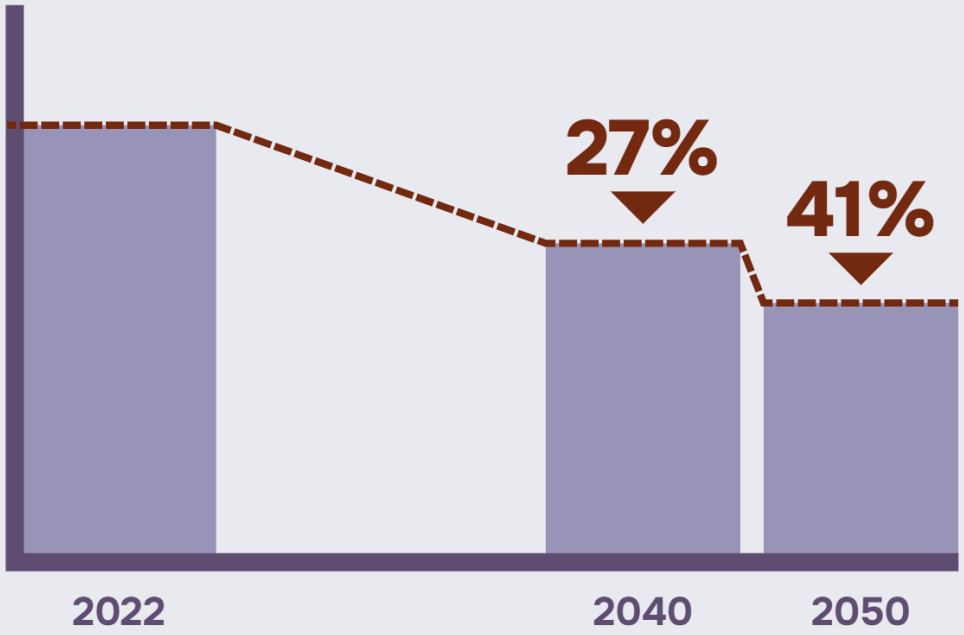
Biking, Walking, and Rolling Plan Need



Vehicle Miles Traveled & Mode Share Goals

VMT Reduction Goal

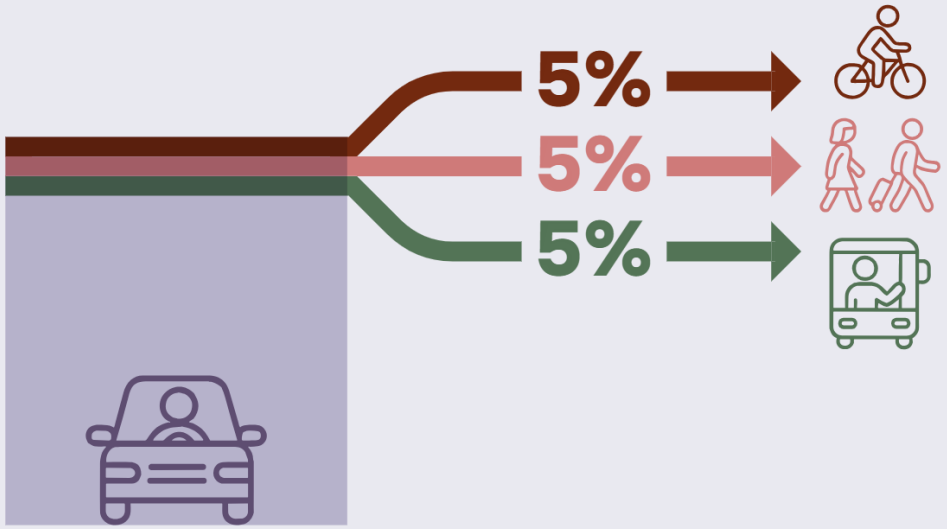
By 2040, 27% lower per capita VMT
By 2050, 41% lower per capita VMT



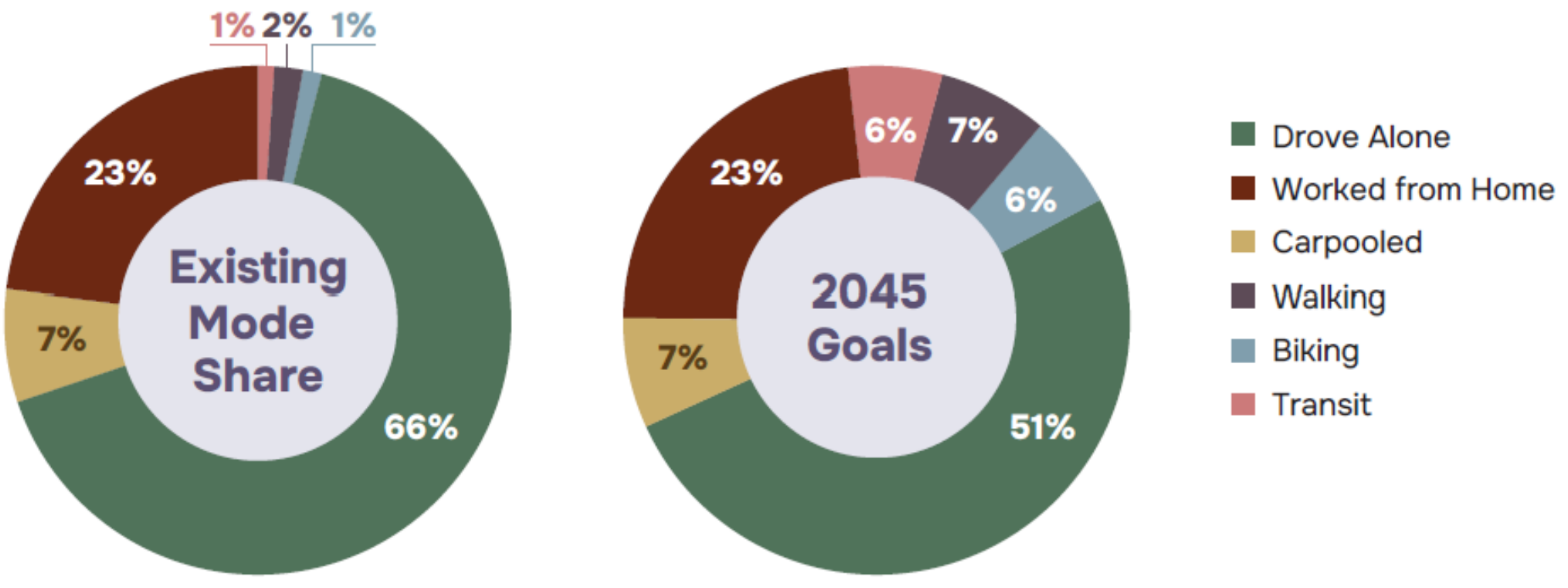
Mode Share Goal

Shift single occupancy vehicle by:

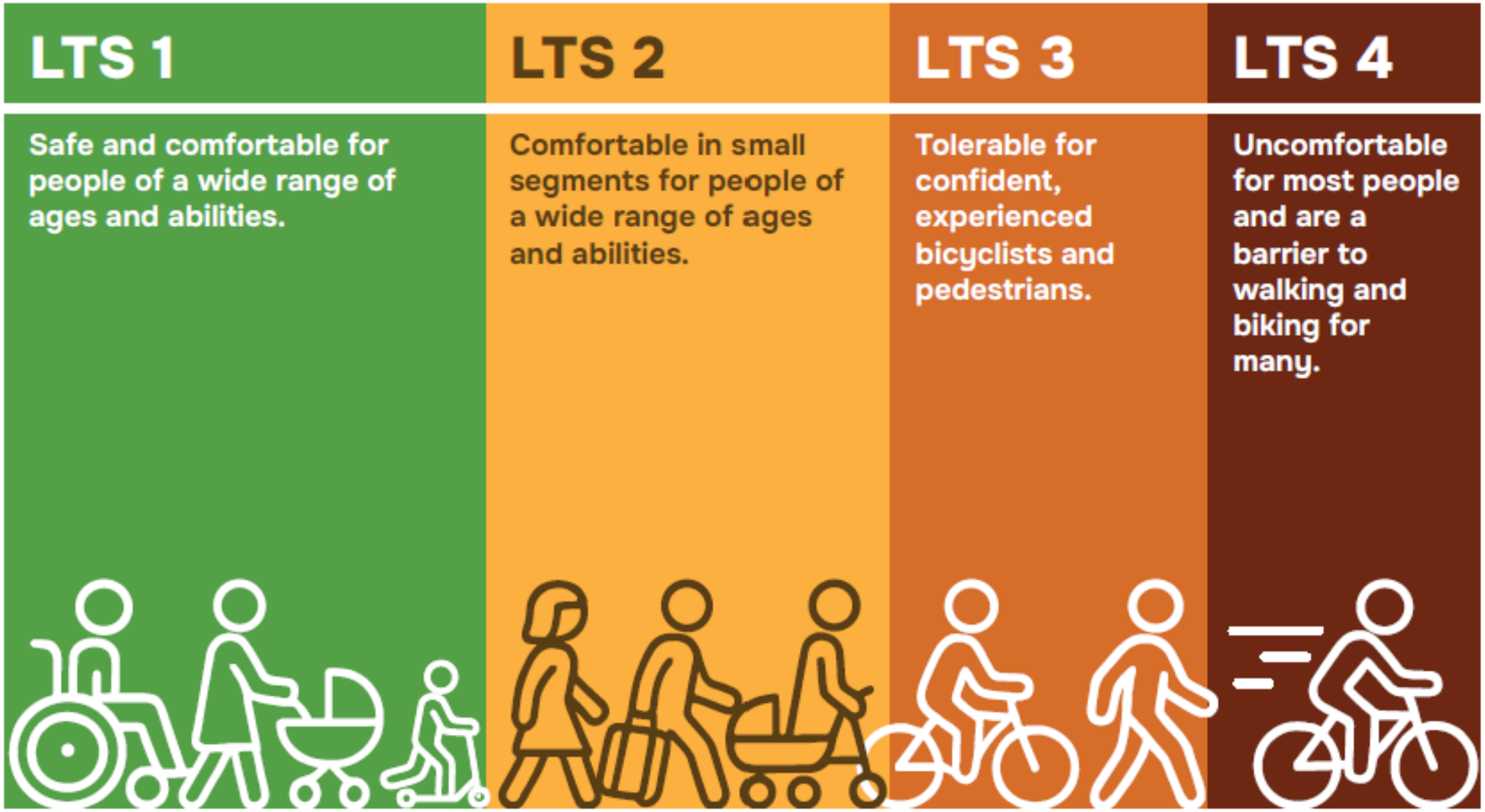
- 5% to bike trips
- 5% to walking trips
- 5% to transit trips



Mode Share Goals

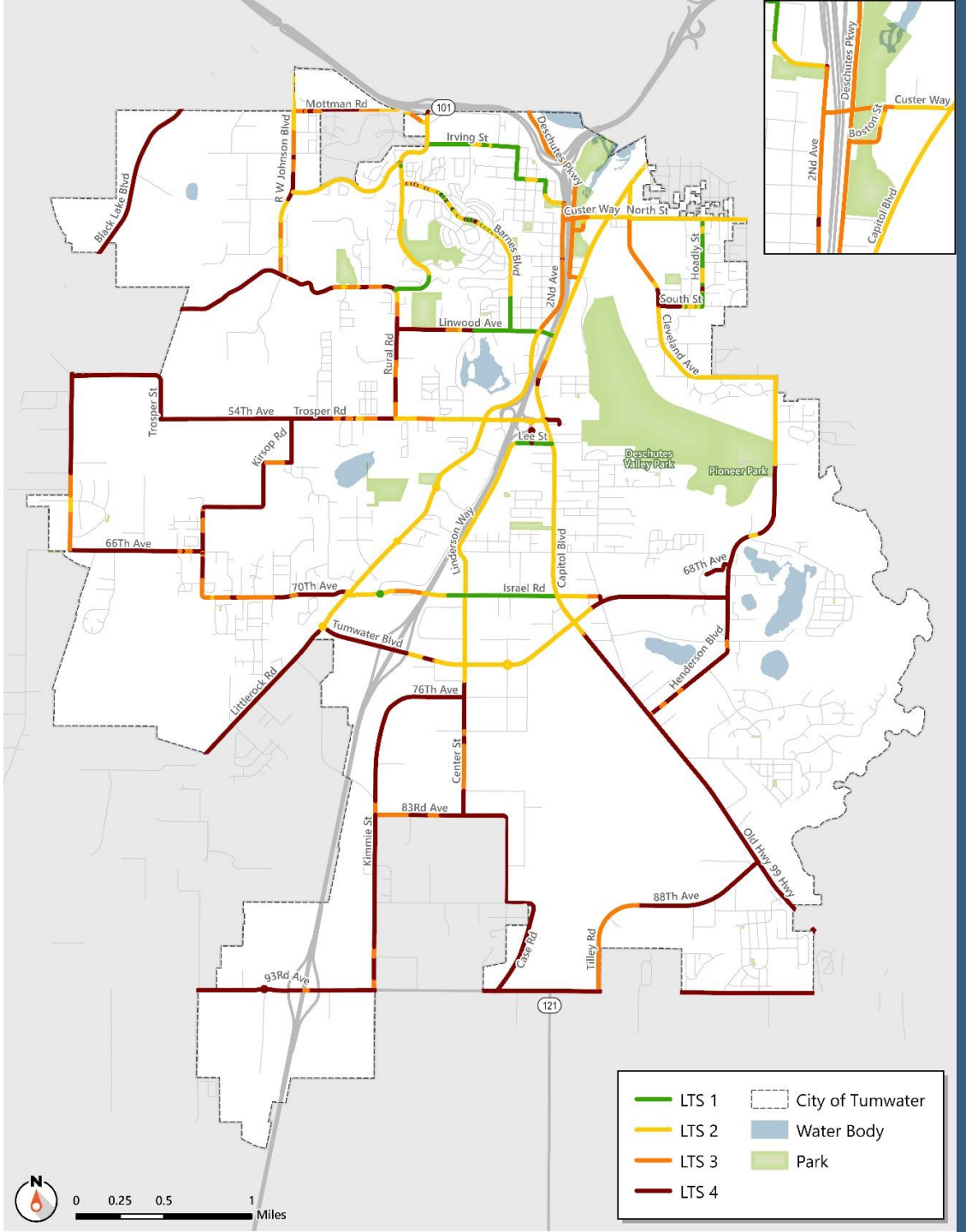


Level of Traffic Stress (LTS)



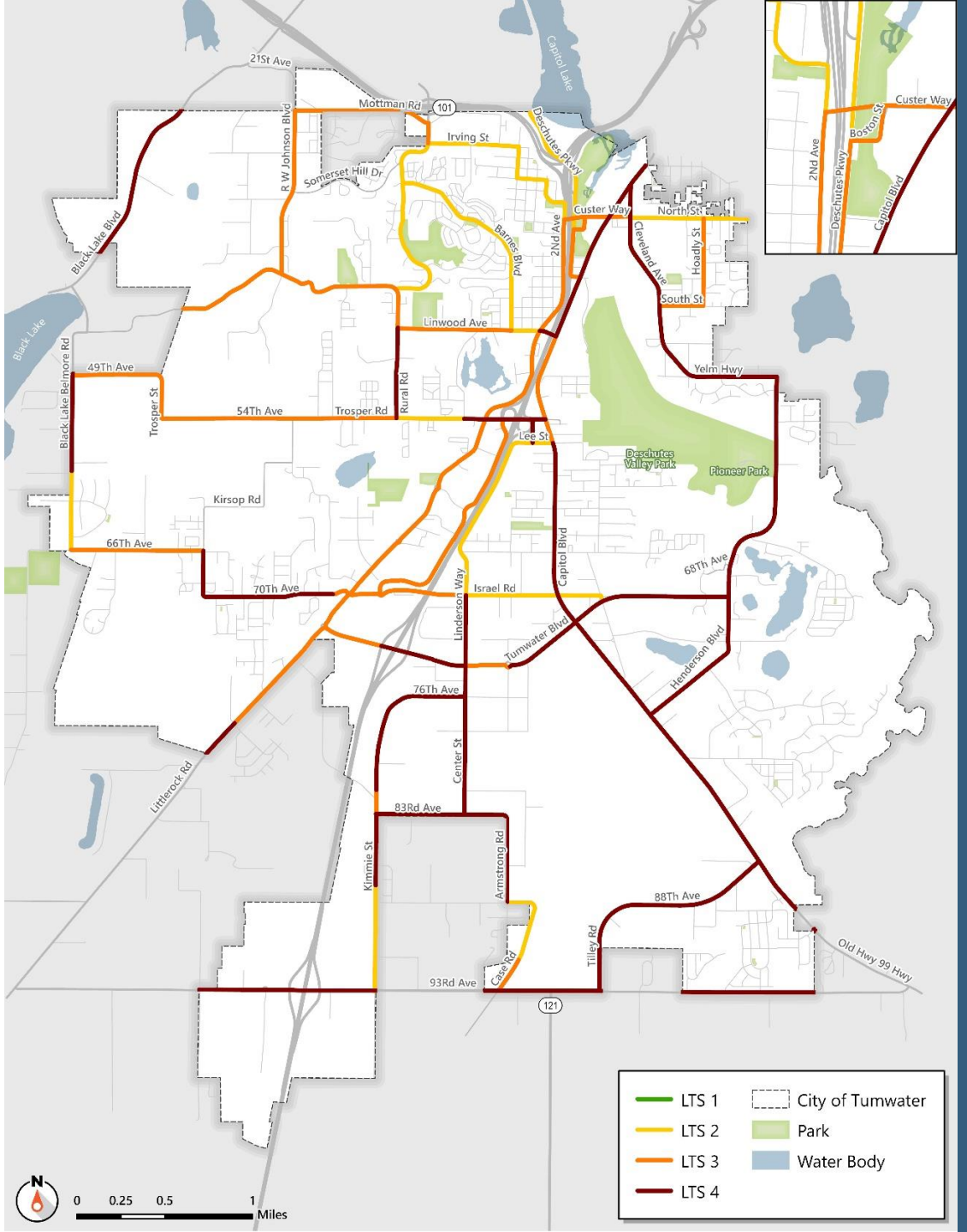
Existing Pedestrian Level of Traffic Stress

Roadway Classification	No Ped Facility	Sidewalk One Side	Sidewalk Both Sides	Separated Path/Trail
Local	4	2	1	1
Collector	4	2	2	1
Arterial	4	3	2	1

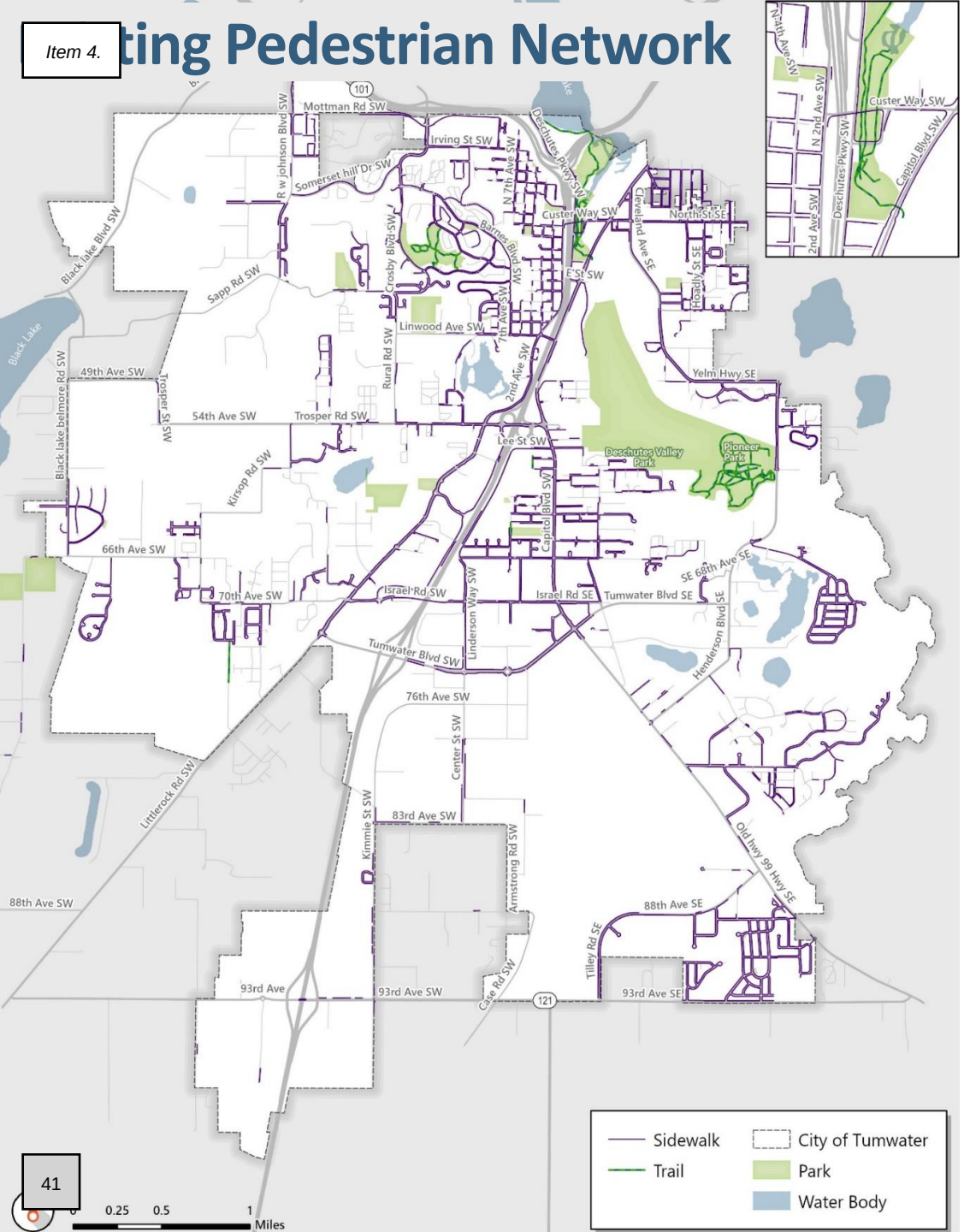


Existing Bicycle Level of Traffic Stress

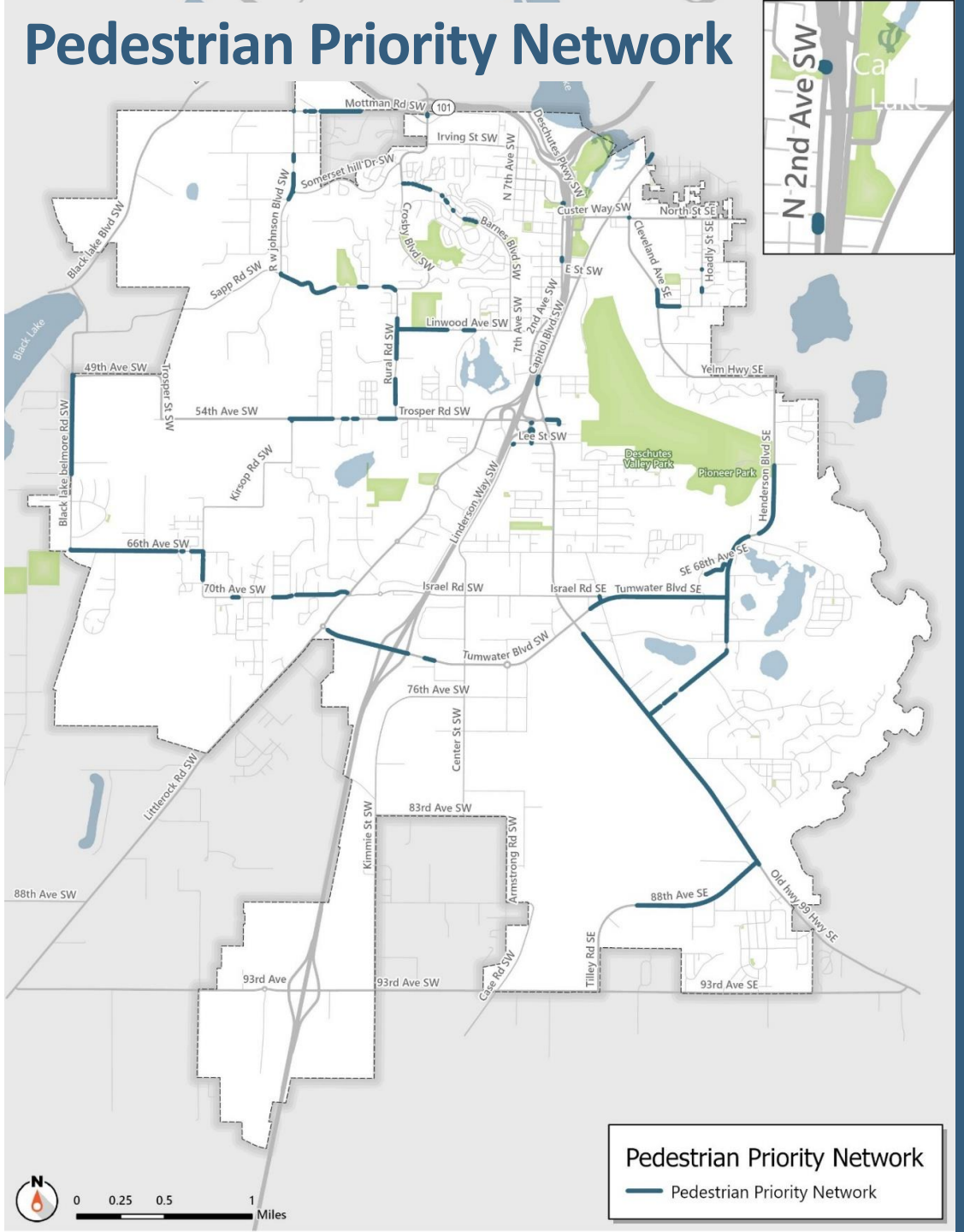
Roadway Characteristics		Bicycle Facility Component					
Speed Limit (mph)	Annual Average Daily Traffic	No Bicycle Facility	Wide Shoulder	Striped Bike Lane	Buffered Bike Lane (Horizontal)	Separated Bike Lane (Vertical)	Shared Use Path
25	<1,500	3	1	1	1	1	1
	1,500 – 7,000	3	2	2	2	1	1
	>7,000	4	2	2	2	1	1
30	<7,000	4	3	2	2	1	1
	7,000 – 15,000	4	3	3	2	1	1
	>15,000	4	4	3	3	2	1
35	<15,000	4	4	3	3	3	1
	>15,000	4	4	4	3	3	1
>35	Any	4	4	4	4	3	1



ting Pedestrian Network



Pedestrian Priority Network



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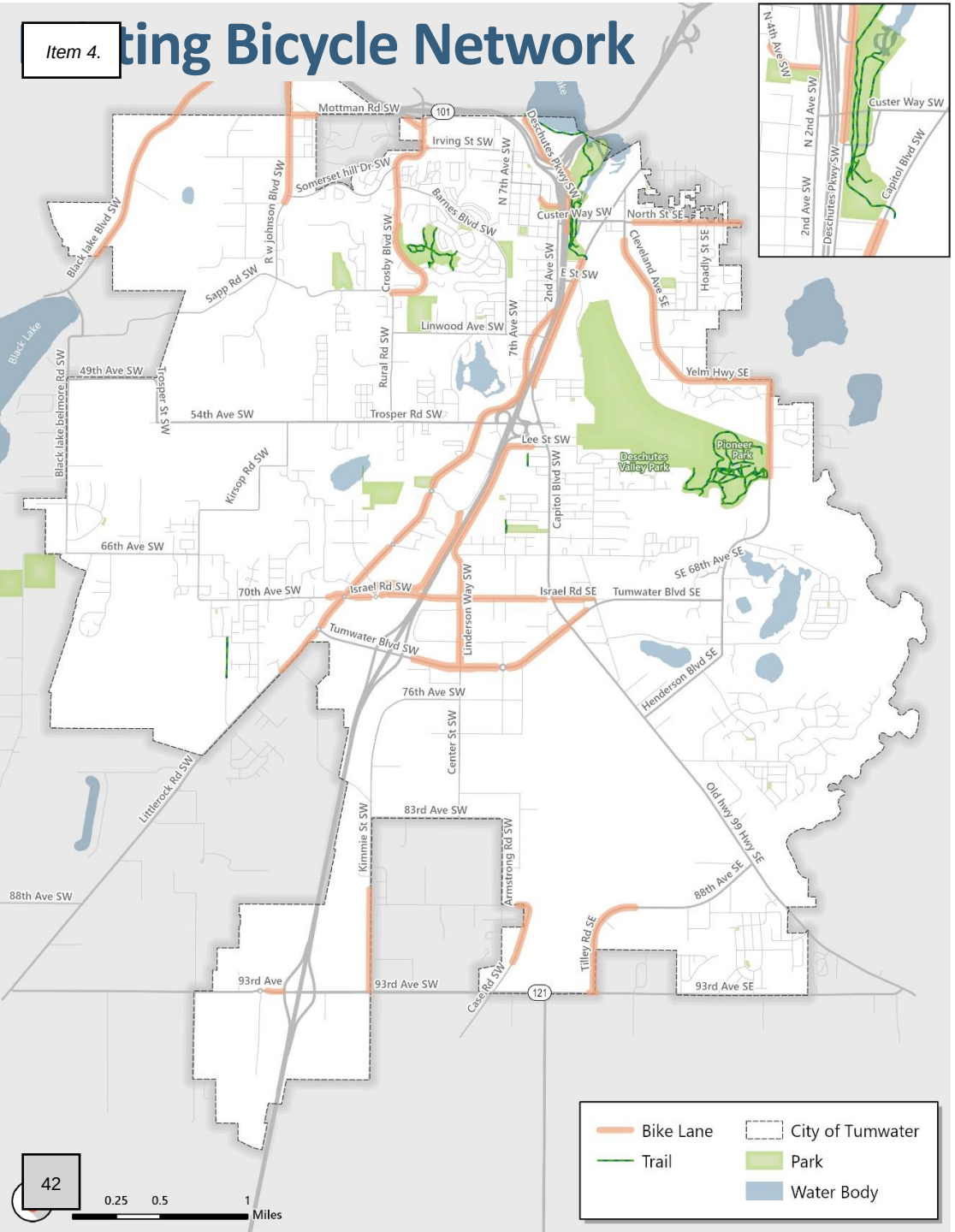
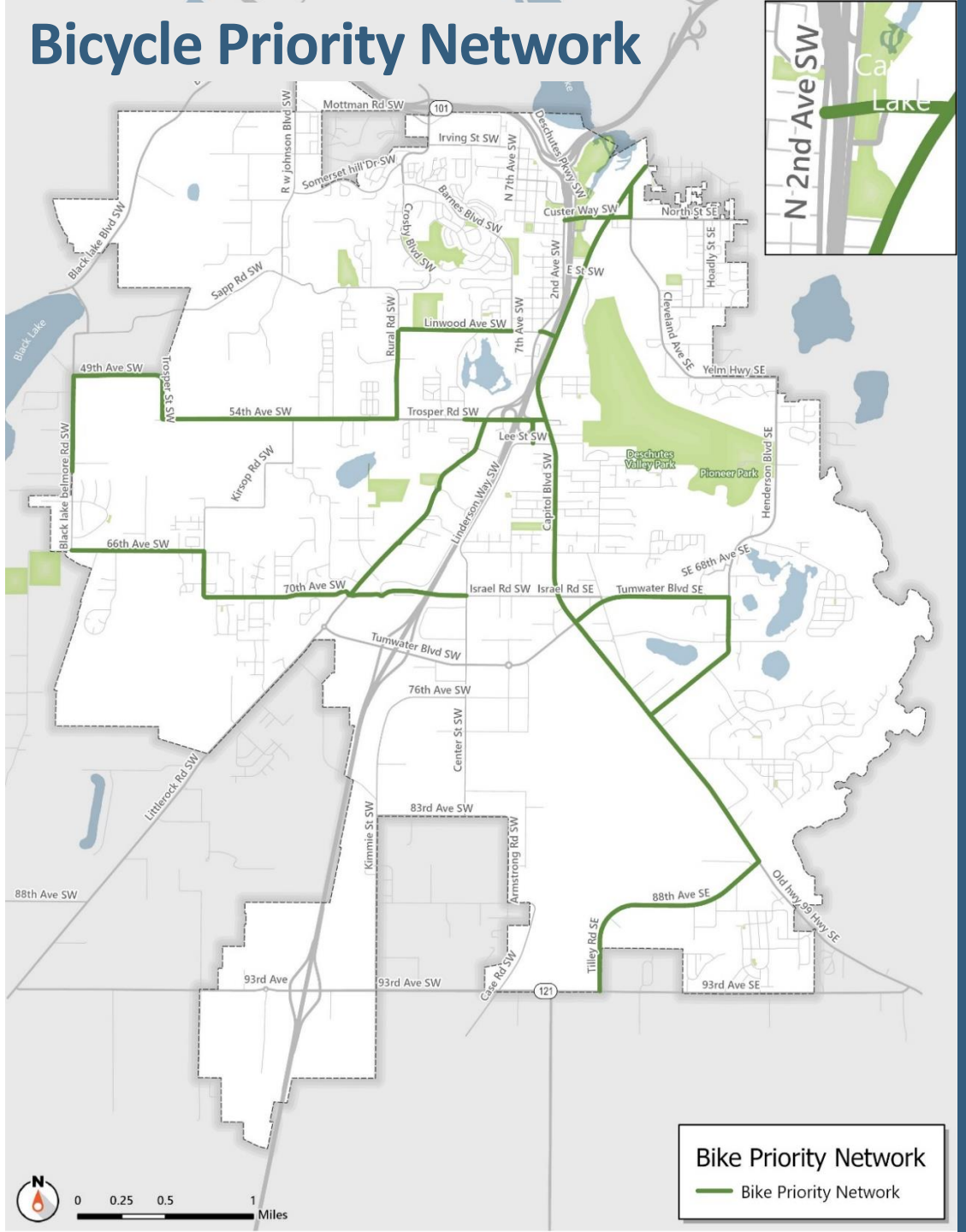
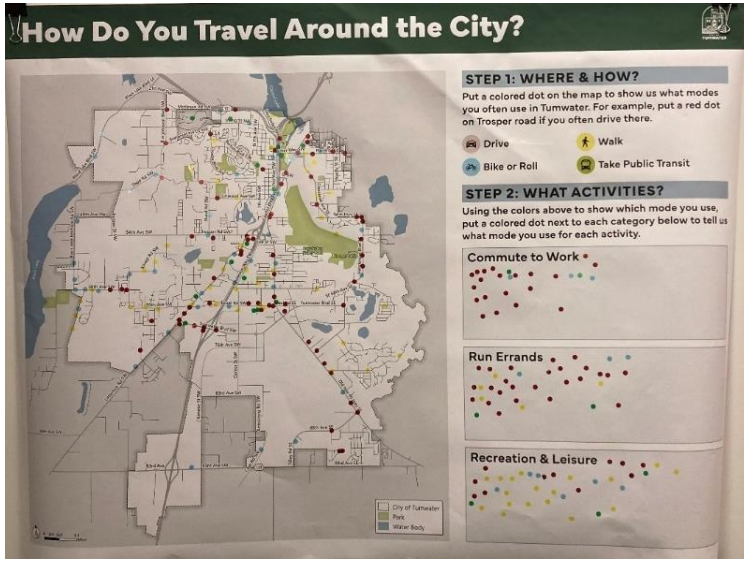


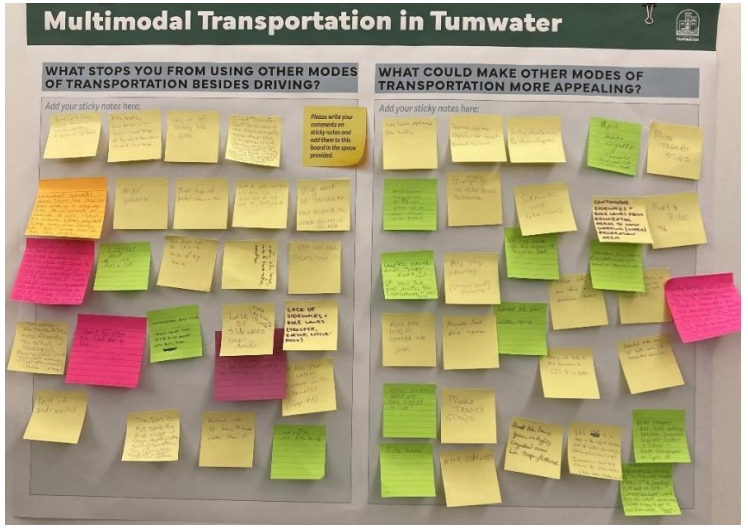
Bicycle Priority Network



Public Outreach

- Transportation Tour – Planning Commission and City Council
- The Transportation Open House
- Community members were asked:
  - How do you travel around the city?
  - What stops you from using other modes of transportation besides driving?
  - What could make other modes of transportation more appealing?

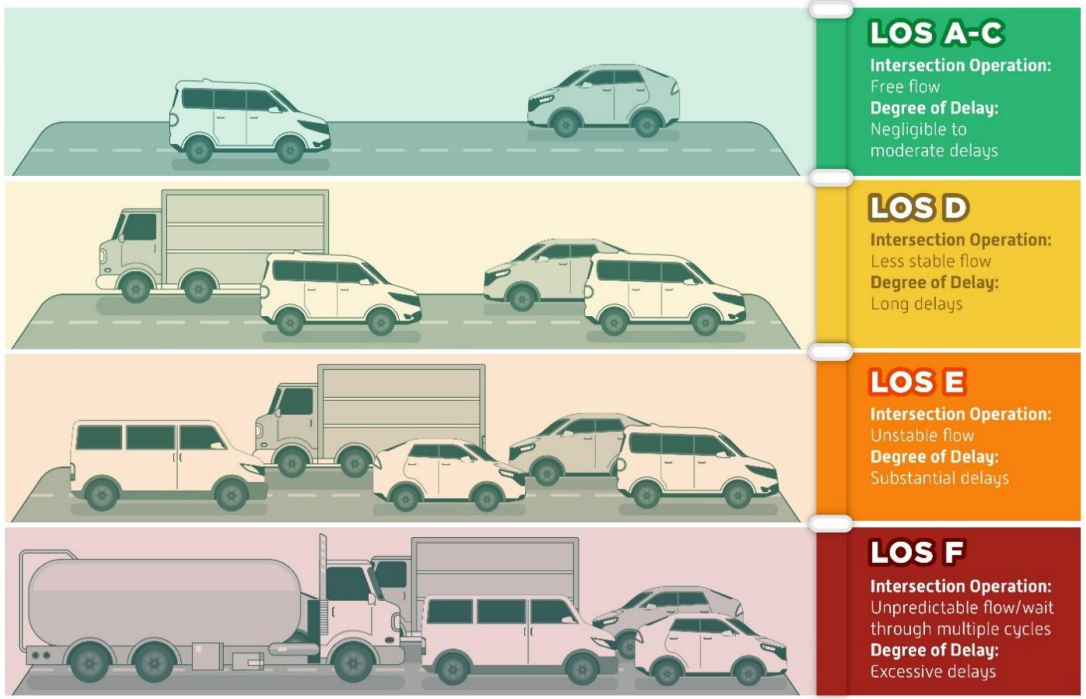




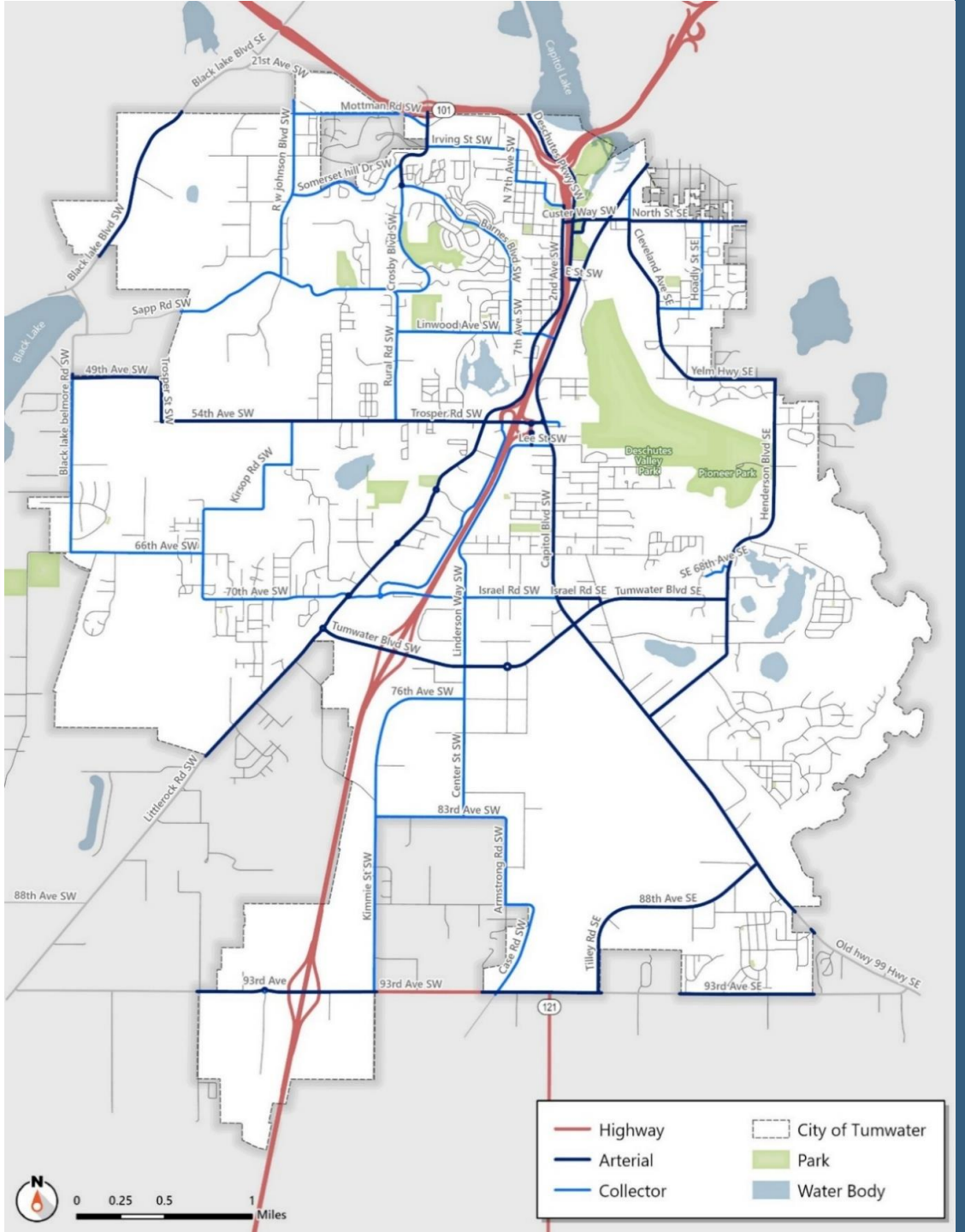
Draft 2025 Transportation Plan Goals

Goal T-1	Improve and maintain a complete system that efficiently supports people walking, rolling, biking, accessing transit, driving, and making regional connections.
Goal T-2	Prioritize safety and quality of life especially for the most vulnerable users of Tumwater's system.
Goal T-3	Invest wisely to support a resilient and maintainable transportation system.
Goal T-4	Minimize our impacts and advance environmental goals.
Goal T-5	Build public support for transportation system improvements by incorporating robust outreach as part of transportation plans and design projects.

Automobile Network

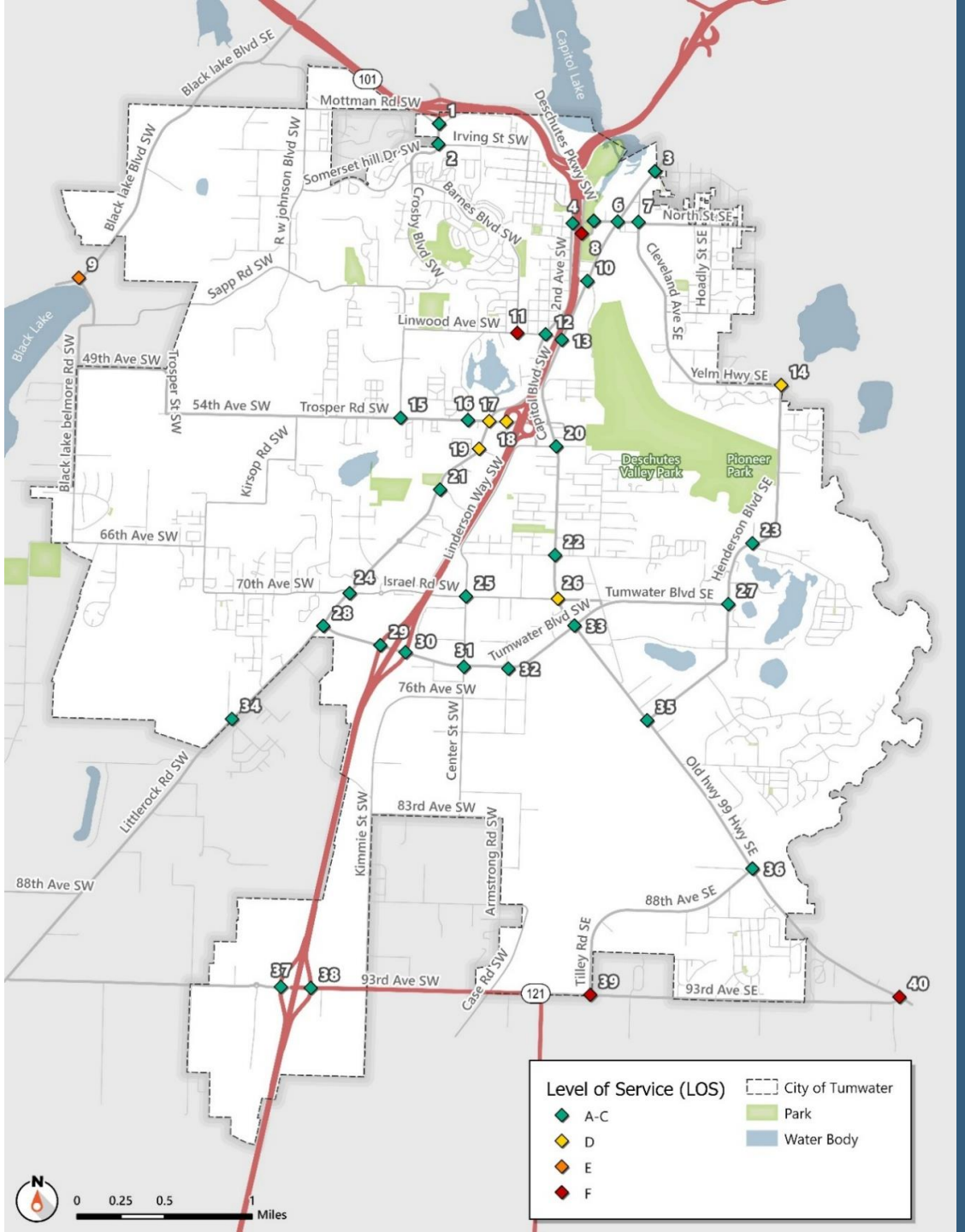


The City has a **level of service standard D**, except within the urban core area, which is allowed to reach **level of service E**

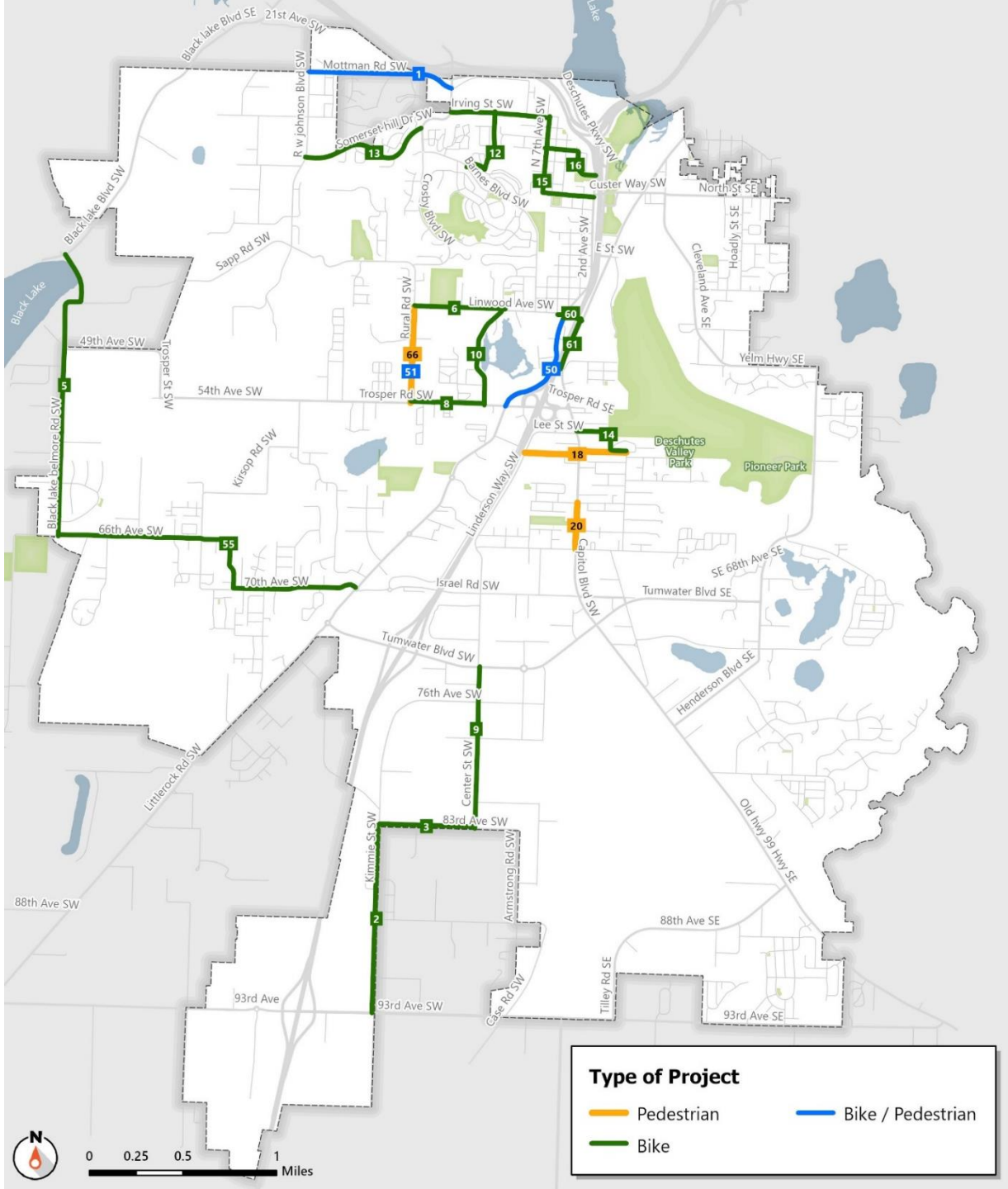


Future Automobile Network

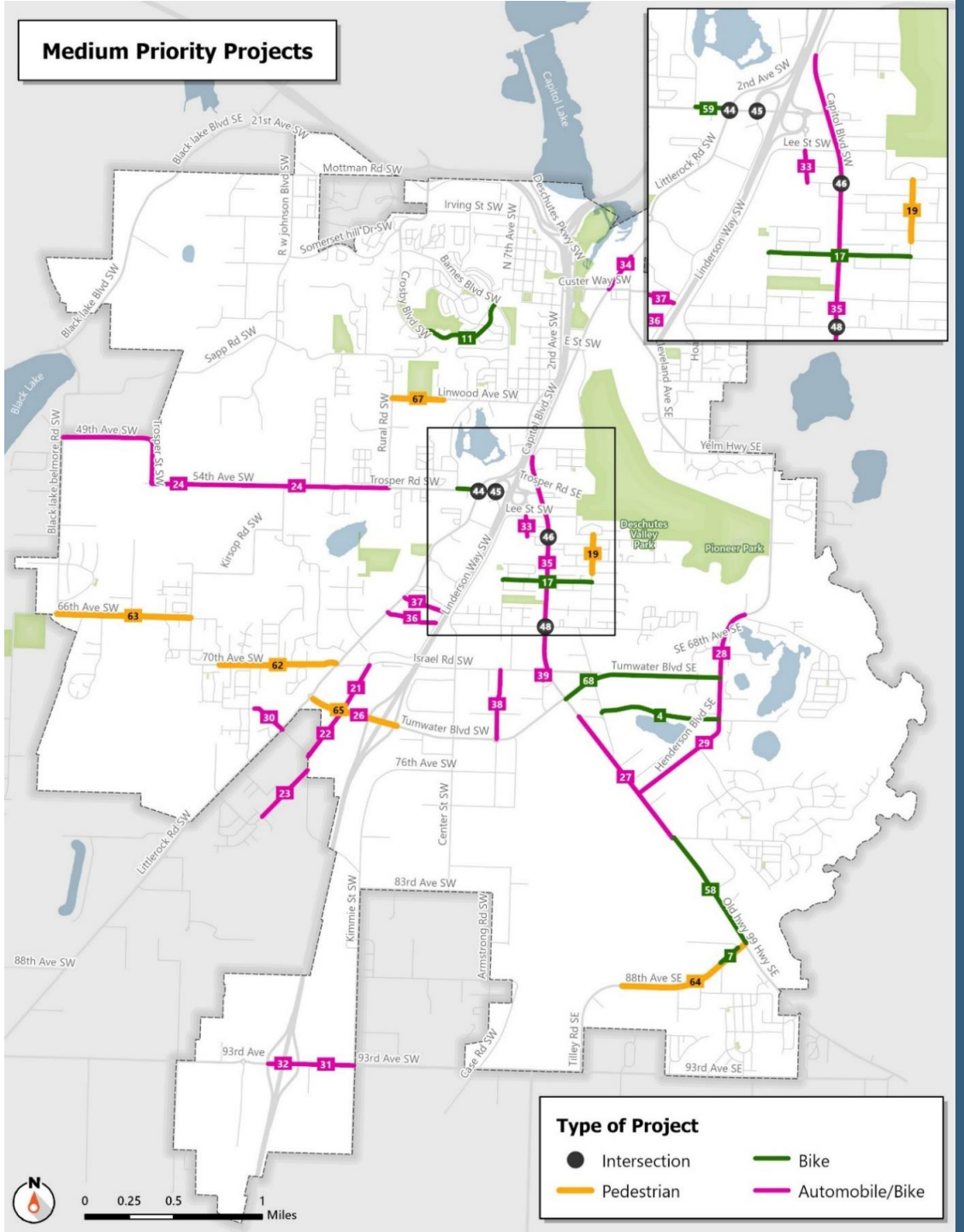
- 40 study intersections
- 11 intersections are planned roundabouts
- 5 intersections expected to exceed level of service standards without improvements



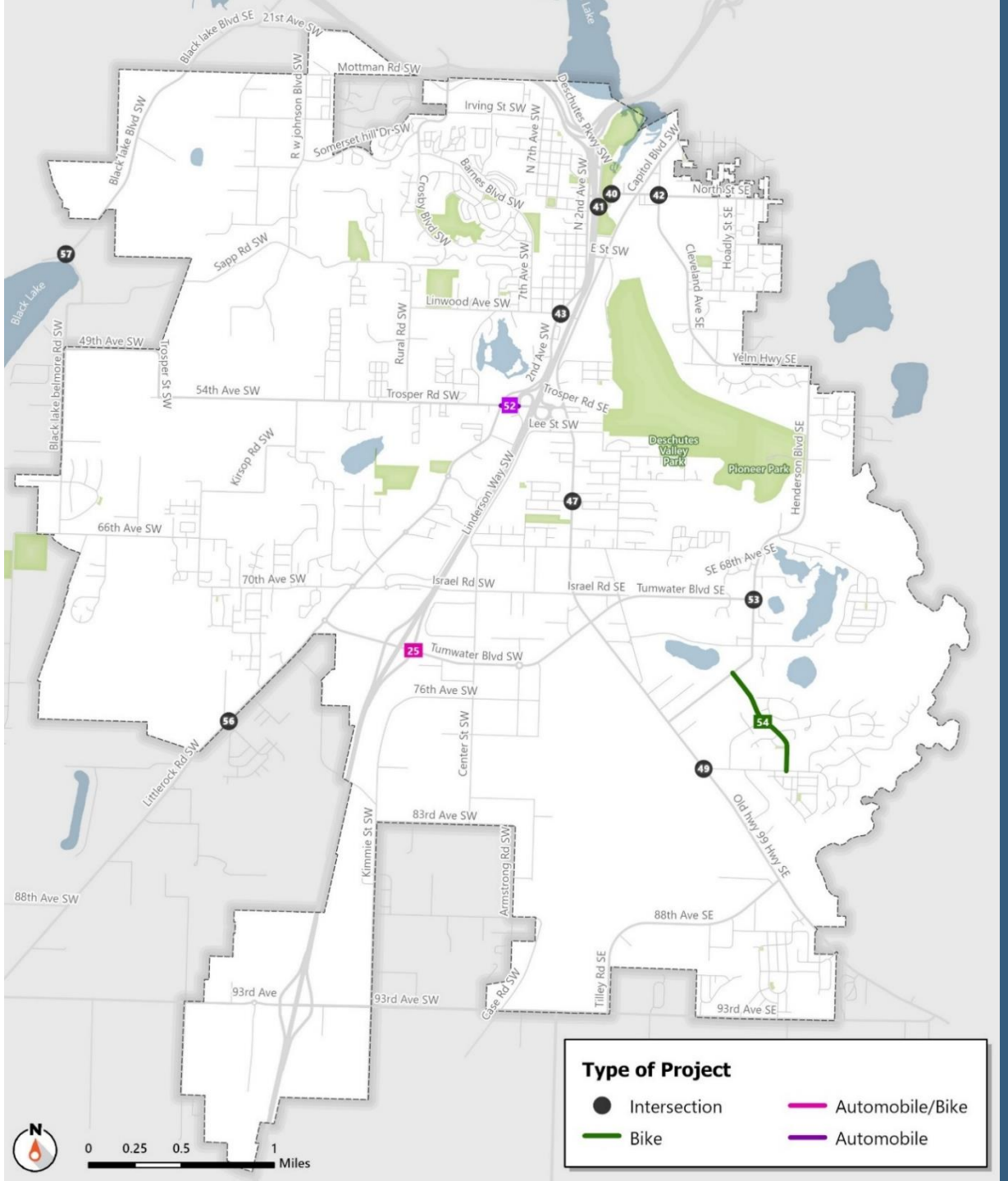
High Priority Projects



Medium Priority Projects



Low Priority Projects



20-year Project List

Project ID	Title	Description	Mode	Cost ($)	Priority
1	Mottman Road Sidewalk and Bike Lane Improvements	Install sidewalk on the north side of Mottman Road from the vicinity of Crosby Boulevard to R.W. Johnson Boulevard. Note that sidewalks and bike lanes will be added to both sides of Mottman between Mottman Court and R.W. Johnson Boulevard during a pavement resurfacing project.	Bike / Ped	1,900,000	High
2	76th Ave / Kimmie Street Bike Facilities (City)	Striped Bike Lanes from 83rd Avenue to 93rd Avenue.	Bike	500,000	High
3	83rd Avenue Bike Facilities	Striped Bike Lanes from Kimmie Street to Center Street	Bike	700,000	High
4	Bonniewood Drive Bike Facilities	Striped Bike Lanes from Dennis Street to Old Highway 99	Bike	1,200,000	Medium
5	Black Lake-Belmore Road Bike Lanes	Striped Bike Lanes from 66th Avenue to Black Lake Boulevard	Bike	4,000,000	High
6	Linwood Avenue Bike Facilities	Striped Bike Lanes from Sapp Road to G Street	Bike	2,400,000	High
7	88th Avenue Bike Facilities	Striped Bike Lanes from just west of Cabot Drive to 85th Avenue	Bike	400,000	Medium
8	Trosper Road Bike Facilities	Striped Bike Lanes from Lake Park Drive to Rural Road	Bike	50,000	High
9	Center Street Bike Facilities	Striped Bike Lanes from Tumwater Boulevard to 83rd Avenue	Bike	50,000	High
10	Lake Park Drive Bike Facilities	Striped Bike Lanes from Linwood Avenue to Trosper Road	Bike	200,000	High
11	Vista Loop Bike Facilities	Striped Bike Lanes from Crosby Boulevard to Barnes Boulevard	Bike	200,000	Medium
12	12th Avenue / Vista Loop Bike Facilities	Striped Bike Lanes from Barnes Road to Irving Street	Bike	500,000	High
13	Somerset Hill Road Bike Facilities	From R.W. Johnson Boulevard to Crosby Boulevard. Consider widening existing 8' path to 12' in lieu of on-street bike facilities.	Bike	800,000	High
14	Lee Street / Boston Avenue / Hazelhurst Bike Facilities	Striped Bike Lanes from Capitol Boulevard to Elm Street	Bike	30,000	High
15	7th Avenue / Bates Street / 3rd Avenue Bike Facilities	Striped Bike Lanes from 2nd Avenue to Crosby Boulevard	Bike	150,000	High

20-year Project List

Project ID	Title	Description	Mode	Cost ($)	Priority
16	Desoto Street / 4th Avenue / Ferry Street Bike Facilities	Striped Bike Lanes from 7th Avenue to 2nd Avenue	Bike	100,000	High
17	X Street Shared Bike Streets	Upgrade as necessary and sign with 'sharrows' X Street, from Elm Street to 7th Ave.	Bike	30,000	Medium
18	New Pedestrian Connection from Linderson Way to Elm Street, in vicinity of T Street	Pedestrian facilities offering a direct route between Linderson Way and Elm Street with a crossing at Capitol Way. Preferred route roughly aligns with T Street and Pinehurst Drive.	Pedestrian	500,000	High
19	Elm Street Sidewalks	Completion of sidewalk facilities on Elm Street between Pinehurst and W Street.	Pedestrian	160,000	Medium
20	North-South Pedestrian Connection between X Street and Dennis Street	Create a new pedestrian / non-motorized connection through the future shared-use pathway on the BPA alignment to connect X Street and Dennis Street in the vicinity of Tumwater High School.	Pedestrian	300,000	High
21	Tyee Dr -- Israel Rd to Tumwater Blvd	Construct 5 lane extension or 3 lane if roundabout nodes, including intersection improvements at Tumwater Blvd	Automobile / Bike	4,000,000	Medium
22	Tyee Dr -- Tumwater Blvd to Prine Dr	Construct 5 lane extension or 3 lane if roundabout nodes, including intersection improvements at Prine Dr	Automobile / Bike	3,000,000	Medium
23	Tyee Dr -- Prine Dr to Littlerock Rd Brenden St	Construct 3 lane extension along with bike lane facilities.	Automobile / Bike	7,400,000	Medium
24	Trosper Rd -- Lake Park Dr to Rural Rd	Repurpose asphalt to provide 3 travel lanes and bike lane facilities.	Automobile / Bike	225,000	Medium
25	Tumwater Blvd -- I-5 Interchange	Install RAB and widen bridge to accommodate bike lanes.	Automobile / Bike	23,000,000	Low
26	Tumwater Blvd -- I-5 SB ramps to Tyee	Widen to 5 lanes and add bike lane facilities.	Automobile / Bike	3,500,000	Medium
27	Old Highway 99 -- 73rd Ave to 88th Ave	Widen to 4 lanes with median, bike lanes and intersection improvements at Bonniewood Drive, Henderson Blvd, and 88th Ave.	Automobile / Bike	22,000,000	Medium
28	Old Highway 99 -- 88th Ave to 93rd Ave	Widen to 3 lanes.	Automobile	2,500,000	Low
29	Henderson Blvd -- Tumwater Blvd to Old Hwy 99	Widen to 3 lanes.	Automobile	4,000,000	Medium

20-year Project List

Project ID	Title	Description	Mode	Cost ($)	Priority
30	73rd Ave -- Prine Dr Ext to 73rd/66th Connector	Construct 2 lane road along with striped bike lanes.	Automobile / Bike	2,000,000	Medium
31	SR 121 (93rd Ave) -- I-5 NB Ramps to Kimmie St	Widen to 5 lanes with bike facilities, including roundabout at Kimmie Street.	Automobile / Bike	7,000,000	Medium
32	SR 121 (93rd Ave) -- I-5 Interchange	Widen bridge to 5 lanes and install roundabouts at on and off ramps.	Automobile / Bike	20,000,000	Medium
33	6th Ave -- T St to Lee St	Construct 2 lane roadway along with striped bike lane facilities.	Automobile / Bike	1,500,000	Medium
34	Capitol Blvd -Custer Way to Carlyon Ave	Reduce to 4 lanes, install bike lanes.	Automobile / Bike	100,000	Medium
35	Capitol Blvd -- M St to Israel Rd	Reduce to 4 lanes, construct roundabouts at select intersections, install bike lanes, and construct median	Automobile / Bike	30,000,000	Medium
36	Odegard Rd -- Littlerock Rd to Tyee Dr	Construct 2 lane road with on-street parking and bike lanes.	Automobile / Bike	200,000	Medium
37	Bishop Rd -- Littlerock Rd to Tyee Dr	Construct 2 lane road with on-street parking and bike lanes.	Automobile / Bike	500,000	Medium
38	New Market St -- Tumwater Blvd to Israel Rd	Construct 2 lane road with on-street parking and bike lanes.	Automobile / Bike	3,000,000	Medium
39	Town Center Connector -- Tumwater Blvd to Israel Rd	Construct 2 lane road with on-street parking and bike lanes.	Automobile / Bike	1,000,000	Medium
40	Boston St at Custer Way	Install Roundabout.	Intersection	7,500,000	Low
41	Deschutes Way at Boston St	Install traffic signal	Intersection	500,000	Low
42	Cleveland Ave at Custer Way/North St	Install Roundabout.	Intersection	5,000,000	Low
43	Linwood Ave at 2nd Ave	Install Roundabout.	Intersection	5,000,000	Low

20-year Project List

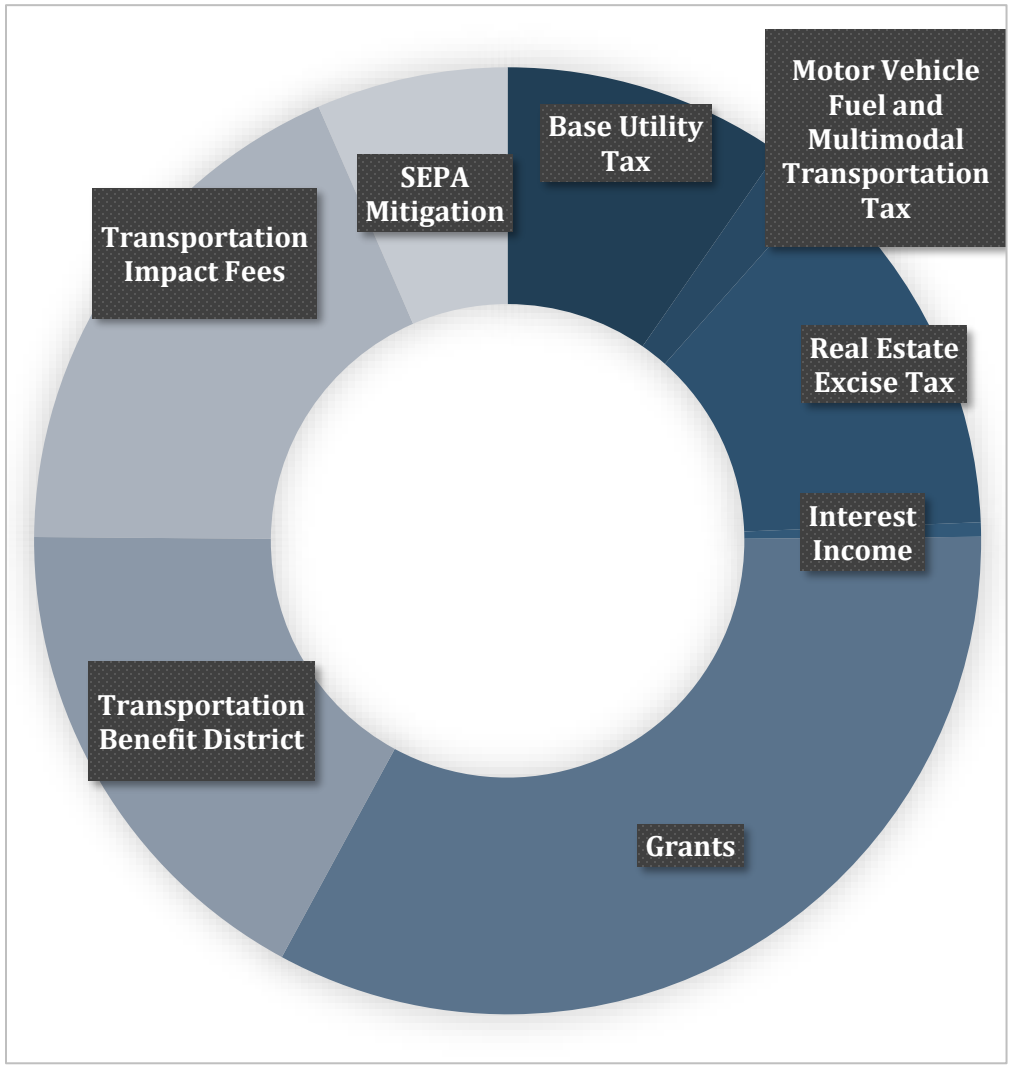
Project ID	Title	Description	Mode	Cost ($)	Priority
44	Trosper Rd at 2nd Ave/Littlerock Rd	Install Roundabout.	Intersection	6,000,000	Medium
45	Trosper Rd at Tyee Dr/SB I-5 Ramps	Install Roundabout.	Intersection	6,000,000	Medium
46	T St at Capitol Blvd	Install Roundabout.	Intersection	6,000,000	Medium
47	X St at Capitol Blvd	Install Roundabout.	Intersection	7,000,000	Low
48	Dennis St at Capitol Blvd	Install Roundabout.	Intersection	6,000,000	Medium
49	Old Hwy 99 at 79th Ave	Install Roundabout.	Intersection	5,000,000	Low
50	2nd Ave Pedestrian and Bike Improvements	Identify gaps and add buffered bike lane facilities to achieve LTS 2.	Bike / Ped	3,855,000	High
51	Rural Rd Shoulder Improvements		Bike / Ped	500,000	High
52	Trosper Road Capacity Study (Littlerock Rd to 1-5)		Automobile	400,000	Low
53	Tumwater Blvd and Henderson Blvd Intersection Improvements		Intersection	3,000,000	Low
54	E Street Connection - Capitol Blvd to Cleveland Ave	Construct 4 lane roadway across Tumwater valley, including E St and Cleveland Ave intersections.	Automobile	60,000,000	Low
55	66th Avenue / 70th Avenue Bike Lanes	Install bike lanes from Black Lake-Belmore Road to Littlerock Road	Bike	3,400,000	High
56	Littlerock Rd and 77th Way Roundabout	Install Roundabout.	Intersection	5,000,000	Low
57	Black Lake Belmore at Black Lake Blvd	I Install Roundabout.	Intersection	5,000,000	Low
58	Henderson Blvd Corridor - Yelm Hwy to Tumwater Blvd	Widen roadway to 4/5 lane section, widen bridge over Deschutes River, install intersection improvements and pedestrian facilities	Automobile	24,000,000	Medium

20-year Project List

Project ID	Title	Description	Mode	Cost ($)	Priority
A	Multimodal Improvements Program	Various locations throughout the city. Intent is to create a safer and more inviting multimodal transportation system. Specific projects developed as a part of the six-year Transportation Improvement Plan process.	Program-matic	16,500,000	High
B	Safe Routes to School Projects	Improve pedestrian and bicyclist safety near schools. Projects include sidewalks, lighting, flashing beacons, signage, markings, and other measures. Project details developed as a part of the six-year Transportation Improvement Plan process.	Program-matic	2,000,000	Medium
C	Pavement Maintenance Program	This program is designed to preserve and enhance the condition of roadways, sidewalks, and other paved surfaces.	Automobile	20,000,000	Medium
58	Old Highway 99 Bike Connectivity Improvement	Bike lanes that connect the southern extents of Old Highway 99 until 88th Avenue SE.	Bike		Medium
59	Trosper Road Bike Gap Infill	Infilling Bike network gaps to ensure Trosper Road meets LTS 2 standard.	Bike		Medium
60	Linwood Avenue East West Connector	Provides and east west bike connection that crosses I5 and connects eastern and western portions of the city.	Bike		High
61	Capitol Boulevard Bike LTS Improvement	Provides a northern connection with an LTS of 2 for the main Capitol Boulevard improvement.	Bike		High
62	70th Avenue Pedestrian Improvements	Infill Pedestrian sidewalk gaps to improve LTS and provide critical connections.	Bike		Medium
63	66th Avenue Sidewalk Improvements	Infill Pedestrian sidewalk gaps to improve LTS and provide critical connections.	Pedestrian		Medium
64	88th Avenue Sidewalk Improvements	Infill Pedestrian sidewalk gaps to improve LTS and provide critical connections.	Pedestrian		Medium
65	Tumwater Boulevard SW Sidewalk Extension	Infill Pedestrian sidewalk gaps to improve LTS and provide critical east west connection.	Pedestrian		Medium
66	Rural Road Sidewalk Development	Infill Pedestrian sidewalk gaps to improve LTS and provide critical connections.	Pedestrian		High
67	Linwood Avenue SW Sidewalk Infill	Infill Pedestrian sidewalk gaps to improve LTS and provide critical connections.	Pedestrian		Medium
68	Tumwater Boulevard SW Bike Lane Development	This project will convert wide lanes on Tumwater Boulevard SW to bike lanes to improve the associated LTS of the facility.	Bike		Medium

Funding

Fund Source	20 - Year Estimate
Base Utility Tax (.8% of the 12%)	$20,715,000
Motor Veh. Fuel and Multimodal Transp. Tax	$4,095,000
Real Estate Excise Tax (.05%)	$27,487,000
Retail Sales & Use Tax	$ -
Interest Income	$1,050,000
Grants	$70,902,000
Transportation Benefit District	$36,943,000
Transportation Impact Fees	$39,337,000
SEPA Mitigation	$14,026,000
Total Revenue over 20 Years	**$214,555,000**
Annual Average Revenue	**$10,730,000**
Total Capital Expenditure over 20 Years	**$212,000,000**
Annual Average Expenditure	**$10,600,000**
Annual Shortfall	**$130,000**



Funding

Grants	Transportation Benefit District	Transportation Impact Fees	Real Estate Excise Tax	Base Utility Tax	SEPA Mitigation	Fuel and Transportation Tax

Options to increase revenue

- The City has several options to increase revenue to plug deficiencies in the 20-year horizon

Tax General Obligation Bonds	Commercial Parking Tax	Local Improvement Districts

Next Steps

- Planning Commission Meeting – August 26, 2025
- Washington Department of Transportation Certification Review – August 28, 2025 – October 27, 2025
- Thurston Regional Planning Council – August 28, 2025 – October 27, 2025
- Comprehensive Plan Ordinance Briefing – October 28, 2025
- Comprehensive Plan Adoption Process – Fall 2025 and Winter 2026

Questions?

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

CITY OF TUMWATER

Transportation Plan

Part 1 – Goals, Policies, and Implementation Actions

Table of Contents

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

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

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.

	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

	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

	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

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.

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

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.

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**

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**

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**

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

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

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

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**

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

	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**

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

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**

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

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

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

	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

Attachment D

Transportation Plan

Part 2 – Technical Information

City of Tumwater 2025 Comprehensive Plan

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

DRAFT VERSION AUGUST 1, 2025

December 2025

Ordinance No. O2025-0XX

CITY OF TUMWATER

Transportation Plan

Part 2 – Technical Information

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Abbreviations Used in Document

AWSC – All Way Stop Control

EB – Eastbound

EXT – Extension

LOS – Level of Service

LTS – Level of Traffic Stress

MPH – Miles Per Hour

NB – Northbound

NBL – North Bound Left

NBR – North Bound Right

NBT – North Bound Through

RAB – Roundabout

RCW – Revised Code of Washington

SB – Southbound

SBL – South Bound Left

SBR – South Bound Right

SBT – South Bound Through

TWSC – Two Way Stop Control

V/C – Volume to Capacity

WAC – Washington Administrative Code

WB – Westbound

WBL – West Bound Left

WBR – West Bound Right

1. Introduction

A. Background

The Transportation Plan is part of Tumwater's Comprehensive Plan and was prepared in response to Washington State Growth Management Act (Chapter 36.70A RCW).

The Plan covers the 20-year planning period from 2025-2045, and guides transportation investments. Community values and broader community goals influence the direction to meet the community's needs emphasizing safety and accessibility and improving connectivity.

Tumwater is experiencing significant growth that is expected to continue over the next two decades. The Washington Growth Management Act includes legal requirements for Tumwater to plan for growth through regular Comprehensive Plan updates.

Part 2 of the Transportation Plan provides the technical analysis to address the requirements of RCW 36.70A.070(1) for transportation system planning. To plan for the next 20 years, growth estimates and land use assumptions from the Land Use Element form the basis of forecasts which point to infrastructure needs.

B. How to Read this Part of the Plan

Part 2 of the Transportation Plan is organized into the following chapters:

1. **Introduction**: Provides an overview of the plan.
2. **Transportation Planning Context**: Describes the current state of Tumwater's

TRANSPORTATION

State requirements (WAC 365-196-435) that the Comprehensive Plan must meet include:

- Land use assumptions used in estimating travel.
- Estimated traffic impacts to state-owned transportation facilities.
- Facility and service needs, including air, water, and ground facilities and services, level of service standard for local and state owned facilities, specific actions to correct facilities that are out of compliance, 10 year traffic forecasts and identification of state and local needs.
- Analysis of funding capability, multiyear financing plan, and discussion of how shortfalls will be met.
- Intergovernmental coordination efforts, including an assessment of the impacts of adjacent jurisdictions.
- Demand-management strategies.
- Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements and corridors that address and encourage enhanced community access and promote healthy lifestyles.
- The transportation plan, and the six-year plan required by RCW 35.77.010 must be consistent.

transportation network for all modes and identifies existing challenges and trends.

3. **Public Outreach**: Details outreach efforts as part of the update.
4. **Tumwater's Future Transportation System**: Details how Tumwater's transportation system is expected to operate in the future with only funded or very likely to be funded and completed projects and establishes Level of Service standards for each mode.
5. **Transportation Project List**: Provides a prioritized capital project list to help Tumwater work towards the future transportation vision.
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.

C. Connections to Other Elements

The Transportation Plan works with the Land Use Element since the location of goods and services impacts how people access them. Similarly, the other Elements of the Comprehensive Plan also impact transportation by making demands of the system:

- More housing leads to greater congestion on roadways.
- Creating new parks and open spaces requires appropriate access to those places.
- Utilities are affected by the need to provide service for electric vehicles.

The Comprehensive Plan is an attempt to balance those demands with protection for natural areas and sustainable growth. For example, when considering where roadways should be widened, the Conservation Element provides information about critical areas which may constrain the location of transportation connections.

Coordination with all the Elements of the Comprehensive Plan is important to be able to ensure orderly, cost-efficient development that is phased outward from the urban core and corridors. All Elements of the Comprehensive Plan are consistent.

2. Transportation Planning Context

A. Partnering Agencies

As part of the planning process, Tumwater coordinated this update with planning efforts made by other agencies and government bodies that have an interest in the transportation system in Tumwater. These agencies included:

- Cities of Olympia, Lacey, and Yelm
- Intercity Transit
- Thurston County
- Thurston Regional Planning Commission
- Washington State Department of Transportation

B. Existing Plans

1) Tumwater

a) Transportation Improvement Plan

Tumwater updates its Six Year Transportation Improvement Plan every year, as required by Washington State law. The Transportation Improvement Plan identifies near-term improvements to the transportation network and allocates funding for each year.

The Transportation Improvement Plan includes projects from Transportation Plan and other Tumwater subarea plans. The Transportation Improvement Plan is designed to provide a framework for prioritizing, scheduling, and implementing transportation projects in the near term. These projects include corridor and intersection improvements, investments in active transportation infrastructure, traffic calming programs, and maintenance.

b) Parks, Recreation and Open Space Plan

The Parks, Recreation and Open Space Plan (2016) includes projects that serve both recreational and transportation purposes, such as trails.

c) Subarea Plans

Tumwater has adopted subarea plans that are a part of the Comprehensive Plan and were used as part of the development of the Transportation Plan:

- Black Hills Subarea Transportation Plan (2002)
- Capitol Boulevard Corridor Planning Project (2014)
- Littlerock Road Subarea Plan (2018)
- Old Highway 99 Corridor Study (2024)
- Town Center Street Design Plan (2004 and amended 2019)
- Tumwater Brewery District Plan (2020)

Details of some of the other subarea plans are discussed below.

i. Brewery District Plan

The Brewery District Plan, originally adopted in 2014 and amended in 2020, has four goals:

- Create a stronger sense of place by facilitating pedestrian access,

establishing gathering places for residents, and fostering a distinct District identity.

- Improve transportation options, safety, and access within and across the District.
- Expand economic opportunity and activity.
- Improve the function and appearance of the built environment.

The Plan guides development that will improve transportation safety and access in the triangle of roads formed by Custer Way, Cleveland Avenue, and Capitol Boulevard.

ii. Capitol Boulevard Corridor Plan

The Capitol Boulevard Corridor Planning Project was adopted in 2015, and has three main goals:

- Improve the business conditions.
- Improve safety and expand transportation options for all users of the corridor including pedestrians, bicycles, and vehicles.
- Improve the aesthetic appeal of the corridor.

The Plan guides improvements to Tumwater's most traveled street, between the Southgate Shopping Center area and Israel Road.

2) Other Agencies' Plans

Other agency's plans were considered during the development of the Plan. Details of some of the other agency plans are discussed below.

a) Thurston Regional Planning Council Regional Transportation Plan

Tumwater's Transportation Plan must be consistent with the Regional Transportation Plan developed by the Thurston Regional Planning Council. The Regional Transportation Plan is a long-range transportation plan and is adopted every four years.

Tumwater collaborates with the Thurston Regional Planning Council to reach agreement on Level of Service standards, peak periods, and transportation system goals. The Regional Transportation Plan defined the following Tumwater projects that impact the movement of people and vehicles at the regional scale. Projects pertaining to Tumwater identified in Appendix L of the plan include the following:

- Capacity projects (including multimodal improvements)
  - Capitol Boulevard – M Street to Israel Road
  - Henderson Boulevard corridor
  - Old Highway 99 improvements
  - Tumwater Boulevard – Interstate 5 interchange
- New connections and alignments
  - E Street extension
  - Tyee Drive extension.

b) Thurston Regional Trails Plan

Adopted in 2023, the Thurston Regional Trails Plan establishes a comprehensive, well-connected non-motorized trail network that links all communities in the region.

Trails connect people to the outdoors, destinations such as Brewery Park, and economic opportunity.

The completion of the 0.8-mile segment of the Deschutes Valley Trail between Historical Park and Brewery Park at Tumwater Falls was the most recent milestone in the regional trail network. The following trail corridors, extensions, and system enhancements are included in the Regional Trails Plan:

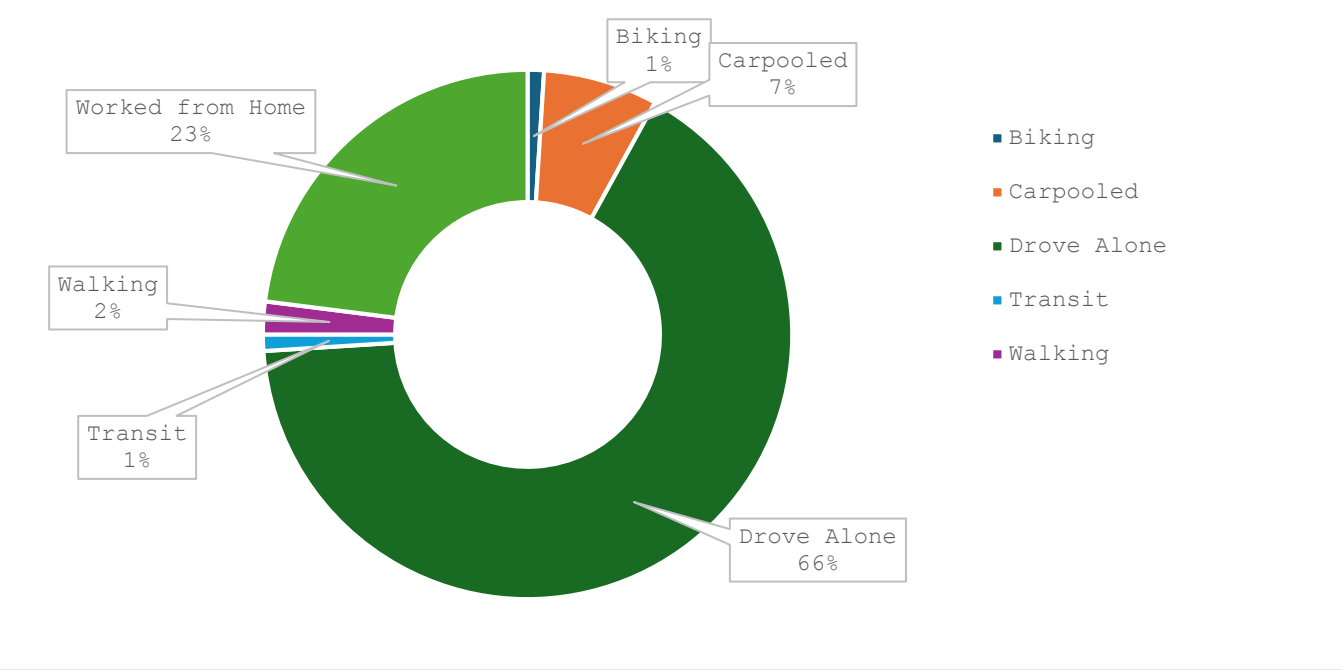
- Capitol Lake to Belmore Trail Corridor
    - Black Lake Trail - conceptual (20+ years)
- Deschutes Valley Trail Corridor
    - Tumwater Valley Drive extension – planned (2026)
    - Pioneer Park extension – planned (20+ years)
- Tumwater to Downtown Olympia Union Pacific Line Corridor
    - East Olympia Trail – conceptual (20+ years)
    - Bonneville Power Administration Shared Use Path – conceptual (20+ years)
- Karen Fraser Woodland Trail Corridor
    - Olympia Phase 4 extension, Henderson to Tumwater – planned (20+ years)

C. Transportation Network Overview

Among the various travel options, vehicular travel is the current primary mode used in and around Tumwater, and the roadways must accommodate both local trips and regional travelers passing through.

The annual American Community Survey records information on trips to and from work. Between 2018 and 2023, the percentage of workers who primarily worked from home instead of commuting increased from 5.4 percent to 23 percent. Compared to non-work travel, work-based trips generally have a higher proportion of people driving alone (66 percent), while only seven percent of commuters choose carpooling. About two percent of commuting trips were on foot, about one percent were by transit and less than one percent were by bicycle, as shown in Figure T-1.

Figure T-1. Share of Primary Travel Options for Commuting to Work.



Source: American Community Survey, 2023.

Though Tumwater has made significant investments in multimodal transportation, Figure T-1 indicates that additional work is needed to address increasing the multimodal share of the system. These could be gaps in connectivity for active transportation options like walking and bicycling. To learn more about the multimodal share of the system, Tumwater has created the Bicycling, Walking, & Rolling Plan found in Appendix B.

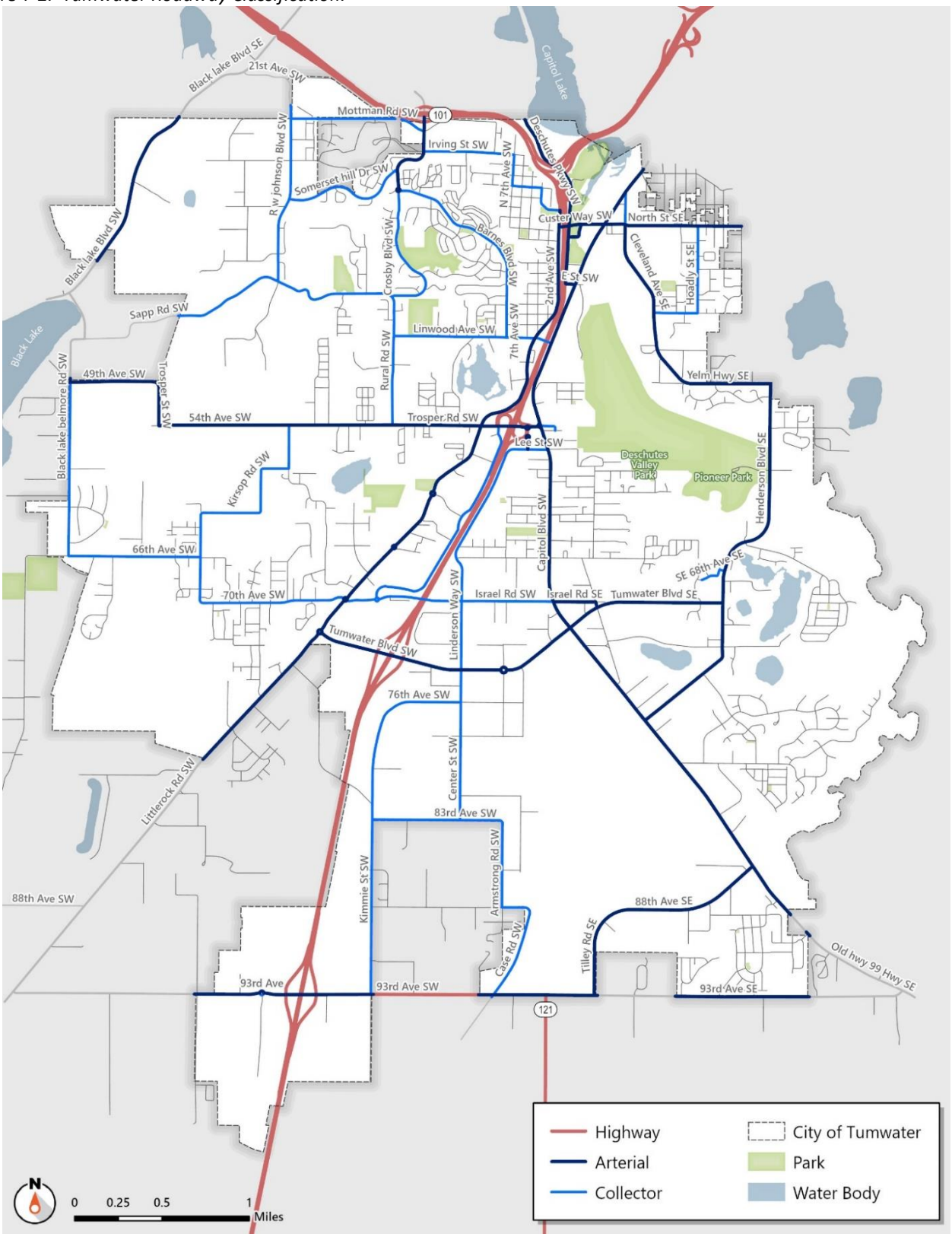
The Bicycling, Walking, & Rolling Plan evaluates the current transportation system, defines priorities, and provides a project list to increase the capacity of the system to allow active transportation that is safe and accessible for all users.

This section documents how Tumwater's roads and streets serve different modes and how residents and visitors experience Tumwater. It includes an inventory of motorized transportation facilities within Tumwater, including local and state roadways, transit facilities, and freight networks.

Inventories of the facilities related to active transportation modes, such as biking and walking can be found in the Bicycling, Walking, & Rolling Plan. This information is separate only to avoid duplication and should be considered integral to the transportation system as a whole.

Figure T-2 and Table T-1 show the types of roadways in Tumwater.

Figure T-2. Tumwater Roadway Classification.



Source: Fehr & Peers, 2025.

Table T-1. Functional Classification of Roadways.

Functional Classification	Annual Average Daily Traffic Range	Description	Examples
Major Arterial	> 13,000	The highest functional classification carry the highest volumes, serve regional through trips, and connect Tumwater with the rest of the region.	Capitol Boulevard SE, Tumwater Boulevard
Minor Arterial	5,000 – 13,000	The next highest functional classification are designed for higher volumes provide inter-neighborhood connections.	93rd Avenue SW, Littlerock Road SW
Major Collectors	3,000 – 5,000	Major Collectors carry a higher volume and distribute trips between local roadways and arterials and serve as transition roadways to or from commercial and residential areas.	Barnes Boulevard, 88th Avenue SE
Minor Collectors	1,500 – 3,000	Minor Collectors distribute trips between local streets and arterials and serve as transition roadways to or from commercial and residential areas. They have lower volumes and can include select traffic calming elements to balance experience for all modes with vehicular mobility.	Center Street SW, Mottman Road SW
Local	< 1,500	Local streets are the lowest functional classification, providing circulation and access within residential neighborhoods.	12th Avenue SW, Glenwood Drive SW

Source: Fehr & Peers, 2025.
Note: Annual average daily traffic ranges are only one consideration when classifying roadways, other considerations include surrounding land uses, roadway usage, and access to property provided by each roadway.

D. Pedestrian & Bicycle Network

Every trip taken within the transportation system begins and ends with active transportation in the form of biking, walking, or rolling. The goal of moving people and goods often requires multiple modes for one trip.

Providing more options for active transportation is an important component of transportation planning as more than 25 percent of the travelling public does not have a driver's license and active transportation is a part of every trip.

Active transportation is a primary strategy for greenhouse gas reduction as vehicle exhaust is the second highest source of greenhouse gases in Thurston County according to the Thurston County 2022 Greenhouse Gas Emissions Analysis from Department of Commerce. As more people are accommodated by infrastructure that

supports active transportation, less greenhouse gas emissions are produced. To that end, Tumwater has prioritized active transportation by creating a detailed Bicycling, Walking, & Rolling Plan for network improvements is included in Appendix B.

The Bicycling, Walking, & Rolling Plan includes baseline data about the existing conditions as to set the priority network for infrastructure improvements. This plan also sets mode shift targets and greenhouse gas emission reduction goals that support the Climate Element of the Comprehensive Plan.

It is important to also include active transportation system information in the Transportation Plan as the transportation system is not complete without these components. Active transportation data is therefore woven throughout the Transportation Plan and included in both the Transportation Plan and the Bicycling, Walking and Rolling Plan.

E. Transit Network

Intercity Transit provides free transit service through 71 buses with 19 local routes in the Tumwater, Olympia, Lacey, and Yelm areas. Intercity Transit also operates five express routes to Lakewood and Tacoma, offering connections to Pierce Transit and Sound Transit routes. Additionally, it connects to the Amtrak Station on Yelm Highway providing a connection to regional rail transit.

Four local transit routes currently serve the Tumwater area (Routes 12, 13, 42, and 68) as shown in Figure T-3. All Intercity Transit buses are equipped with bicycle racks and all buses are wheelchair accessible.

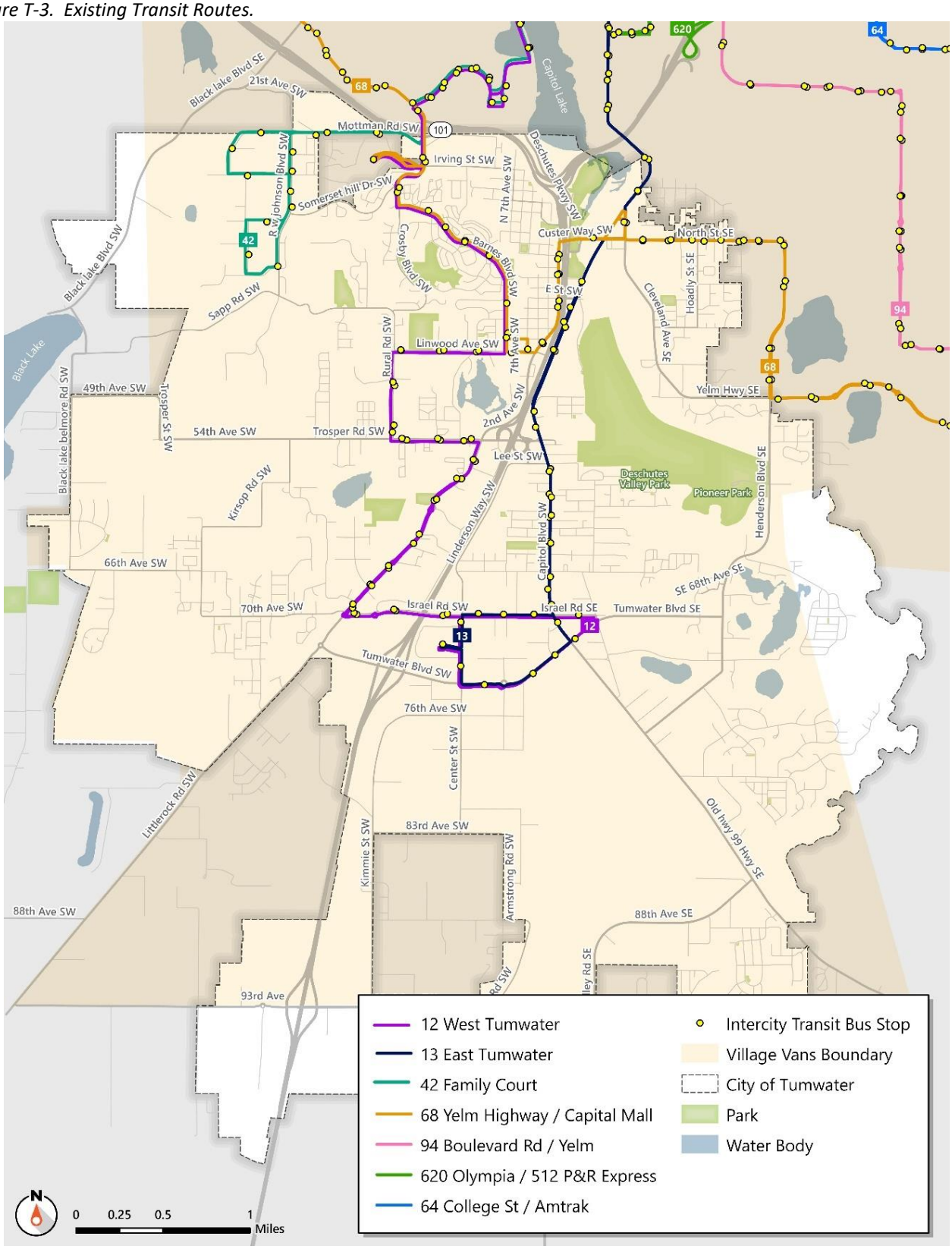
In addition, Intercity Transit operates a paratransit service called “Dial-A-Lift” with 35 vans. Dial-A-Lift is a door-to-door, shared ride public transportation service for people with disabilities that prevent them from using fixed route bus service. Intercity Transit offers Dial-A-Lift service where and when fixed route buses operate, and it does not cover all of Tumwater. Additionally, eligibility constraints exist which include conditional and temporary eligibility.

Intercity Transit also maintains an extensive Village Vans program that helps those with transportation barriers to travel between work and home.

Tumwater’s only park-and-ride lot, co-located with the Department of Health parking lot at the corner of Bonniewood Drive and Israel Road, closed in 2016. While Routes 12 and 13 still service this area, Intercity Transit has not opened an alternate park-and-ride location in Tumwater.

In its 2023-2028 Transit Development Plan forecast, Intercity Transit expects to restore nearly all fixed-route and Dial-A-Lift services as well as expand the “Bus Rapid Transit-light” pilot on Marvin Road, a future segment of which includes connection to Tumwater. This draft plan includes frequency and span improvements along with relaunch of suspended routes.

Figure T-3. Existing Transit Routes.



Source: Fehr & Peers, 2025.

F. Freight Network

Freight plays a critical role for businesses and residents in Tumwater who rely on freight shipped via trucks. Trucks range in size from light-duty commercial vans and single-unit trucks for package delivery and moving, to garbage trucks that navigate through neighborhoods, to large semi-truck trailers that connect local and regional businesses.

The Washington State Department of Transportation designates strategic freight corridors within the state as part of the Freight and Goods Transportation System. The classifications T-1 through T-5 shown in Table T-2 are based on annual freight tonnage moved along a corridorError! Reference source not found..

Figure T-4 illustrates Freight and Goods Transportation System freight corridors in Tumwater. Example freight corridors in Tumwater are also presented in Table T-2.

Mottman Road and Littlerock Road, for example, provide freight connections to Tumwater's general commercial zones. Trucks delivering wholesale and retail goods, business supplies, and building materials throughout Tumwater contribute to and are impacted by traffic congestion.

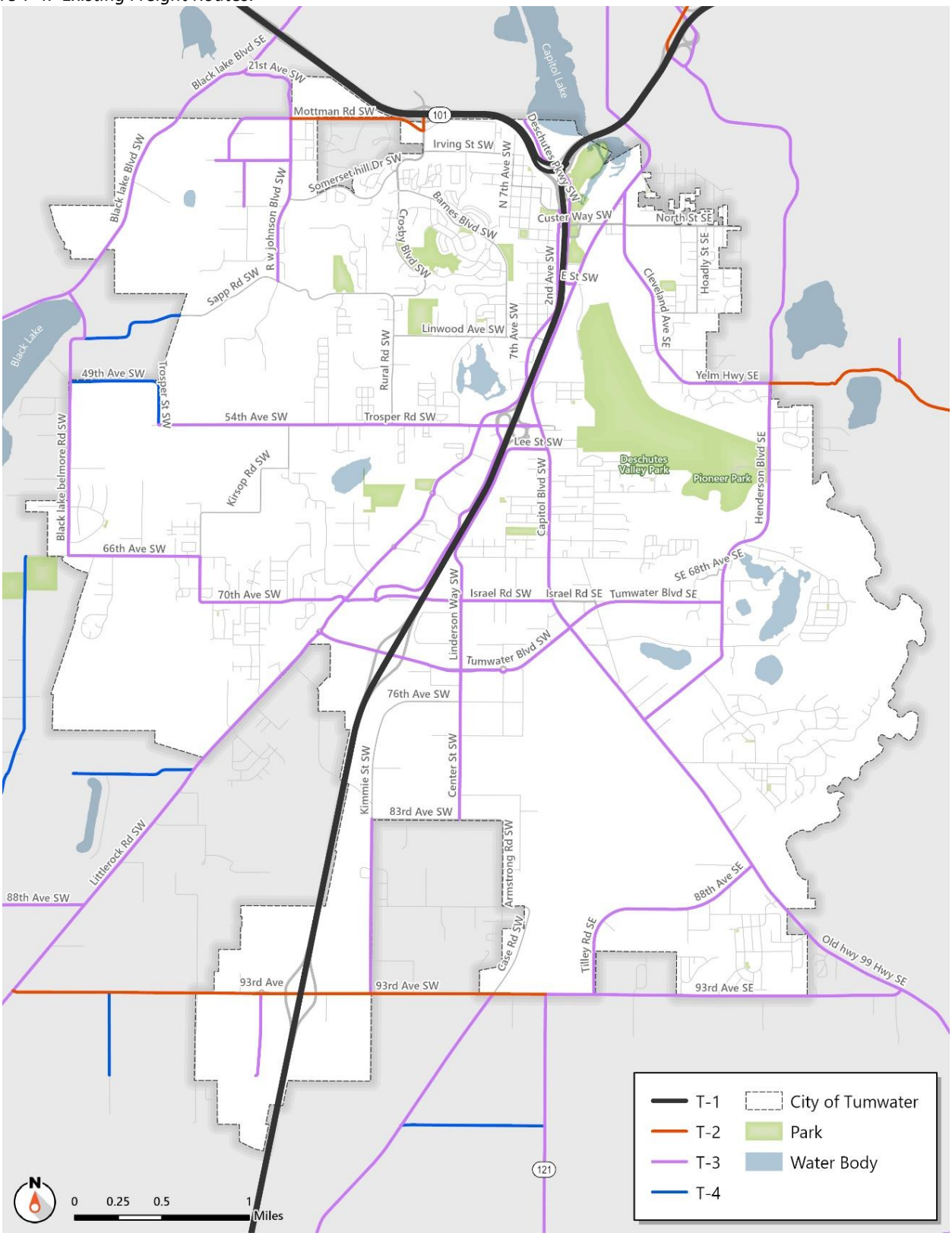
Tumwater partners with the Washington State Department of Transportation and regional agencies to maintain these freight routes and ensure system capacity standards are met. Designated Freight and Goods Transportation System routes aim to prevent heavy truck traffic on lower-volume streets and promote the use of adequately designed roadways.

Table T-2. Washington State Department of Transportation Freight Corridor Classifications.

Freight Corridor	Description	Example in Tumwater
T-1	More than 10 million tons of freight per year	Interstate 5
T-2	4 million to 10 million tons per year	State Route 121, Mottman Road, Crosby Boulevard, Yelm Highway SE
T-3	300,000 to 4 million tons per year	Capitol Boulevard, Tumwater Boulevard
T-4	100,000 to 300,000 tons per year	49th Avenue SW
T-5	At least 20,000 tons in 60 days	No streets classified

Source: Washington State Department of Transportation, Fehr & Peers, 2025

Figure T-4. Existing Freight Routes.



Source: Washington State Department of Transportation, Fehr & Peers, 2025.

G. Airports

Two airports are in the vicinity of Tumwater, the Olympia Regional Airport and Hoskins Field.

The Olympia Regional Airport is located entirely within Tumwater and serves as a hub for aviation services for the southern portion of the Seattle-Tacoma Metropolitan Area. The airport is owned and operated by the Port of Olympia and serves general aviation users. There are two runways and approximately 142 aircraft are based at the airport as of 2020.

Hoskins Field is a small private airstrip located approximately two miles east of Tumwater.

H. Roadway Network

As part of the Transportation Plan update, traffic operations were assessed at 40 intersections, including signalized, roundabout, and stop controlled intersections. These study intersections were selected in consultation with Tumwater staff and were previously evaluated as part of the 2016 Comprehensive Plan.

This section discusses the analysis of existing vehicle operations and evaluates how well the existing system serves both local and regional needs.

1) Delay & Level of Service

Intersection-level delay measured in seconds per vehicle and Level of Service (LOS) are the primary measures of intersection performance for the motorized vehicle traffic operations analysis. Descriptions of levels of services are found in Table T-3.

The Highway Capacity Manual defines delay as

> *"…brought about by the presence of a traffic control device including delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue, and the time needed for vehicles to accelerate to their desired speed."*

Level of service is a term that qualitatively describes the operating performance of an intersection and is a standard method for characterizing delay. For signalized, roundabout, and all-way stop control intersections, the Level of Service is based on the average delay for all approaches. For two-way stop control intersections, the direction or movement with the highest delay is reported. Level of service is reported on a scale from A to F, with A representing the lowest delays and F the highest.

Beyond travel time there are other impacts to the system which includes impact on air quality and collision rates.

Increased Crash Rates: Higher congestion levels lead to more frequent stop-and-go conditions, increasing the likelihood of some collisions. However, slower speeds experienced during congested times can lead to less severe crash forces, and therefore, fewer serious injury or fatality collisions.

Elevated Emissions: Vehicles experience more idling, acceleration, and deceleration in

congested conditions, resulting in higher emissions of pollutants such as carbon monoxide (CO), nitrogen oxides (NOx), and particulate matter (PM).

Table T-3. Level of Service Descriptions.

Level of Service (LOS)	Description	Signalized Intersections and Roundabouts Avg. Delay (sec/veh)[1]	Unsignalized Intersections Avg. Delay (sec/veh)[2]
A	***Free Flow / Insignificant Delay*** Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10	< 10
B	***Stable Operations / Minimum Delays*** Good progression. The presence of other users in the traffic stream becomes noticeable.	10 to 20	10 to 15
C	***Stable Operations / Acceptable Delays*** Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	20 to 35	15 to 25
D	***Approaching Unstable Flows / Tolerable Delays*** Marginal progression. Operating conditions are noticeably more constrained.	35 to 55	25 to 35
E	***Unstable Operations / Significant Delays Can Occur*** Poor progression. Operating conditions are at or near capacity.	55 to 80	35 to 50
F	***Forced, Unpredictable Flows / Excessive Delays*** Unacceptable progression with forced or breakdown of operating conditions.	> 80	> 50

Notes: 1 – Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
2 – Worst movement LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers, based on Highway Capacity Manual, 6th Edition.

Tumwater's Level of Service policy sets the following standards:

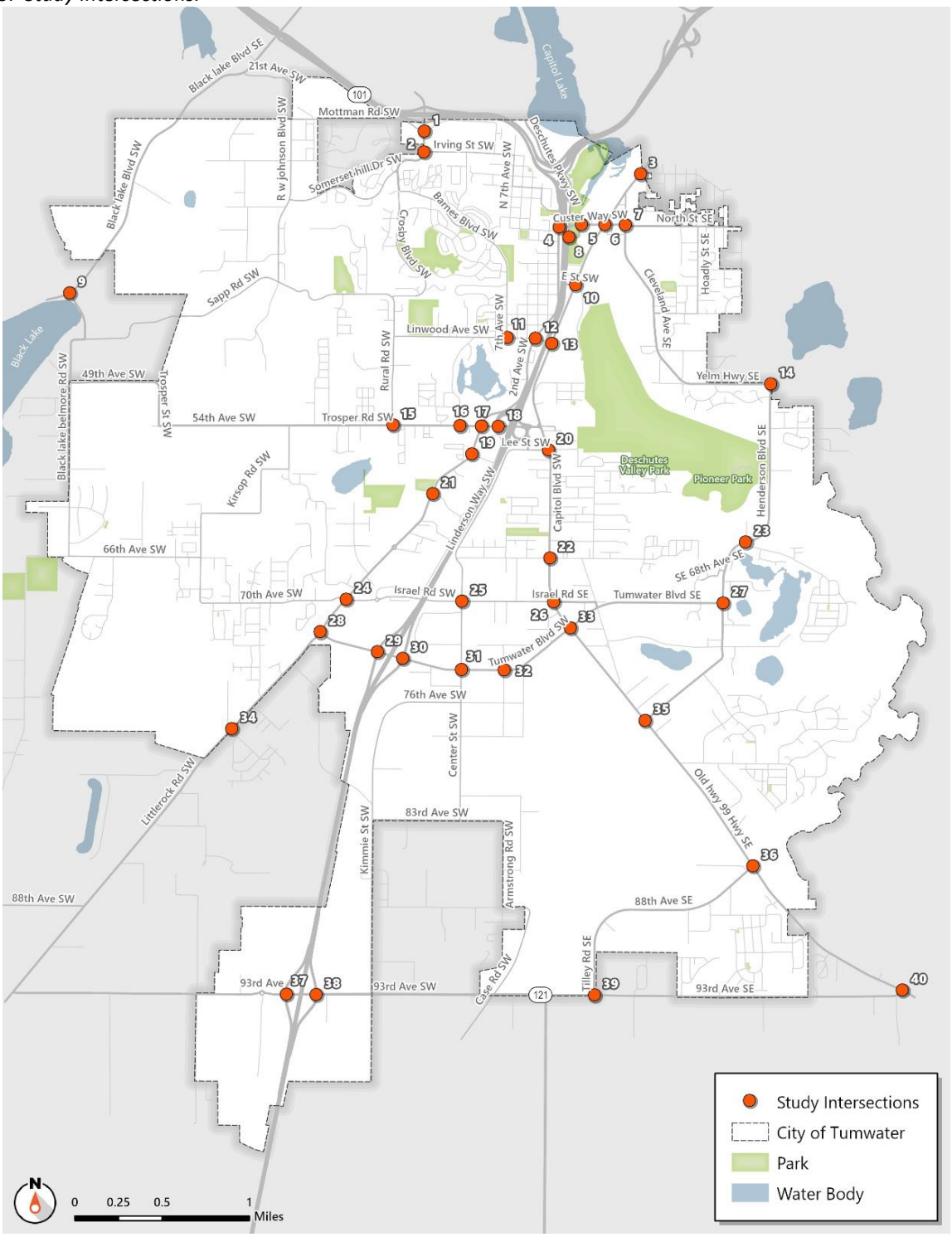
- Level of Service E for intersections and segments within the designated urban core area.
- Level of Service D for all other intersections and segments in Tumwater.

The Washington Department of Transportation sets Level of Service standards for state-owned highways, including interchanges. They have

established a Level of Service D for state highways within urban areas.

The study intersections are shown in Figure T-5, and full details of the traffic operations analysis are included in Appendix A.

Figure T-5. Study Intersections.



Source: Fehr & Peers.

2) Traffic Operations Analysis Results

The results of the existing operations analysis are shown in Table T-4 and Figure T-6. Out of the 40 intersections analyzed, seven did not meet Tumwater's Level of Service standard in 2024.

Table T-4. Existing Intersection Delay and Level of Service.

#	Intersection Name	Control	Level of Service (LOS) Standard	Existing LOS/Delay (seconds/vehicle)
1	Crosby Blvd SW / Mottman Rd SW	Signal	D	C/26
2	Crosby Blvd SW / Irving St SW	Signal	D	A/10
3	Capitol Blvd SE/ Carlyon Ave SE / Sunset Way SE	Signal	D	B/13
4	2nd Ave SW / Custer Way SW	Signal	D	**E/61**
5	Custer Way SW / Boston St SW	TWSC	E	E/42 (WBL)
6	Custer Way / Capitol Blvd SE	Signal	E	C/23
7	Custer Way / North St SE / Cleveland Ave SE	Signal	E	C/23
8	Deschutes Way SW / Boston St SW	AWSC	D	**F/86**
9	Black Lake Blvd SW / Black Lake Belmore Rd SW	TWSC	D	D/27 (WBL/WBR)
10	Capitol Blvd SE / E St SE	Signal	E	B/10
11	7th Ave SW / Linwood Ave SW	TWSC	D	**E/43 (SBL/SBT/SBR)**
12	2nd Ave SW / Linwood Ave SW	AWSC	D	D/32
13	Capitol Blvd SE / Linwood Ave SW	Signal	D	B/12
14	Henderson Blvd SE / Yelm Hwy SE	Signal	D	D/46
15	Rural Rd SW / Trosper Rd SW	TWSC	D	B/15 (SBL)
16	Lake Park Dr SW/ Trosper Rd SE	Signal	D	A/4
17	Littlerock Rd SW / Trosper Rd SW	Signal	D	D/40
18	Interstate 5 SB Ramps / Tyee Dr SW / Trosper Rd SW	Signal	D	D/41
19	Littlerock Rd SW/ Costco Drwy	Signal	D	D/37

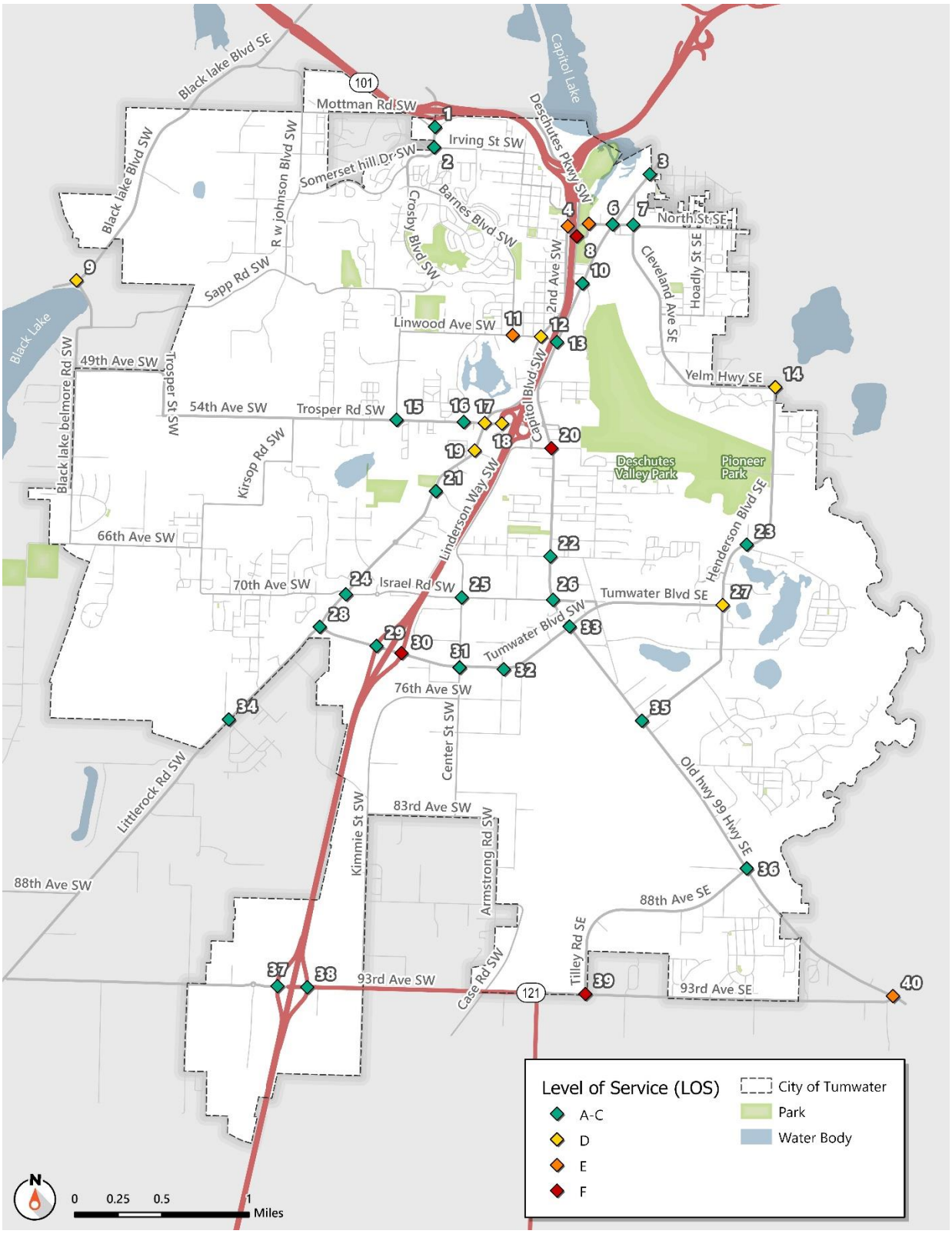
#	Intersection Name	Control	Level of Service (LOS) Standard	Existing LOS/Delay (seconds/vehicle)
20	Capitol Blvd SE/ Lee St SW	Signal	E	**F/88**
21	Littlerock Rd SW / Kingswood Dr SW	RAB	D	A/3
22	Capitol Blvd SE / Dennis St	Signal	E	B/15
23	65th Ave SE / Henderson Blvd SE	Signal	D	A/7
24	Littlerock Rd SW / Israel Rd SW / 70th Ave SW	RAB	D	A/7
25	Linderson Way SW / Israel Rd SW	Signal	D	C/23
26	Capitol Blvd SE / Israel Rd SE	Signal	D	C/32
27	Tumwater Blvd SE / Henderson Blvd SE	Signal	D	D/37
28	Littlerock Rd SW / Tumwater Blvd SW	RAB	D	A/5
29	Interstate 5 SB Ramps / Tumwater Blvd SW	Signal	D	C/23
30	Interstate 5 NB Ramp / Tumwater Blvd SW	TWSC	D	**F/163 (NBL/NBT)**
31	Linderson Way SW / Tumwater Blvd SW	Signal	D	C/28
32	New Market St SW / Tumwater Blvd SW	RAB	D	A/3
33	Capitol Blvd SE / Tumwater Blvd SW	Signal	D	C/25
34	Littlerock Rd SW / Black Hills School Drwy	Signal	D	B/11
35	Old Hwy 99 SE / Henderson Blvd SE	Signal	D	B/11
36	Old Hwy 99 SE / 88th Ave SE	Signal	D	B/12
37	Interstate 5 SB Ramps / 93rd Ave SW	Signal	D	B/14
38	Interstate 5 NB Ramps / 93rd Ave SW	Signal	D	A/5
39	93rd Ave SW / Tilley Rd SW	TWSC	D	**F/66 (NBL/NBR)**
40	Old Hwy 99 SW / 93rd Ave SE	TWSC	D	**E/47 (NBL)**

Notes:

- Intersections in **bold** do not meet their Level of Service standard.
- Abbreviations: LOS – Level of Service, AWSC – All Way Stop Control, TWSC – Two Way Stop Control, RAB – Roundabout, NBL – Northbound Left, NBT – Northbound Through, NBR – Northbound Right, WBL – Westbound Left, WBR – Westbound Right, SBL – Southbound Left, SBT – Southbound Through, SBR – Southbound Right.
- Two Way Stop Control and roundabout intersections have the worst movement noted in parentheses. The movement shown inside the parentheses indicates the worst-performing movement. For example, if it is NBL, it means the exclusive northbound left-turn lane has the worst movement. NBL/NBR indicates that the lane shared by both northbound left and northbound right turns has the worst movement.

Source: Fehr & Peers, 2025.

Figure T-6. Existing Intersection Level of Service.



Source: Fehr & Peers, 2025.

3) Segment Analysis

Ten roadway segments shown in Table T-5 were studied for their volume to capacity (V/C) ratio considering a Level of Service standard of D. A value less than one indicates less volume compared to the theoretical capacity of a roadway operating at Level of Service D, while more than one indicates volumes over that theoretical capacity.

All segments except Custer Way between North 2nd Avenue Southwest and Capitol Boulevard Southwest were operating at an acceptable volume to capacity ratio. This is consistent with intersection operations as both Custer Way SW / North 2nd Avenue SW and Custer Way SW / Boston Street SW operate at Level of Service E.

Table T-5. Existing Volume / Capacity Ratios.

Road Segment	From	To	V/C Ratio NB	V/C Ratio SB	V/C Ratio EB	V/C Ratio WB
Deschutes Way	E Street SW	Boston Street SW	0.33	0.15	-	-
Custer Way	Capitol Boulevard SW	Cleveland Avenue SW	-	-	0.64	0.45
Custer Way	North 2nd Ave SW	Capitol Boulevard SW	-	-	**1.35**	**1.02**
Henderson Boulevard	Tumwater Boulevard SW	Yelm Highway SE	-	-	0.30	0.29
Cleveland Avenue SW	Custer Way	Yelm Highway SE	0.38	0.55	-	-
Old Highway 99 SE	Tumwater Boulevard SW	Henderson Boulevard SE	0.65	0.86	-	-
Old Highway 99 SE	Henderson Boulevard SE	88th Ave SE	0.62	0.91	-	-
Capitol Boulevard SW	Tumwater Boulevard SW	Linderson Avenue SW	0.38	0.42	-	-
Capitol Boulevard SW	Linderson Way SW	Linwood Way SW	0.26	0.31	-	-
Littlerock Road SW	Trosper Road SW	Kingswood Drive SW	0.30	0.35	-	-
Tumwater Boulevard	Capitol Boulevard SW	Linderson Way SW	-	-	0.36	0.52

Notes:

- Segments in **bold** do not meet their LOS threshold.
- Abbreviations: V/C – volume to capacity, NB – northbound, SB – southbound, EB – eastbound, WB – westbound.
- V/C Ratios were calculated based on the Florida Department of Transportation's QLOS Handbook using peak hour directional capacities associated with a threshold LOS D for different lane numbers in a suburban context.

Source: Fehr and Peers, 2025.

I. Safety

Collision data for Tumwater roads collated and cleaned by the Washington State Department of Transportation was used to identify safety hotspots and overall collision trends for Tumwater.

Collisions on state routes such as US 101 or Interstate 5 are not considered as part of this analysis. The analysis covered a five-year period from January 2019 to December 2023, the most recent available data.

There were 1,447 reported collisions, of which 22 were serious injury collisions and four were fatal collisions. Pedestrians were in 28 collisions and bicyclists were in 24 collisions. Six

Table T-6Collisions where people are killed or seriously injured make up about two percent of collisions for all modes, while about 20 percent of collisions involving pedestrians and bicyclists resulted in serious injuries or fatalities. Because pedestrians and cyclists are not protected by advanced safety features that protect people inside cars, they are more vulnerable.

Figure T-7 displays a heat map of all collisions across the study area with darker regions indicating higher concentrations of collisions and points for each serious injury or fatal collision. pedestrians and one bicyclist were seriously injured, while four pedestrians were killed.

Between 2019 and 2023, Tumwater experienced nearly 1,500 collisions, with 26 of these resulting in a fatality or serious injury as shown in Table T-6. Tumwater does not have a local road safety plan and is therefore not eligible for Highway Safety Improvement Program funding to address critical safety needs. Looking ahead, Tumwater may explore the development of a Comprehensive Safety Action Plan using grant funding from the federal Safe Streets and Roads for All program. These plans help prioritize safety improvements through the safe systems approach.

Error! Reference source not found. Figure T-8 shows all pedestrians and bicycle collisions.

Tumwater does not have a local road safety plan and is therefore not eligible for Highway Safety Improvement Program funding to address critical safety needs. Looking ahead, Tumwater may explore the development of a Comprehensive Safety Action Plan using grant funding from the federal Safe Streets and Roads for All program. These plans help prioritize safety improvements through the safe systems approach.

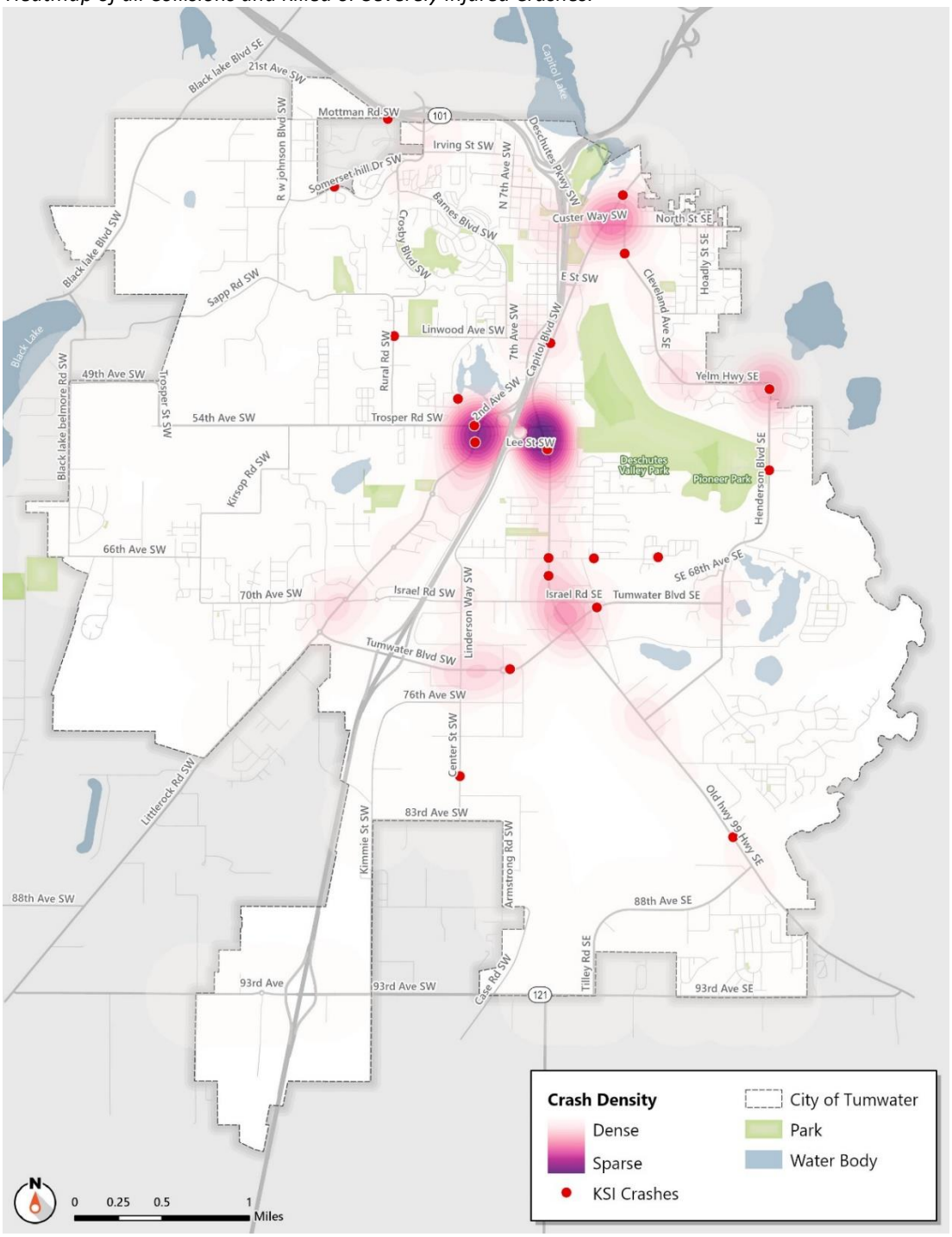
Table T-6. Collisions by Injury Severity from January 2019 – December 2023.

Severity	Number of Collisions	Percentage of Collisions
All Collisions	**1,449**	**100%**
Property Damage Only	1,034	71%
Minor injury (Including Possible and Unknown Injuries)	389	27%
Serious Injury	22	1%
Fatality	4	<1%

Severity	Number of Collisions	Percentage of Collisions
Pedestrian Collisions	**24**	**1%**
Serious Injury Pedestrian Collisions	6	<1%
Fatal Pedestrian Collisions	4	<1%
Bicycle Collisions	**28**	**1%**
Serious Injury Bicycle Collisions	1	<1%
Fatal Bicycle Collisions	0	0%

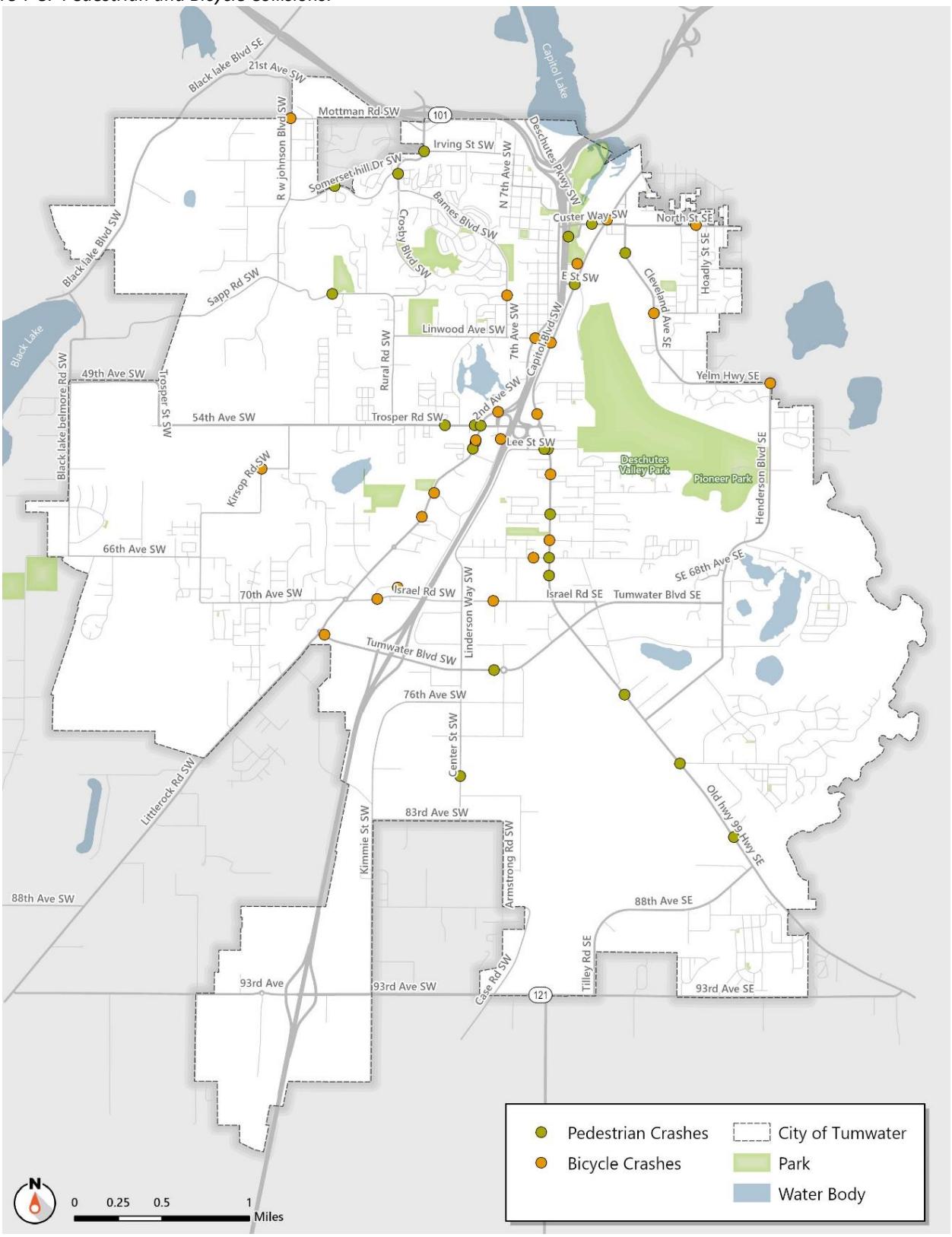
Note: Does not include US 101 & Interstate 5 collisions.
Source: Fehr & Peers, 2025.

Figure T-7. Heatmap of all Collisions and Killed or Severely Injured Crashes.



Source: Fehr & Peers, 2025.

Figure T-8. Pedestrian and Bicycle Collisions.



Source: Fehr & Peers, 2025.

Tumwater has seen a gap in police reported data, which is the basis for the analysis above. Tumwater is developing a framework to collect more collision reports, with a particular focus on active transportation collisions which may not show up in police reports.

J. Current Trends & Opportunities

Tumwater is working to create an improved transportation network for all users. Understanding and addressing transportation trends, as documented in this section, and finding opportunities to realize Tumwater's transportation vision and goals will be key to improving transportation outcomes.

1) Active Transportation

Every trip taken within the transportation system begins and ends with active transportation. The goal of moving people and goods often requires multiple modes for one trip. Over 25 percent of the travelling public does not have a driver's license so providing more options for active transportation is a basic public service. Active transportation modes are connected to the rest of the system because of the impacts they have on the system overall.

Gaps in the current infrastructure make it difficult for people who do not drive to get from place to place. As the system provides more comfortable routes, those who choose to drive will also have the option to choose other modes.

Active transportation is a major strategy for greenhouse gas reduction as motorized vehicle exhaust is the second highest source of greenhouse gases in Thurston County. As more people are accommodated by infrastructure that supports active transportation, less greenhouse gas emissions are produced. To that end, Tumwater has prioritized active transportation by creating a detailed Bicycling, Walking, & Rolling Plan for network improvements is included in Appendix B.

The Bicycling, Walking, & Rolling Plan includes baseline data about the existing conditions as to set the priority network for infrastructure improvements. This plan also sets mode shift targets and greenhouse gas emission reduction goals that support the Climate Element of the Comprehensive Plan.

It is important to also include active transportation system information in the Transportation Plan as the transportation system is not complete without these components. Active transportation data is therefore woven throughout the Transportation Plan and included in both the Transportation Plan and the Bicycling, Walking, & Rolling Plan.

2) Americans with Disabilities Act Transition Plan

Tumwater adopted an Americans with Disabilities Act Transition Plan in 2021 to create a roadmap towards a fully accessible transportation system. The plan does not currently have a schedule for when these investments will be made.

3) Schools

Schools are a significant focus for improved multimodal access and transportation options that meet the needs of young people especially. Bicycling, Walking, & Rolling Plan specifically names schools as key locations since they serve

a large percentage of residents that cannot drive. Prioritizing vulnerable populations by providing safe facilities for active transportation is one way Tumwater can serve families with children.

The transportation networks surrounding schools can become congested before and after the school day, raising safety concerns due to the simultaneous use of various modes of transportation within a compressed timeframe.

Schools that do not have safe or accessible routes for people using active transportation generally experience more intense vehicle traffic in the peak periods. Many public schools in Tumwater do not effectively accommodate the current vehicle queuing demand for parent pick-up and drop-off, leading to congestion on streets. Air quality around schools is a growing concern, particularly due to vehicle idling during drop-off and pick-up times. This issue is closely linked to the prevalence and severity of childhood asthma, affecting students' health and academic performance.

4) Electric Vehicle Infrastructure

With electric vehicles becoming more common, Tumwater needs more vehicle charging infrastructure that can serve the needs of the existing fleet and encourage greater electric vehicle usage. In Tumwater, both battery only and plug-in hybrid registrations of electric vehicles have increased rapidly, from three in 2011 to 739 in 2024.[1] Electric vehicles can help reduce emissions in Tumwater and will help meet its greenhouse gas reduction goals to reduce locally generated emissions 85 percent below 2015 levels by 2050 in the Climate Element. [MAP PENDING]

5) Network Connectivity

Few east-west arterials serve Tumwater because barriers like the Deschutes River, Interstate 5, and the Burlington Northern/Santa Fe Railroad limit connectivity result in an increase congestion. Low density developments and a lack of connectivity between subdivisions around Tumwater further exacerbate congestion. There is a need for greater connectivity for all modes between residences, commercial areas, and employment hubs.

Active transportation could be an alternative to driving on congested roadways, but the existing infrastructure between major areas of interest suffers from a disconnected roadway network and high stress facilities for both pedestrians and bicyclists as shown in Figure BWR-4 and Figure BWR-7 in Appendix B of the Bicycling, Walking, & Rolling Plan. Some high stress facilities suffer from limitations such as age of infrastructure, designations for preservation and environmental concerns. These factors will have to be considered in developing a connected low-stress active network.

6) Local & Regional Growth

Future development activities in Tumwater will include more industrial and commercial development to meet employment forecasts. Currently, the majority of Tumwater residential development consists of low-density single-family housing, but this will be changing over the course of the Plan as more middle and

[1] https://data.wa.gov/Transportation/Electric-Vehicle-Registration-Activity-by-Year/tak8-xdcp.

multifamily family is built to meet housing growth requirements and demand.

Growth outside Tumwater will also play a major role in the growing demands on Tumwater's transportation network. Tumwater is working to accommodate both local and regional growth, investing in improving opportunities to travel by all modes.

Tumwater cannot permit developments that would cause one or more Level of Service standards to fail unless adequate mitigations are funded.

3. Public Outreach

Outreach was completed in coordination with the overall Comprehensive Plan update, and included asking the community about their transportation priorities, locations of concern, and their day-to-day modal choices. A transportation focused outreach event was conducted in March 2025. Feedback was also solicited from the following as part of the adoption process for this plan:

- Area Agency on Aging
- Asian Pacific Islander Coalition
- Capital City Council for the Blind
- City Council
- Family Support Center of South Sound Intercity Transit
- People First of Thurston County
- Planning Commission
- Thurston County Developmental Disability Coalition
- Thurston Regional Planning Council

Map-based activities were undertaken at the March 2025 event, such as:

- Identifying locations where community members drove, walked, rolled, or bicycled.
- Identifying areas of concern and specific issues associated with the location.
- Rating transportation priorities to aid in the development of project prioritization criteria.

Feedback at the March 2025 event included:

1. **Driving:** Attendees identified frequent driving routes, including Tumwater Blvd SW at Interstate 5, Israel Rd SW, Henderson Blvd SE, Capitol Blvd SE, R.W. Johnson Blvd SW, Sapp Rd SW, Trosper Rd SW, Cleveland Ave SE, 66th Ave SW, and Littlerock Rd SW. Residents highlighted concerns such as high collision rates at Tumwater Blvd and Interstate 5, suggesting the need for a traffic signal or roundabout. Other issues include inadequate service at Custer Way, Capitol Blvd SE, and Cleveland Ave SE, and a proposal to convert the abandoned railroad south of Bonneville Power Authority power lines on the west side of Tumwater into a pedestrian and bicycle trail.
2. **Bicycling:** Attendees denoted popular bicycling areas like Custer Way, Capitol Blvd SE, Henderson Blvd SE, Kirsop Rd SW, 66th Ave SW, Black Lake Belmore Rd SW, Sapp Rd SW, and various local streets. Challenges for cyclists include inconsistent bicycle lanes, overgrown vegetation encroaching on bicycle paths, and dangerous intersections such as Henderson Blvd SW at the Deschutes River Bridge, where multiple bicycle collisions have occurred. Residents also expressed the need for wide bicycle lanes and improvements near the library.
3. **Walking:** Attendees marked common walking routes, including Cleveland Ave SE, 66th Ave SW, 70th Ave SW, Littlerock Rd SW, Israel Rd SW, Linwood Ave SW,

Kirsop Rd SW, and numerous former county roads in Tumwater that are now serving urban development. Pedestrian concerns focus on the lack of continuous sidewalks, insufficient crosswalks, and overgrown vegetation obstructing pathways, particularly near the roundabout by the church on Mottman Blvd SW. There was also a call for more neighborhood connections, raised crosswalks, and additional sidewalk amenities.

4. **Public Transit:** Attendees highlighted transit usage areas such as Black Lake Blvd SW, Mottman Blvd SW, Barnes Blvd SW, Capitol Blvd SE, 2nd Ave SW, Custer Way, Israel Rd SW, Rural Rd SW, and Littlerock Rd SW. Residents advocated for expanded bus services to all schools, additional buses for seniors, and new bus stops at locations like 93rd Ave SE and Snowdrop Ave SE and on 88th Ave SE. There was also an interest in improved transit access in underserved areas like Bush Prairie and Cleveland Ave SE.

4. Tumwater's Future Transportation System

A. Future Roadway Operations

Based on growth forecasts within the region and Tumwater over the next two decades, future traffic volumes were forecast for the same study intersections shown in the Transportation Planning Context chapter.

The forecasts were based on the Thurston Regional Planning Council's travel demand model, which accounts for current conditions and future projected growth. The travel demand model incorporates forecasted growth both within Tumwater and throughout the region. The model was used to forecast vehicle volume growth for study intersections. The model does not provide active transportation trip forecasts, nor do any other widely available tools. The result of this analysis is shown in Figure T-9 and Table T-7.

To help the transportation system accommodate forecast growth, Tumwater has identified a set of baseline improvement projects. These projects primarily focus on the installation of roundabouts at several critical study intersections. In Table T-7, these locations are marked with an asterisk (*). These include:

- Custer Way SW / Boston Street SW
- Custer Way / Capitol Blvd SE
- Custer Way / North St SE / Cleveland Avenue SE
- Capitol Blvd SE / E St SE
- 2nd Avenue SW / Linwood Avenue SW
- Capitol Blvd SE / Dennis Street SE
- Linderson Way SW / Israel Rd SW
- Tumwater Blvd SE / Henderson Blvd SE
- Tumwater Boulevard SW / Interstate 5 southbound ramp
- Tumwater Boulevard SW / Interstate 5 northbound ramp
- Old Highway 99 SE / Henderson Boulevard SE

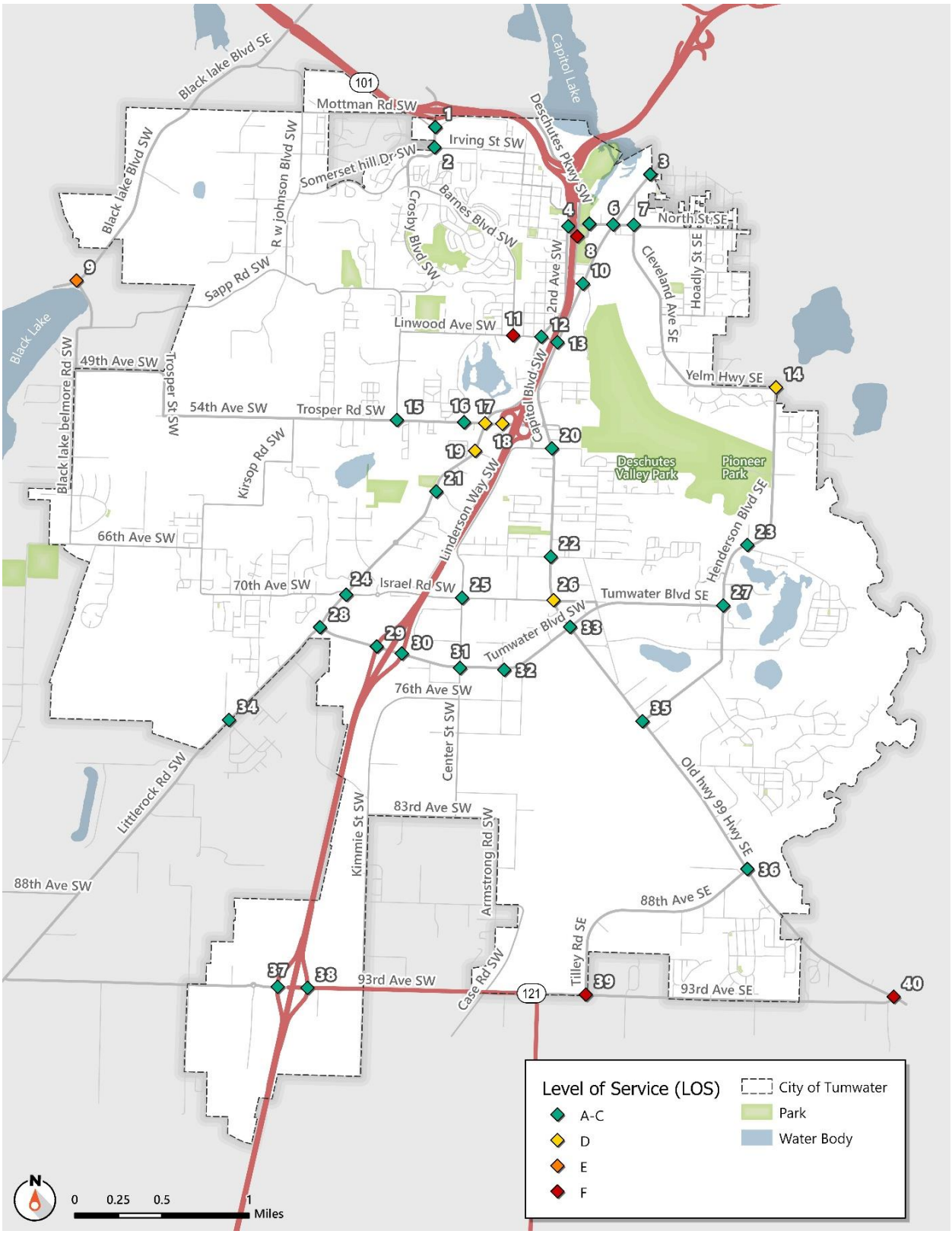
In addition, one location has been identified for signal installation, as listed below.

- Deschutes Way SW / Boston St SW

Under projected 2045 traffic volumes, these roundabout improvements are anticipated to operate at acceptable levels of service and maintain reasonable vehicle delays. However, a proposed signal is still expected to fail.

Despite these planned improvements, the analysis indicates that several other intersections are projected to fall below Tumwater's Level of Service standards by 2045. All of these underperforming intersections are currently stop-controlled, and without intervention, they are unlikely to accommodate future traffic demands effectively.

Figure T-9. Future Baseline Intersection Level of Service.



Source: Fehr and Peers, 2025.

Table T-7. Future Baseline Intersection Delay and Level of Service.

#	Intersection Name	Future Control	Level of Service (LOS) Standard	Existing LOS/Delay (seconds/vehicle)	Future Baseline LOS/Delay (seconds/vehicle)
1	Crosby Blvd SW / Mottman Rd SW	Signal	D	C/26	C/27
2	Crosby Blvd SW / Irving St SW	Signal	D	A/10	B/11
3	Capitol Blvd SE / Carlyon Ave SE / Sunset Way SE	Signal	D	B/13	B/16
4	2nd Ave SW / Custer Way SW	Signal	D	**E/61**	C/33
5	Custer Way SW / Boston St SW	RAB*	E	E/42 (WBL)	A/6
6	Custer Way / Capitol Blvd SE	RAB*	E	C/23	A/7
7	Custer Way / North St SE/ Cleveland Ave SE	RAB*	E	C/23	B/12
8	Deschutes Way SW / Boston St SW	Signal*	D	**F/86**	**F/97**
9	Black Lake Blvd SW / Black Lake Belmore Rd SW	TWSC	D	D/27 (WBL/WBR)	**E/57 (WBL/WBR)**
10	Capitol Blvd SE / E St SE	RAB*	E	B/10	A/5
11	7th Ave SW / Linwood Ave SW	TWSC	D	**E/43 (SBL/SBT/SBR)**	**F/64 (SBL/SBT/SBR)**
12	2nd Ave SW / Linwood Ave SW	RAB*	D	D/32	A/7
13	Capitol Blvd SE / Linwood Ave SW	Signal	D	B/12	B/14
14	Henderson Blvd SE / Yelm Hwy SE	Signal	D	D/46	D/47
15	Rural Rd SW / Trosper Rd SW	TWSC	D	B/15 (SBL)	C/17 (SBL)
16	Lake Park Dr SW / Trosper Rd SW	Signal	D	A/4	A/4
17	Littlerock Rd SW / Trosper Rd SW	Signal	D	D/40	D/40

#	Intersection Name	Future Control	Level of Service (LOS) Standard	Existing LOS/Delay (seconds/vehicle)	Future Baseline LOS/Delay (seconds/vehicle)
18	Interstate 5 SB Ramps / Tyee Dr SW / Trosper Rd SW	Signal	D	D/41	D/42
19	Littlerock Rd SW / Costco Drwy	Signal	D	D/37	D/45
20	Capitol Blvd SE / Lee St SW	Signal	E	**F/88**	C/29
21	Littlerock Rd SW / Kingswood Dr SW	RAB	D	A/3	A/3
22	Capitol Blvd SE / Dennis St	RAB*	E	B/15	A/4
23	65th Ave SE / Henderson Blvd SE	Signal	D	A/7	A/8
24	Littlerock Rd SW / Israel Rd SW / 70th Ave SW	RAB	D	A/7	A/7
25	Linderson Way SW / Israel Rd SW	RAB*	D	C/23	A/8
26	Capitol Blvd SE / Israel Rd	Signal	D	C/32	D/39
27	Tumwater Blvd SE / Henderson Blvd SE	RAB*	D	D/37	A/7
28	Littlerock Rd SW / Tumwater Blvd SW	RAB	D	A/5	A/5
29	Interstate 5 SB Ramps / Tumwater Blvd SW	RAB*	D	C/23	A/9
30	Interstate 5 NB Ramp / Tumwater Blvd SW	RAB*	D	**F/150+ (NBL/NBT)**	A/5
31	Linderson Way SW / Tumwater Blvd SW	Signal	D	C/28	C/34
32	New Market St SW / Tumwater Blvd SW	RAB	D	A/3	A/3
33	Capitol Blvd SE / Tumwater Blvd SW	Signal	D	C/25	C/32
34	Littlerock Rd SW / Black Hills School Drwy	Signal	D	B/11	B/15
35	Old Hwy 99 SE / Henderson Blvd SE	RAB*	D	B/11	A/9

#	Intersection Name	Future Control	Level of Service (LOS) Standard	Existing LOS/Delay (seconds/vehicle)	Future Baseline LOS/Delay (seconds/vehicle)
36	Old Hwy 99 SE / 88th Ave SE	Signal	D	B/12	B/16
37	Interstate 5 SB Ramps / 93rd Ave SW	Signal	D	B/14	B/15
38	Interstate 5 NB Ramps / 93rd Ave SW	Signal	D	A/5	A/5
39	93rd Ave SW / Tilley Rd SW	TWSC	D	**F/66 (NBL/NBR)**	**F/150+ (NBL/NBR)**
40	Old Hwy 99 SE / 93rd Ave SE	TWSC	D	**E/47 (NBL)**	**F/72 (NBL)**

Notes:

- *Indicates that a baseline project is in place for the intersection.
- Intersections in **bold** do not meet their Level of Service standard.
- Abbreviations: LOS – Level of Service, AWSC – All Way Stop Control, TWSC – Two Way Stop Control, RAB – Roundabout, NBL – Northbound Left, NBT – Northbound Through, NBR – Northbound Right, WBL – Westbound Left, WBR – Westbound Right, SBL – Southbound Left, SBT – Southbound Through, SBR – Southbound Right.
- Two Way Stop Control and roundabout intersections have the worst movement noted in parentheses. The movement shown inside the parentheses indicates the worst-performing movement. For example, if it is NBL, it means the exclusive northbound left-turn lane has the worst movement. NBL/NBR indicates that the lane shared by both northbound left and northbound right turns has the worst movement.

Source: Fehr & Peers, 2025.

In addition to the intersection-level analysis, a future forecast volume to capacity (V/C) ratio assessment was conducted for the ten roadway segments previously studied. These volume to capacity ratios are presented in **Error! Reference source not found.**-8 and provide a high-level screening of capacity constraints along key corridors within the study area

Table T-8. Future Volume to Capacity Ratios.

Road Segment	From	To	V/C Ratio NB	V/C Ratio SB	V/C Ratio EB	V/C Ratio WB
Deschutes Way	E Street SW	Boston Street SW	0.33	0.15	-	-
Custer Way	Capitol Boulevard SW	Cleveland Avenue SW	-	-	0.64	0.45
Custer Way	North 2nd Ave SW	Capitol Boulevard SW	-	-	**1.35**	**1.02**
Henderson Boulevard	Tumwater Boulevard SW	Yelm Highway SE	-	-	0.30	0.29

Road Segment	From	To	V/C Ratio NB	V/C Ratio SB	V/C Ratio EB	V/C Ratio WB
Cleveland Avenue SW	Custer Way	Yelm Highway SE	0.38	0.55	-	-
Old Highway 99 SE	Tumwater Boulevard SW	Henderson Boulevard SE	0.65	0.86	-	-
Old Highway 99 SE	Henderson Boulevard SE	88th Ave SE	0.62	0.91	-	-
Capitol Boulevard SW	Tumwater Boulevard SW	Linderson Avenue SW	0.38	0.42	-	-
Capitol Boulevard SW	Linderson Way SW	Linwood Way SW	0.26	0.31	-	-
Littlerock Road SW	Trosper Road SW	Kingswood Drive SW	0.30	0.35	-	-
Tumwater Boulevard	Capitol Boulevard SW	Linderson Way SW	-	-	0.36	0.52

Note:

- Segments in **bold** do not meet their LOS threshold.
- V/C Ratios were calculated based on the Florida Department of Transportation QLOS Handbook using peak hour directional capacities associated with a threshold LOS D for different lane numbers in a suburban residential context.

Source: Thurston Regional Planning Council, 2025.

To better understand the effectiveness of the proposed mitigations, a future-year scenario was developed that reflects anticipated conditions in 2045 with proposed mitigations projects in place. This scenario includes additional projects that go beyond the baseline improvements to address intersections expected to operate below Tumwater's Level of Service standards.

Within this future condition, five intersections were identified as needing further enhancements to meet Tumwater's Level of Service standard. These intersections are:

- Deschutes Way SW / Boston Street SW
- Black Lake Boulevard SW / Black Lake Belmore Road SW
- 7th Avenue SW / Linwood Avenue SW
- 93rd Avenue SW / Tilley Road SW
- Old Highway 99 SE/ 93rd Avenue SE

Currently, all these intersections are stop-controlled. For four of these locations, the proposed mitigation involves constructing roundabouts, which are expected to significantly improve operations and bring each intersection into compliance with Tumwater's established standards for delay and Level of Service.

The intersection of Deschutes Way SW / Boston Street SW requires a different approach due to its unique geometry and lack of space. Interstate 5 is just to the west of the intersection and a bridge forms the east leg of this intersection. At

this location, a baseline project installs a traffic signal.

However, the operational analysis indicates that a signal alone would not be sufficient to bring the intersection to an acceptable Level of Service. To address this, a dedicated westbound right-turn lane could be added in conjunction with the signal. This combined improvement would help resolve capacity issues and ensure that the intersection performs adequately under 2045 traffic conditions.

The results of this mitigation scenario are presented in Table T-9 and illustrated in Figure T-10. The analysis shows that with these additional projects in place, study intersections are expected to operate within Tumwater's adopted Level of Service standards.

Table T-9. Future Mitigated Intersection Delay and Level of Service.

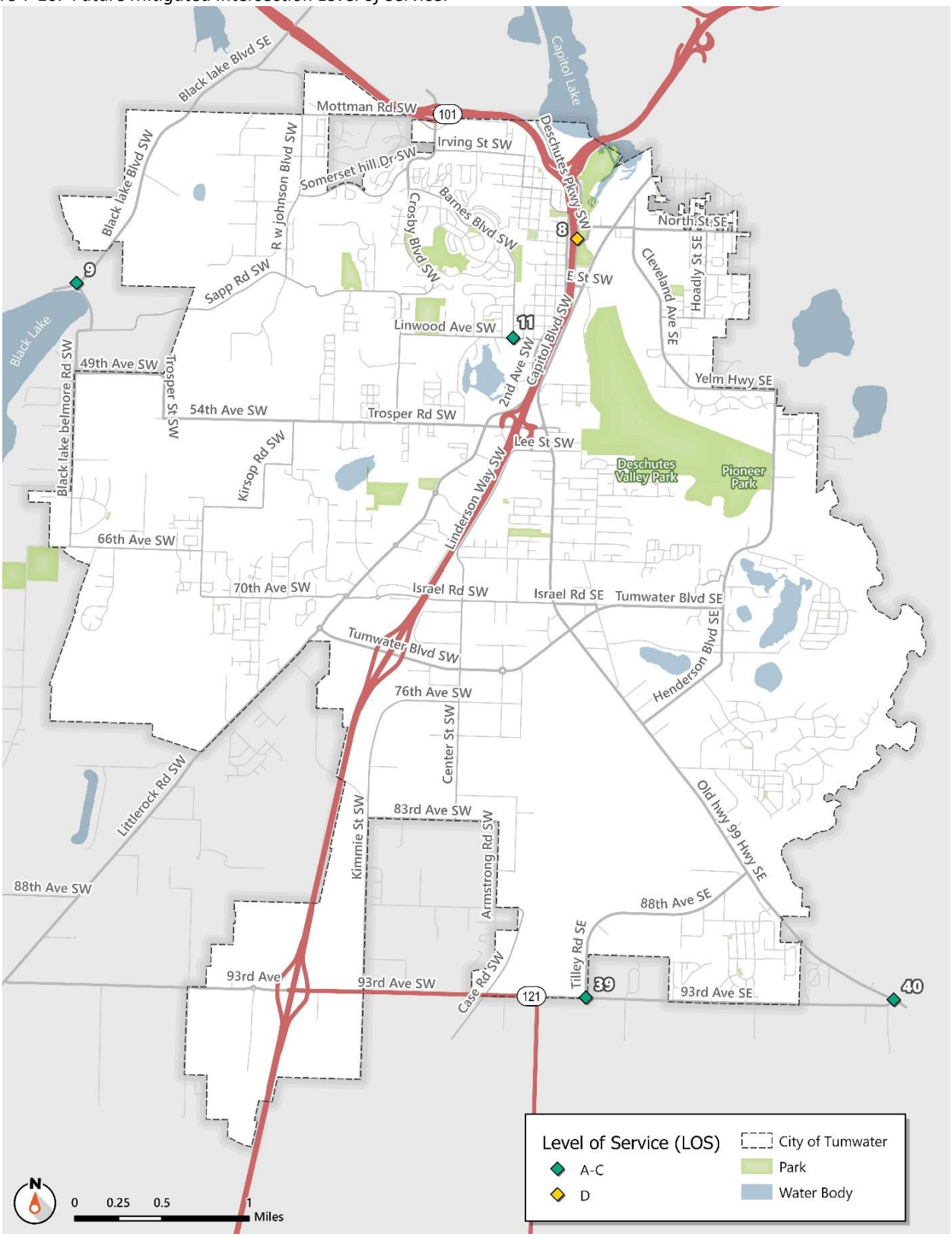
#	Intersection Name	Control	Level of Service Standard	Future Baseline LOS/Delay (seconds/vehicle)	Future Mitigated LOS/Delay (seconds/vehicle)
8	Deschutes Way / Boston St	Signal**	D	**F/97**	D/53
9	Black Lake Blvd / Black Lake Belmore Rd	RAB**	D	**E/57 (WBL/WBR)**	A/6
11	7th Ave / Linwood Ave	RAB**	D	**F/64 (SBL/SBT/SBR)**	A/3
39	93rd Ave / Tilley Rd SW	RAB**	D	**F/150+ (NBL/NBR)**	A/7
40	Old Hwy 99 / 93rd Ave	RAB**	D	**F/72 (NBL)**	A/9

Notes:

- *Indicates that baseline project is planned for the intersection
- **Indicate that non-baseline mitigation project is planned for the intersection.
- Intersections in **bold** do not meet their Level of Service standard.
- Abbreviations: LOS – Level of Service, AWSC – All Way Stop Control, TWSC – Two Way Stop Control, RAB – Roundabout, NBL – Northbound Left, NBR – Northbound Right, WBL – Westbound Left, WBR – Westbound Right, SBL – Southbound Left, SBT – Southbound Through, SBR – Southbound Right.
- Two Way Stop Control and roundabout intersections have the worst movement noted in parentheses. The movement shown inside the parentheses indicates the worst-performing movement. For example, if it is NBL, it means the exclusive northbound left-turn lane has the worst movement. NBL/NBR indicates that the lane shared by both northbound left and northbound right turns has the worst movement.

Source: Fehr & Peers, 2025.

Figure T-10. Future Mitigated Intersection Level of Service.



Source: Fehr & Peers, 2025.

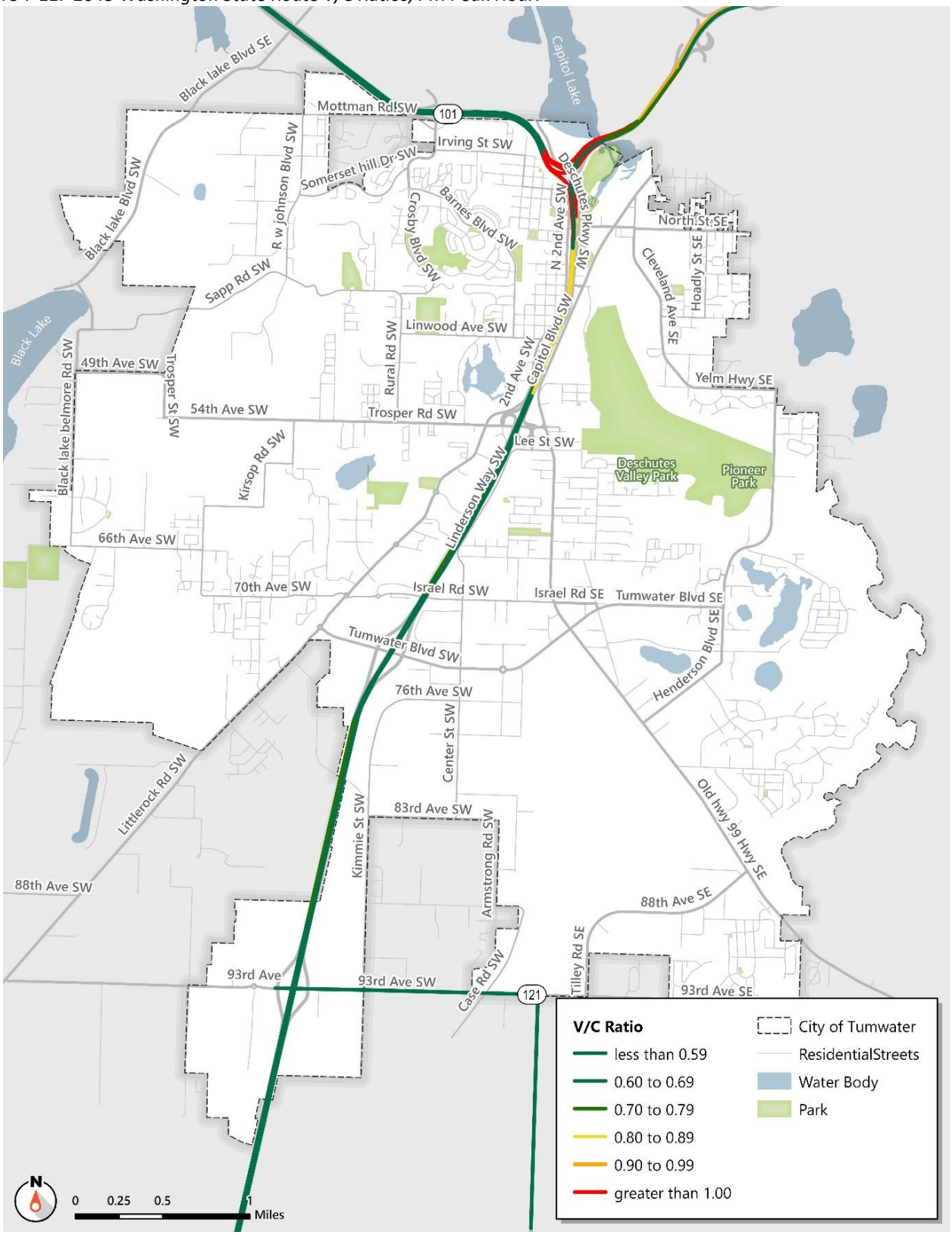
B. State Facilities

1) Segment Capacity Analysis

To evaluate the overall performance of Washington State Department of Transportation operated facilities within the city limits, including Interstate 5, US 101, and SR 121, the volume to capacity ratio was used as a primary metric for analyzing existing and future traffic conditions. Figure T-11 illustrates the projected volume to capacity ratios for state route segments within Tumwater under forecasted 2045 conditions. This analysis was based on forecast volume to capacity ratios from the Thurston Regional Planning Council's 2045 Tumwater Travel Demand Model.

Based on the PM peak hour analysis, the junction where Interstate 5 and US 101 converge is projected to experience significant congestion, with a volume to capacity ratio exceeding 1.0. This indicates that traffic demand will surpass available roadway capacity, primarily due to the complex merging maneuvers required as vehicles transition between the two major highways. These merging conflicts are expected to contribute to slower travel speeds and increased delays at the interchange.

Figure T-11. 2045 Washington State Route V/C Ratios, PM Peak Hour.



Source: Thurston Regional Planning Council & Fehr & Peers, 2025.

2) Intersections

In addition to the volume to capacity ratio analysis conducted at the segment level for all Washington State managed facilities within Tumwater, an intersection-level analysis was performed to evaluate operations at key locations adjacent to these corridors. This analysis focused on intersections that serve as primary access points to and from the freeway system, particularly those that connect directly to Interstate 5 on-ramps and off-ramps.

Given the importance of Interstate 5 as a major north-south transportation corridor through Tumwater, evaluating the operational performance of these access intersections is critical for understanding how efficiently traffic can enter and exit the freeway under future conditions.

The Washington State Department of Transportation has adopted a Level of Service standard of D or better for these intersections. Currently, the southbound Interstate 5 off-ramp at Tumwater Boulevard is signalized, while the northbound ramp is controlled by a two-way stop control.

With continued growth in traffic demand expected over the coming decades and to maintain acceptable operations, roundabouts are planned at both ramp terminals at the Tumwater Boulevard interchange. These improvements are scheduled to be implemented by the year 2045.

As summarized in Table T-10-10, all intersections that provide connections to Interstate 5 within the study area are anticipated to operate at or above the Level of Service D standard under projected 2045 conditions, indicating that the planned improvements will effectively mitigate future delays and maintain acceptable levels of service.

Table T-10. 2045 Interstate 5 Intersection Impacts, PM Peak Hour.

Intersection Name	Control	Level of Service (LOS) Standard	Future Baseline LOS/ Delay (seconds/vehicle)
Interstate 5 SB Ramps / Tyee Dr SW / Trosper Rd SW	Signal	D	D/42
Interstate 5 SB Ramps / Tumwater Blvd SW	Signal*	D	A/9
Interstate 5 NB Ramp / Tumwater Blvd SW	TWSC*	D	A/5
Interstate 5 SB Ramps / 93rd Ave SW	Signal	D	B/15
Interstate 5 NB Ramps / 93rd Ave SW	Signal	D	A/5

Note:

- *Indicates the baseline project for converting the intersection to a roundabout.
- **Bold** indicates that the intersection is failing.

Source: Fehr & Peers, 2025.

3) Multimodal Facilities

There are three state routes that pass through Tumwater. These include the Interstate 5 and US 101, which are both limited access freeway facilities that exclusively serve vehicles and transit. In addition, small segments of SR 121 traverse Tumwater. Portions of SR 121 include sidewalks, but there are no dedicated bicycle facilities.

Planning for active transportation routes across these freeways is a focus of the Brewery District Plan. Custer Way is one of the only crossing points and the facilities have a high level of traffic stress as shown in Figure BWR-4 of the Bicycling, Walking, & Rolling Plan in Appendix B.

A pedestrian and bike bridge over Interstate 5 also connects Dennis Street SW and Bishop Rd SW providing access to Tumwater High School commercial and mixed use developments on Tyee Drive SW.

The project team used the TRPC regional travel model to understand how expected growth in Tumwater and the region will add trips to the regional roadway network, including both streets in Tumwater and Washington State facilities.

The modeling did not find that expected development in Tumwater will add significantly to regional walking or transit trips on state facilities, thus Tumwater's planned growth is not expected to have any multimodal impacts on state routes. Washington State and Tumwater should continue to work together to require multimodal frontage improvements along SR 121 as parcels are developed.

C. Priority Networks

Tumwater's transportation priority networks identify the areas where prioritized improvements should be considered to enhance the layered multimodal network. Multimodal priority networks are centered on designing transportation systems that prioritize accessibility for the diverse needs of all users—pedestrians, cyclists, drivers, transit riders, and freight. Improvements for active transportation are prioritized based on the analysis in the Bicycling, Walking, & Rolling Plan. Improvements for vehicle use are prioritized based on Level of Service analysis results as discussed in the previous section.

Using a layered network strategy, modal emphasis is assigned to different streets, ensuring that each mode of transportation is accommodated effectively. This method acknowledges that while all travelers need to be accommodated within a community, no single street can serve all modes equally.

Other considerations like environmental constraints such as wetlands, protected species, cultural resources limit the feasibility of adding new infrastructure. This is the case for Kirsop Road SW, where community members have requested active transportation infrastructure. Unfortunately, sidewalks have been deemed infeasible in this area due to wetlands.

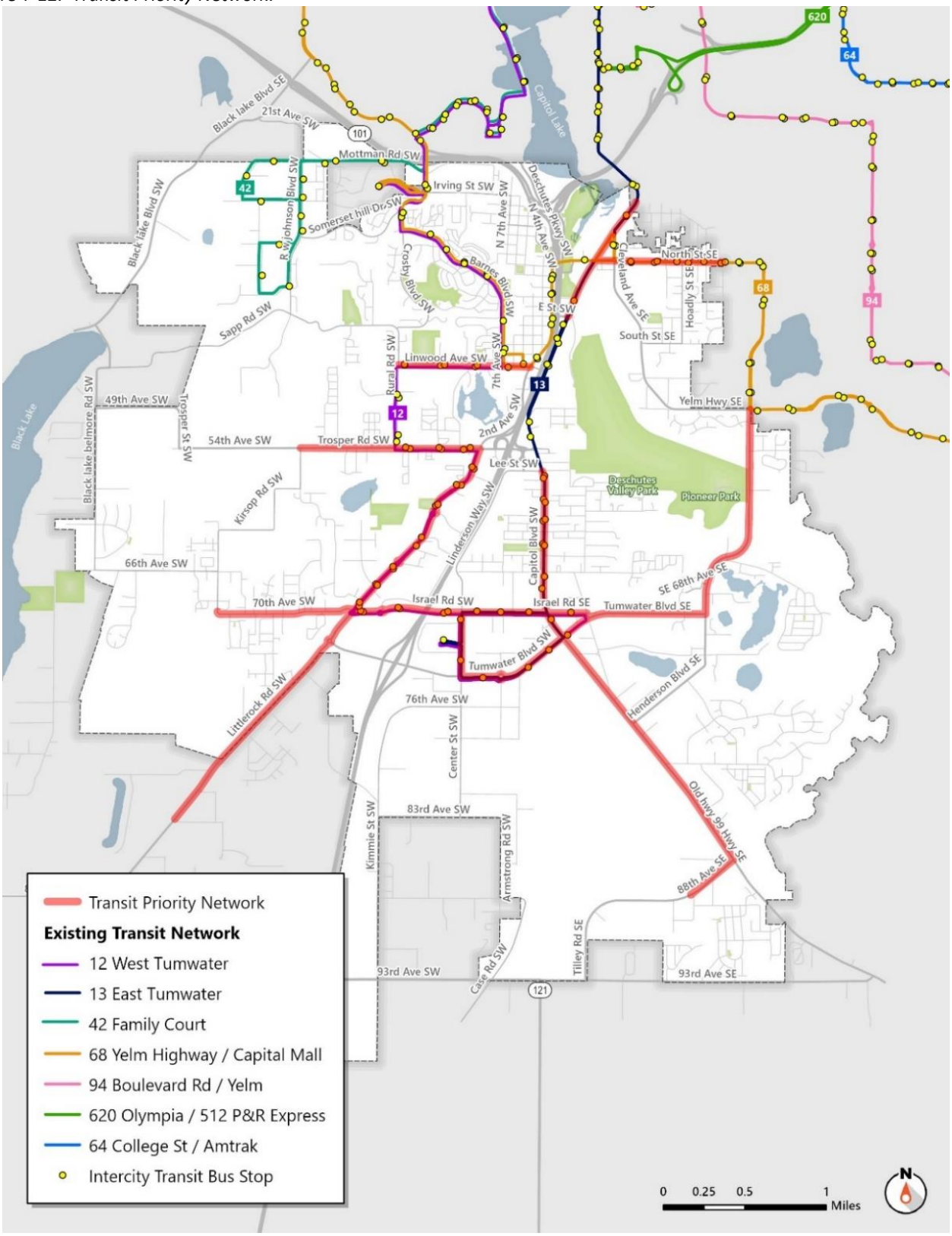
A wholistic approach to priority networks and advocating for more frequent and higher quality transit service as part of the transit priority network will provide Tumwater with more options for more people. The priority networks concentrate investments in the densest areas

and help fill in missing gaps so that more people can travel safely.

Since Tumwater does not directly administer transit services, the transit priority network shown in Figure T-12 reflects areas of future density growth which may benefit from transit service. The priority network does not solely reflect existing transit route locations. Tumwater can advocate for new or improved transit services covering these areas.

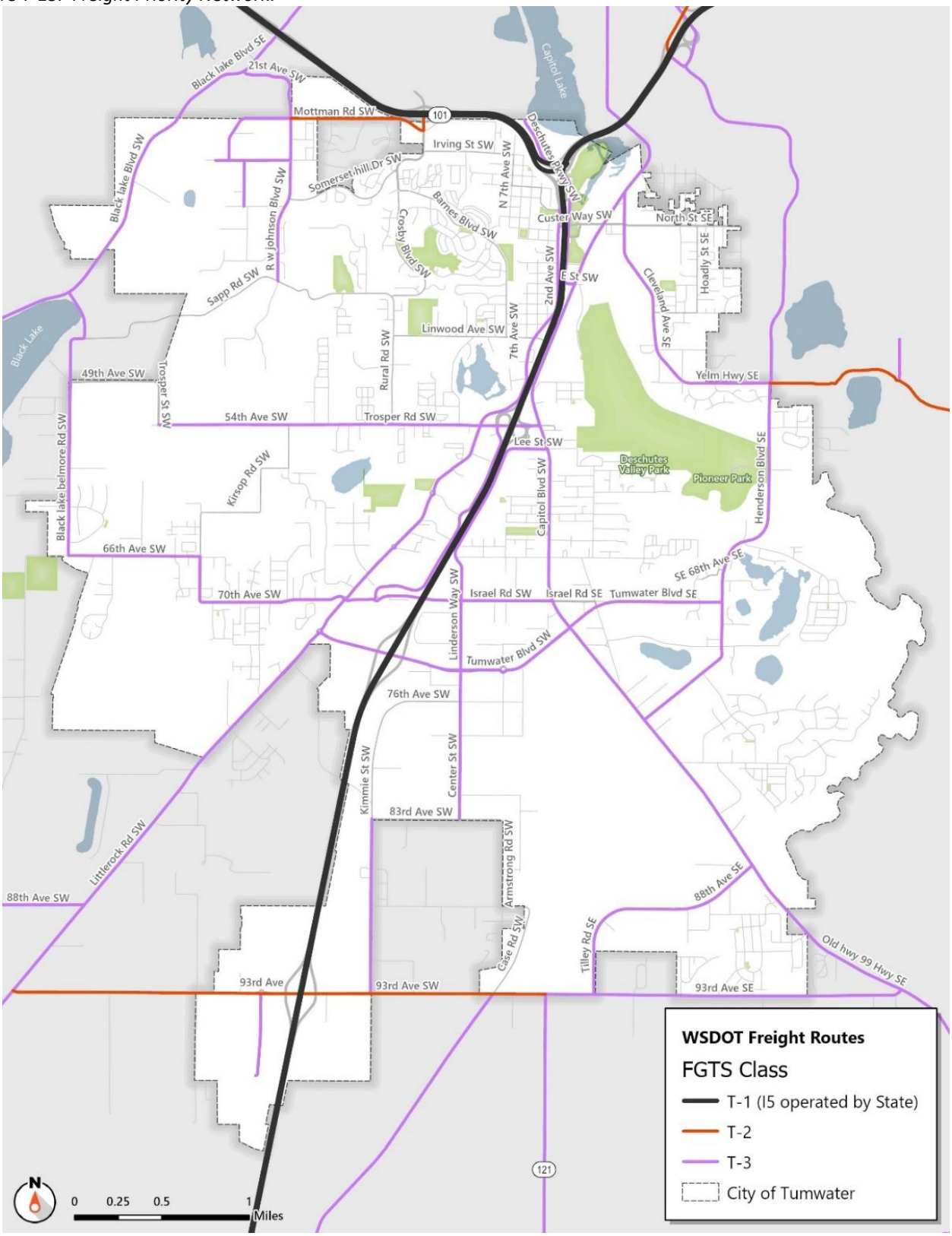
The freight priority network shown in Figure T-13 reflects locations classified according to Washington State Department of Transportation Freight Corridor Classifications in Table T-2 where T-1 is for highest freight volume, only applies to state-controlled facilities such as Interstate 5 and US 101 within Tumwater, T-2 is high volume freight routes on Tumwater streets, and T-3 is medium volume routes on Tumwater streets. Since T-1 facilities are state operated, the links do not fall directly under Tumwater's priority network. Tumwater will prioritize freight operations on routes classified as T-2 as well as select T-3 routes close to identified employment clusters.

Figure T-12. Transit Priority Network.



Source: Fehr & Peers, 2025.

Figure T-13. Freight Priority Network.



Source: Fehr & Peers, 2025.

5. 20-Year Project List

The previous chapter described Tumwater's vision for accommodating travel for everyone in the community, a framework of guidelines for different modes of travel, and Level of Service standards to achieve this vision.

This chapter describes the Transportation Plan's prioritized project list, which if built, would provide a safer and more complete transportation system.

A. Project Development

During the development of this plan, many transportation needs and project ideas to meet those needs were identified across Tumwater. They came from a variety of sources, including projects carried forward from prior plans, ideas suggested during in-person and online engagement, projects that address locations with high collision rates, and technical analysis comparing existing infrastructure to the planning guidelines and Level of Service standards described in the previous chapters (i.e., network gaps).

Given funding challenges, it was critical to prioritize those projects that do the most to advance Tumwater's transportation goals and build a more accessible system. As such, projects were scored based on the criteria identified below in Table T-11-11.

Table T-11: Project Prioritization Criteria.

Plan Goal		Metrics	Points
1	**Develop and maintain an integrated network (11 points maximum)**	**Improving Comfort** - Project constructs a level of traffic stress 1 or 2 facility for walkers or bicyclers *(Project can improve existing facility or create new facility)*	**+3**
		Improving Connections - Project constructs walk or bicycle improvements that connect or improve access to key destination hotspots which include schools, business clusters, and parks or transit routes	**+3**
		Reduces Congestion - Project addresses a location with an existing or forecast vehicle Level of Service failure	**+3**
		Enhancing the Network- Project creates a new motorized vehicle route, enhances the street grid, or closes a bicycle or walk gap	**+2**
2	**Ensure safer outcomes and quality of life (11 points maximum)**	**Safer Active Transportation Outcomes** - Project location with a reported pedestrian or bicyclist collision in the most recent five years of crash data	**+3**
		Less Severe Collisions- Project location with a reported serious injury or fatality collision in the most recent five years of crash data (any mode)	**+3**

Plan Goal		Metrics	Points
		Safer Schools - Project includes walk or bicycle improvements within Tumwater School District Walking Zones	**+3**
		Better Streetscapes - Project includes more comfortable active transportation facilities such as landscape buffers, benches, and pedestrian scale lighting	**+2**
3	**Prioritize Strategic Investments (10 points maximum)**	**Interagency Coordination** - Project includes funding from another agency or is highly eligible for grants	**+3**
		System Maintenance - Project replaces infrastructure nearing end of life or lowers life cycle costs compared to existing conditions	**+4**
		Impact Based Funding - Project provides additional capacity (any mode) and could be eligible for transportation impact fees	**+3**
4	**Lessen adverse effects (6 points maximum)**	**Mode Shift** - Project encourages shorter trips or shift to bicycling, walking, rolling, or transit	**+6**
5	**Build public support (12 points maximum)**	**Citywide Concerns** - Project location identified as a specific concern by Tumwater residents	**+4**
		Enhanced Outreach – Project will seek public input early and often during the development and design phases	**+4**
		Underinvested Zones – Project is in an area which has been historically underinvested	**+4**
		Maximum Possible Score	**50**

B. Project Lists

Transportation projects have been separated into two lists. Projects listed below in Table T-12 are designed to have the greatest impact on traffic flow and safety. The Bicycling, Walking, & Rolling Plan in Appendix B contains the projects that are designed to have the greatest impact on the active transportation system. Each list includes a description, the primary impact mode, cost, and prioritization scores.

While separated, these projects compete for resources and are prioritized using the same criteria. For that reason, the numbering system has been kept continuous, which means that between the two lists project numbers are only used once. Biking, Walking and Rolling Plan projects are numbered 1-20, 24, 27, 34, 35, 50, 51, 55, 58, and 60-68. Project priority maps show both active transportation and motorized vehicle projects and their priority category.

To improve efficiencies in implementation, most projects will correspond to improvements pertaining to multiple modes. These projects are summarized in Table T-12. They are also shown in Figure T-14 (Low priority), Figure T-15 (Medium priority), and Figure T-16 (High priority).

The transportation improvements identified as part of this planning process far exceed forecasted transportation funding over the next

two decades as discussed in the following section.

Table T-12. 20-Year Motorized Vehicle Transportation Project List.

Project ID	Title	Description	Mode	Cost ($)	Priority
21	Tyee Dr SW – Israel Rd SW to Tumwater Blvd SW	Construct 5 lanes ext. or 3 lanes if roundabout nodes, including intersection improvements at Tumwater Blvd SW	Motorized Vehicle / Bicycle	4,000,000	Medium
22	Tyee Dr SW – Tumwater Blvd SW to Prine Dr SW	Construct 5 lanes ext. or 3 lanes if roundabout nodes, including intersection improvements at Prine Dr SW	Motorized Vehicle / Bicycle	3,000,000	Medium
23	Tyee Dr SW – Prine Dr SW to Littlerock Rd SW Brenden St SW	Construct 3 lane extension	Motorized Vehicle / Bicycle	7,400,000	Medium
25	Tumwater Blvd SW – Interstate 5 Interchange	Install roundabout and wider bridge	Motorized Vehicle / Bicycle	23,000,000	Low
26	Tumwater Blvd SW – Interstate 5 SB ramps to Tyee Dr SW	Widen to 5 lanes	Motorized Vehicle / Bicycle	3,500,000	Medium
28	Old Highway 99 -- 88th Ave SE to 93rd Ave SE	Widen to 3 lanes	Motorized Vehicle	2,500,000	Low

Project ID	Title	Description	Mode	Cost ($)	Priority
29	Henderson Blvd SE – Tumwater Blvd SE to Old Hwy 99 SE	Widen to 3 lanes	Motorized Vehicle	4,000,000	Medium
30	73rd Ave SW -- Prine Dr Ext SW to 73rd Ave SW / 66th Ave SW Connector	Construct 2 lane road	Motorized Vehicle / Bicycle	2,000,000	Medium
31	SR 121 (93rd Ave SW) – Interstate 5 NB Ramps to Kimmie St SW	Widen to 5 lanes, including roundabout at Kimmie St SW	Motorized Vehicle / Bicycle	7,000,000	Medium
32	SR 121 (93rd Ave SW) – Interstate 5 Interchange	Widen bridge to 5 lanes and install roundabouts at on and off ramps	Motorized Vehicle / Bicycle	20,000,000	Medium
33	6th Ave SE – T St SE to Lee St SE	Construct 2 lane road	Motorized Vehicle / Bicycle	1,500,000	Medium
36	Odegard Rd SW – Littlerock Rd SW to Tyee Dr SW	Construct 2 lane road with on-street parking	Motorized Vehicle / Bicycle	200,000	Medium
37	Bishop Rd SW -- Littlerock Rd SW to Tyee Dr SW	Construct 2 lane road with on-street parking	Motorized Vehicle / Bicycle	500,000	Medium
38	New Market St SW -- Tumwater Blvd SW to Israel Rd SW	Construct 2 lane road with on-street parking	Motorized Vehicle / Bicycle	3,000,000	Medium

Project ID	Title	Description	Mode	Cost ($)	Priority
39	Town Center Connector -- Tumwater Blvd SW to Israel Rd SW	Construct 2 lane road with on-street parking	Motorized Vehicle / Bicycle	1,000,000	Medium
40	Boston St SW at Custer Way SW	Install roundabout	Intersection	7,500,000	Low
41	Deschutes Way SW at Boston St SW	Install traffic signal	Intersection	500,000	Low
42	Cleveland Ave SE at Custer Way/North St SE	Install roundabout	Intersection	5,000,000	Low
43	Linwood Ave SW at 2nd Ave SE	Install roundabout	Intersection	5,000,000	Low
44	Trosper Rd SW at 2nd Ave SW /Littlerock Rd SW	Install roundabout	Intersection	6,000,000	Medium
45	Trosper Rd SW at Tyee Dr SW / SB Interstate 5 Ramps	Install roundabout	Intersection	6,000,000	Medium
46	T St at Capitol Blvd SE	Install roundabout	Intersection	6,000,000	Medium
47	X St at Capitol Blvd SE	Install roundabout	Intersection	7,000,000	Low
48	Dennis St at Capitol Blvd SE	Install roundabout	Intersection	6,000,000	Medium
49	Old Hwy 99 SE at 79th Ave SE	Install roundabout	Intersection	5,000,000	Low
52	Trosper Rd SW Capacity Study from Littlerock Rd SW to Interstate 5	Study to determine roadway capacity	Road	400,000	Low

Project ID	Title	Description	Mode	Cost ($)	Priority
53	Tumwater Blvd SE at Henderson Blvd SE Intersection Improvements	Install intersection improvements	Intersection	3,000,000	Low
54	E St SE Connection – Capitol Blvd SE to Cleveland Ave	Construct 4 lane road across Tumwater Valley, including E St SE and Cleveland Ave SE intersections	Road	60,000,000	Low
56	Littlerock Rd SW and 77th Way SW Roundabout	Install roundabout	Intersection	5,000,000	Low
57	Black Lake Belmore SW at Black Lake Blvd SW	Install roundabout	Intersection	5,000,000	Low
59	Henderson Blvd SE Corridor SE – Yelm Hwy SE to Tumwater Blvd SE	Widen road to 4/5 lane section, widen bridge over Deschutes River, install intersection improvements and pedestrian facilities	Road	24,000,000	Medium

Project ID	Title	Description	Mode	Cost ($)	Priority
A	Multimodal Improvements Program	Various locations throughout Tumwater. Intent is to create a safer and more inviting multimodal transportation system. Specific projects developed as a part of the six-year Transportation Improvement Plan process.	Programmatic	16,500,000	High
B	Safe Routes to School Projects	Improve pedestrian and bicyclist safety near schools. Projects include sidewalks, lighting, flashing beacons, signage, markings, and other measures. Project details developed as a part of the six-year Transportation Improvement Plan process.	Programmatic	2,000,000	Medium

Project ID	Title	Description	Mode	Cost ($)	Priority
C	Pavement Maintenance Program	This program is designed to preserve and enhance the condition of roads, sidewalks, and other paved surfaces	Road	20,000,000	Medium

Notes:

- Abbreviations: LTS: Level of Traffic Stress. Ext.: extension.

Figure T-14. Location of Projects Categorized as Low Priority.

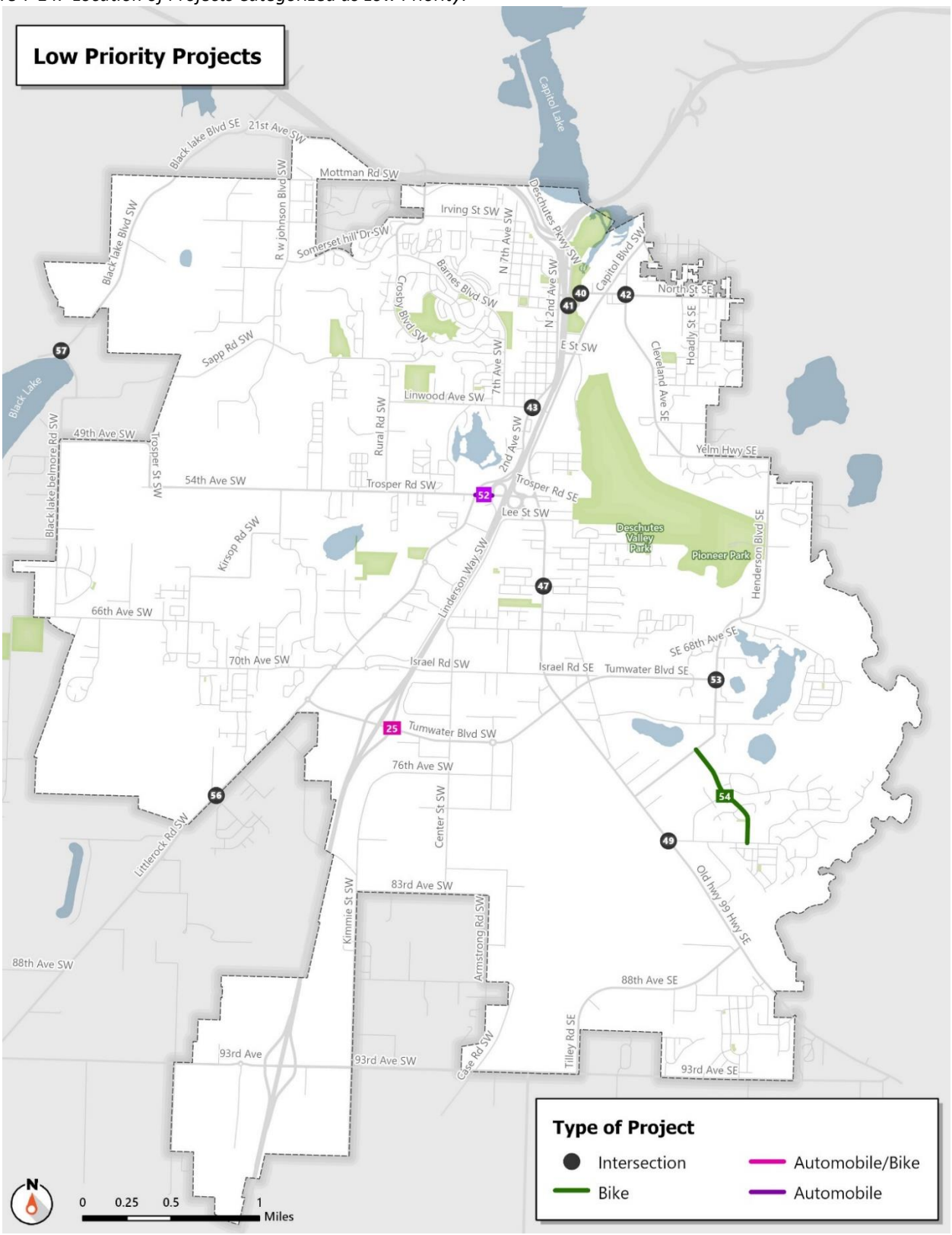


Figure T-15. Location of Projects Categorized as Medium Priority.

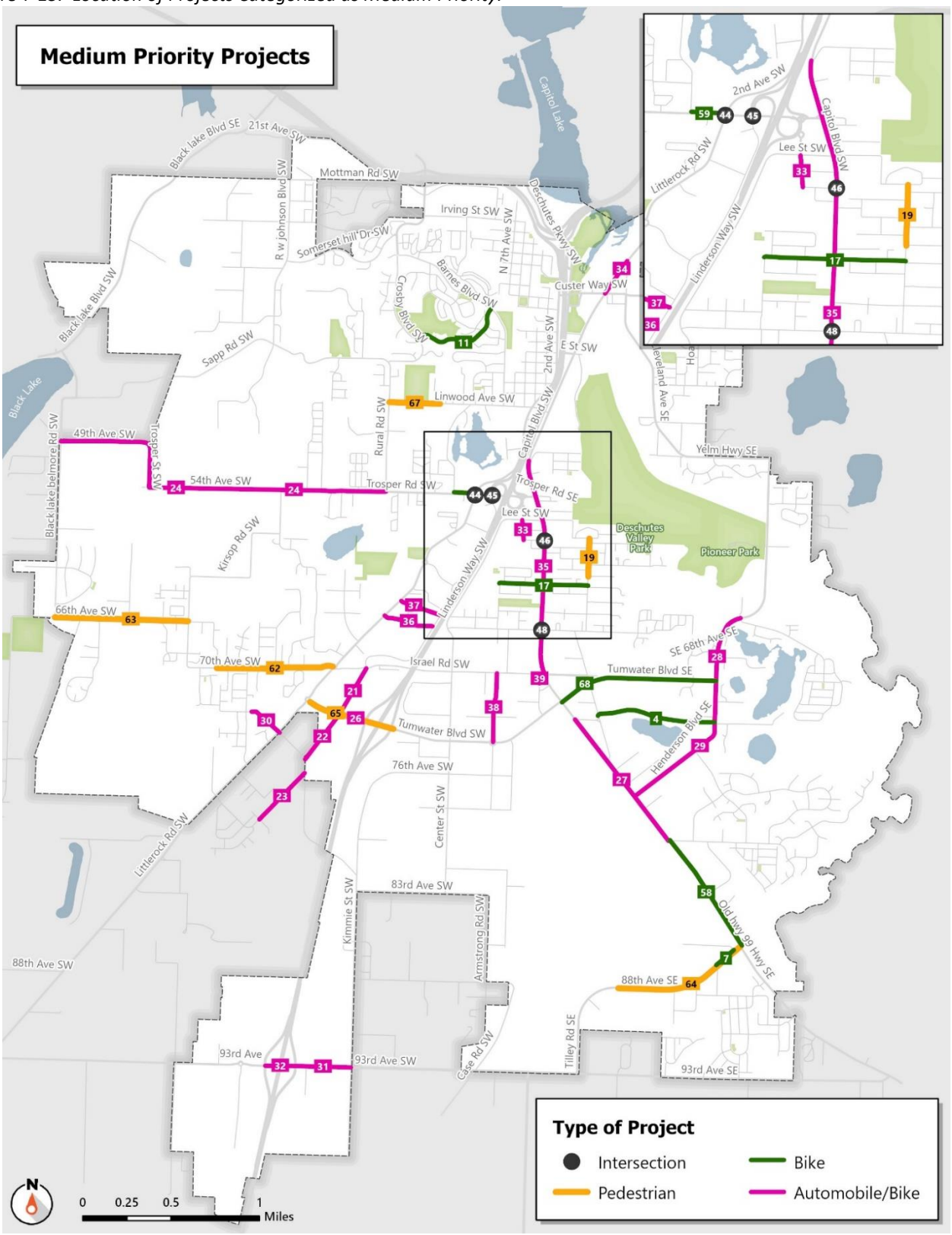
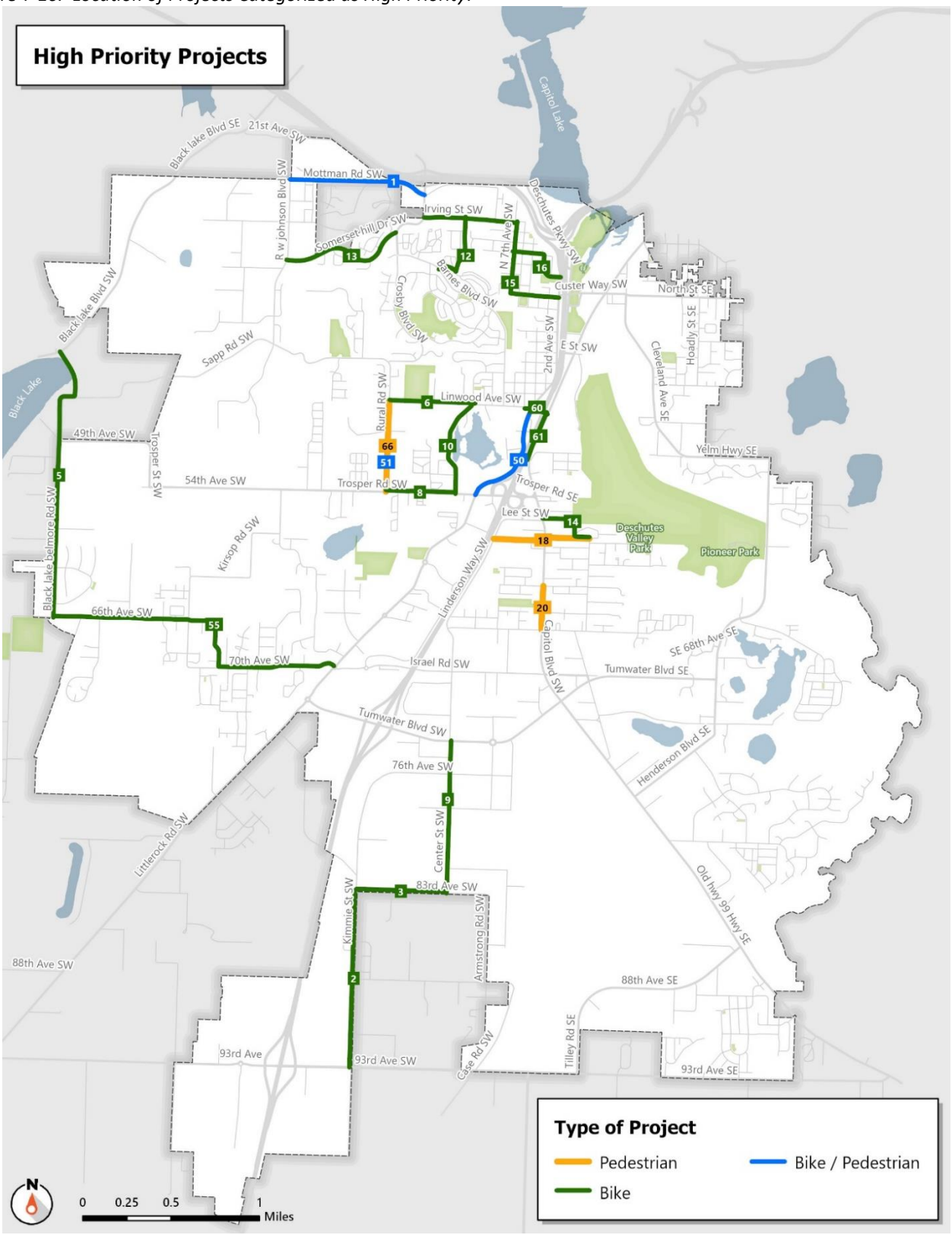


Figure T-16. Location of Projects Categorized as High Priority.



6. Implementation

A. Funding Overview

A key part of Washington State's Growth Management Act is making sure transportation planning is financially responsible. To meet this goal, Tumwater's list of transportation projects must fit within its budget. This means focusing on maintaining and operating existing roads and infrastructure as well as newer projects needed to accommodate growth.

To make sure the plan is realistic, Tumwater studied past trends in revenue and spending as shown in Table T-13. This helped estimate how much money will likely be available for both new projects and day-to-day operations over the next 20 years. By using this information, Tumwater can plan projects it can afford, as required by the Growth Management Act. A shortfall is expected since the needs are greater than the resources.

To deal with future funding challenges, Tumwater will also look for ways to close the gap between how much money is needed and how much is expected to be available. This might include:

- **Enhancing Revenue from Existing Sources**: Tumwater is evaluating adjustments to current revenue streams, such as transportation impact fees, to ensure that new developments contribute proportionally to infrastructure needs.
- **Adopting New Revenue Mechanisms**: Exploring innovative funding avenues, such as bonds and sales taxes to generate dedicated funds for transportation projects.
- **Implementing Transportation Demand Management Strategies**: Reducing vehicle trips is crucial. Programs like Washington's Commute Trip Reduction law encourage large employers to develop plans that decrease single-occupancy vehicle commutes, thereby reducing traffic congestion and environmental impact.

By integrating these strategies, Tumwater aims to create a sustainable, efficient, and safe transportation system that meets future demands while addressing current fiscal constraints.

Most projects have active transportation components such as street crossings and sidewalks; however some are specific to support active transportation. Discussion about funding for these projects including separate funding sources have been included in the Bicycling, Walking, & Rolling Plan to support the projects designed to have a greater impact on active transportation.

Table T-13. Current Funding Sources and Revenue Estimates Over the Horizon Year.

Fund Source	20 – Year Estimate
Base Utility Tax (0.8% of the 12%)	$20,715,000
Motor Vehicle Fuel and Multimodal Transportation Tax	$4,095,000
Real Estate Excise Tax (0.05%)	$27,487,000
Retail Sales & Use Tax	$ -
Interest Income	$1,050,000
Grants	$70,902,000
Transportation Benefit District	$,943,000
Transportation Impact Fees	$39,337,000
SEPA Mitigation	$14,026,000
Total Revenue Over 20 Years	**$214,555,000**
Annual Average Revenue	**$10,730,000**
Total Capital Expenditure Over 20 Years	**$212,000,000**
Annual Average Expenditure	**$10,600,000**
Annual Shortfall	**$130,000**

Source: City of Tumwater.

B. Revenue Sources

1) Transportation Benefit District

Transportation infrastructure is one of Tumwater's most valuable investments. The Transportation Benefit District was formed in 2014 to designate a dedicated source for transportation funding, and in 2015, Tumwater voters approved a sales tax increase of 0.2 percent for a period of ten years. The funding is used to preserve, maintain and expand the transportation infrastructure within city limits.

Since 2015, the Transportation Benefit District has funded:

- More than 100 lane miles of road improvements.
- More than 100 new curb ramps
- Almost 50,000 tons of asphalt for Tumwater roads.

The dedicated funding provided by the Transportation Benefit District makes it possible for Tumwater to proactively repair and preserve roads before they deteriorate to a point that would require costly pavement replacement. In this way, Transportation Benefit District funding is an investment in road quality and safety that saves money eventually.

Additionally, the taxes collected through the Transportation Benefit District have so far helped to secure $6 million in grants, often through matches with available funds.

2) Real Estate Excise Tax

A key revenue source that feeds Capital Projects is the Real Estate Excise Tax , which is applied to all real estate sales based on the full selling price, including liens, mortgages, and debts used in the purchase. This tax is charged on the gross sales price of real property.

The first 0.25 percent of the Real Estate Excise Tax must be used for capital projects listed in Tumwater's Capital Facilities Plan, including infrastructure such as streets, sidewalks, lighting, traffic signals, water and sewer systems, parks, public safety buildings, trails, libraries, and other civic facilities. The second 0.25 percent, available only to cities required to plan under the Growth Management Act, helps cover costs related to the Growth Management Act and can fund similar projects, though it excludes land acquisition.

3) Transportation Impact Fees

Since 1990, Washington State law (RCW 82.02.050) has allowed jurisdictions to establish transportation impact fee programs to fund capacity projects needed to support growth. Tumwater collects transportation impact fees from developers to help finance public infrastructure projects that benefit new developments, such as roads and sidewalks. These fees are used to mitigate the impact of new developments on existing transportation infrastructure.

The primary goal of Transportation Impact Fees is to have new developments "pay their own way," reducing the financial burden on existing taxpayers. By collecting these fees, municipalities can finance capital improvements that add capacity like adding lanes to existing roads, constructing new roadways, or constructing new active transportation facilities.

These fees are typically assessed during the development approval process and collected when building permits are issued. The amount charged often depends on factors such as the type and size of the development and its projected impact on the transportation network.

4) Base Utility Tax

Tumwater assesses a six percent utility tax upon every person, firm or corporation engaged in or carrying on a business of land line and cellular telephones, pagers, telegraph, electrical energy, natural gas, brokered natural gas, solid waste, water, sanitary sewer and storm drainage. The details surrounding the tax are discussed in the Tumwater Municipal Code, Chapter 3.28.

5) Motor Vehicle Fuel & Multimodal Transportation Tax

Funds are provided from Washington State for transportation purposes and are distributed to cities quarterly. Multimodal Transportation Tax is provided by RCW 47.66.070 and is funded by a variety of taxes and grants including but not limited to Motor Vehicle Excise Tax, Mass Transit Distributions and Retail Sales Taxes.

Motor Vehicle Fuel Tax is an excise tax on the sale of fuel and is used for transportation. As of July 1, 2025, the tax rate for gas in Washington State is 55.4 cents per gallon with 8.33 percent distributed to incorporated cities based on a formula considering population and annual road costs.

6) Retail Sales & Use Tax

The Sales Tax in Tumwater is 9.7 percent on most items including fuel. Tumwater receives 0.8415 percent of the sales tax on each dollar. Portions of this tax are utilized for transportation infrastructure development and funding. An additional 0.2 percent sales tax goes to fund Tumwater street and sidewalk maintenance. Tumwater voters approved this new tax on April 28, 2015, and it went into effect on October 1, 2015.

C. Options to Increase Revenue

1) Commercial Parking Tax

Cities in Washington State can impose taxes on commercial parking operations, either by charging businesses directly or by adding fees for customers at the point of sale. While there is no cap on the tax rate itself, the revenue generated must be allocated exclusively for transportation-related purposes.

For instance, Seattle increased its commercial parking tax rate to 14.5 percent as of July 1, 2022. Other cities, like SeaTac, implement a per-transaction fee, which was $3.99 in 2024 and rose to $4.13 in 2025

2) Local Improvement Districts

Local Improvement Districts are special financing mechanisms that municipalities can establish to fund capital projects benefiting specific areas. Property owners within these districts are assessed fees proportional to the benefits they receive from the improvements.

The formation of a Local Improvement District does not require a public vote but does necessitate a demonstration of financial feasibility. Moreover, if property owners responsible for at least 60 percent of the total assessment costs formally protest, the district's formation can be halted.

3) General Obligation Bonds

Municipalities have the option to issue bonds to finance public projects:

- **Limited Tax General Obligation Bonds**: These do not require voter approval and are repaid from Tumwater's general fund.
- **Unlimited Tax General Obligation Bonds**: These require voter approval and are repaid through additional property taxes.

Washington State law limits the total general obligation debt a city can incur to 2.5 percent of its assessed property value, with limited tax general obligation bonds capped at 1.5 percent. Exceeding these limits can impact a city's credit rating, so it is advisable to utilize less than two-thirds of the available debt capacity to maintain financial stability.

D. Transportation Demand Management

1) Background

This plan has thus far focused on completing Tumwater's multimodal transportation network via the layered network approach. The network proposed for each mode represents the supply side of the transportation network. On the opposite side of the coin is the demand for the multimodal transportation network. The demand side is addressed with transportation demand management.

The concept of transportation demand management has evolved from a focus on commuters and strategies for reducing single occupancy vehicle demand at peak times to a focus on maximizing the modal choices of all travelers and trip types. This new focus includes a broader set of diverse strategies.

The Federal Highway Administration defines transportation demand management as:

> *"Providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel and mode. In the broadest sense, demand management is defined as providing travelers with effective choices to improve travel reliability."*

The emphasis for transportation demand management is on personal mobility rather than vehicular mobility. Transportation demand management strives to treat roadway, transit, bicycle facilities, and sidewalk capacity as valuable, limited assets to be carefully managed.

Transportation demand management strategies that strive to manage the demand on the limited multimodal transportation network include encouraging ride sharing such as car- and vanpooling; providing active transportation subsidies (e.g., stipends for bicycles or running shoes); providing telecommuting, flex schedules, and compressed work weeks; and enforcing parking fees or restrictions.

Other transportation demand management strategies can range from simple marketing programs to complex land use decisions. Tumwater land use policies can reduce dependence on private motorized vehicle travel by focusing growth in specific locations and changing land use development patterns. Land use densities, mixed-use activity, urban design, transit station areas, and other concentrated points of activity support frequent transit service and pedestrian facilities.

Tumwater's transportation demand management program is focused on maximizing multimodal options for all trip types and travelers.

2) Transportation Demand Management Strategies

There are various ways that commuters can travel to work and individuals can travel for other purposes that reduce the number of single occupancy vehicle trips:

- **Rideshare Programs** – Tumwater can partner with Intercity Transit or other private car share providers for rideshare solutions primarily for commute trips, though other trip purposes such as to school are being explored. Typically, vanpool programs require a minimum

number of individuals per vehicle with similar commutes.

- **Walking/Bicycling/Rolling** – Every trip begins and ends with walking or rolling, even if using a vehicle for most of the trip. The existing pedestrian network supports walking for some trip types, particularly in areas with higher density and a mixture of land uses. Bicycling can be a viable mode for commuters who live further than walking distance from transit services and whose schedules are too inflexible to use vanpool programs. Other forms of rolling like wheelchairs, skateboards, and e -scooters can use a mix of pedestrian and bicycle networks.

  As pedestrian and bicycling networks are constructed and development occurs in dense, mixed-use areas, these modal options are anticipated to be increasingly viable and popular. Many of the prioritized projects, policies, and actions in this plan provide guidance and next steps to both construct the pedestrian and bicycling networks and increase the attractiveness and viability of walking and bicycling as travel options.

- **Alternative Work Schedules** – Alternative work schedule options are beneficial to both employees and employers. Businesses can provide coverage for additional hours, and employees are able to work their schedules around transit and vanpool and ridesharing availability. Alternative schedules include flextime, compressed work weeks, and staggered shifts.

- **Telecommuting and Remote Working** – In the Puget Sound region, full-time and part-time telecommuting has increased over the last decade. The COVID pandemic forced many businesses, non-profits, and government agencies to quickly implement telework for employees that can work remotely. To facilitate this shift, unique solutions were implemented to address technology and resource barriers. Many businesses, non-profits, and government agencies are likely to have significantly higher levels of teleworking than before the pandemic due to the widespread development of these programs.

E. Vehicle Miles Traveled Reduction Targets & Mode Shift

1) Vehicle Miles Traveled Reduction Targets

Based on guidance from the Washington State Department of Commerce[2] and the Washington State Department of Transportation[3], vehicle miles traveled targets should focus on per capita reductions. These targets must align with long-term planning horizons.

Progress must be monitored every five years, tracking both per capita vehicle miles traveled and the implementation of reduction strategies

[2] https://www.commerce.wa.gov/growth-management/climate-planning/.

[3] https://wsdot.wa.gov/sites/default/files/2023-06/VMT-Targets-Final-Report-June2023.pdf.

and policies. The targets should also align with regional plans.

The Washington State Department of Commerce's Greenhouse Gas Emissions Forecast and Scenario Planning Tool (Thurston County) includes an analysis of ways to reach the overarching goal of net-zero emissions by 2050. That tool sets the following reduction targets, compared to a 2022 baseline:

- Reduce per capita vehicle miles traveled by 27 percent through 2040.
- Reduce per capita vehicle miles traveled by 41 percent through 2050.

Tumwater is setting the same goals as the Department of Commerce tool.

The Department of Commerce has provided a menu of measures[4] to help reduce per capita vehicle miles traveled, with a selection included below:

- Shift modes from motorized vehicles to transit, walking or bicycling.
- Increase vehicle occupancy to convert single occupancy vehicles to high occupancy vehicles and promote vanpools.
- Travel less through telecommuting, trip chaining and employing tools such as a compressed work week, parking and more compact land development.
- Adjusting zoning laws to allow for more diverse and higher-density housing options.
- Promoting development patterns that support public transit usage.
- Encouraging higher-density housing near employment centers and transit hubs to reduce travel distances.
- Conducting studies to understand current travel patterns and identify opportunities for reduction.
- Establishing metrics to assess the effectiveness of implemented strategies over time.

2) Mode Shift Targets

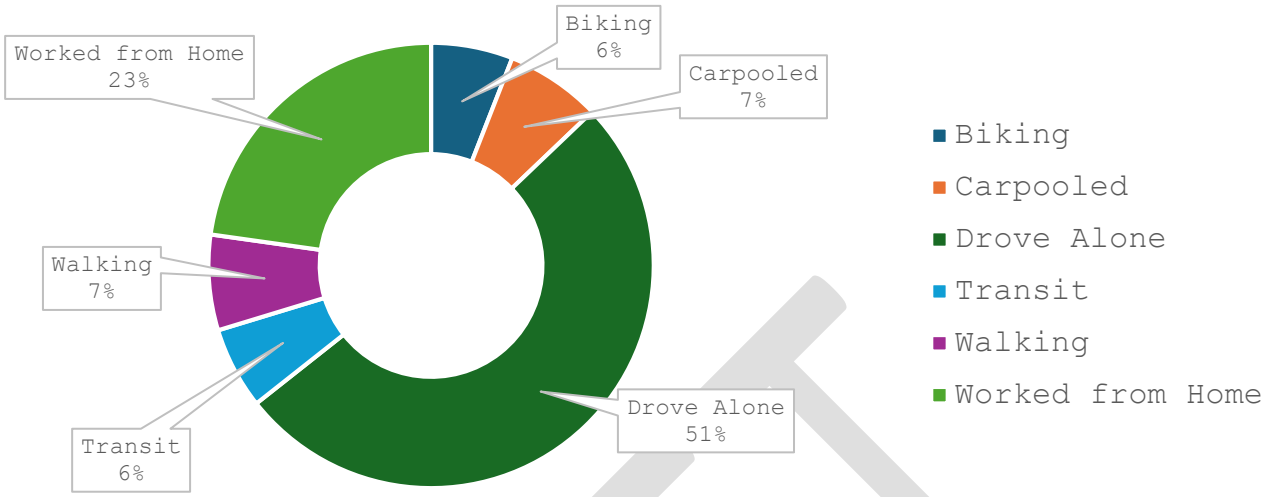
To achieve this plan's greenhouse gas and vehicle miles traveled reduction targets, some trips will need to shift from single occupancy vehicle trips to more efficient modes. These modes include carpooling (high occupancy vehicles), transit, and active transportation modes like walking, bicycling, and rolling.

Current data from the Census Bureau as shown in Figure T-1 illustrates that most work trips in Tumwater are taken by car, with most being single occupancy vehicles.

Tumwater is setting a goal to shift five percent of all single occupancy vehicle trips to walking, five percent to bicycling, and three percent to transit as shown in Figure T-17.

[4]https://experience.arcgis.com/experience/dd012fae9fad4a309b0d89e3c13016e5/page/Basic/

Figure T-17. Tumwater's 2045 Mode Shift Goals.



Encouraging and effectuating mode shift is difficult, but can be done through a combination of strategies:

- Creating more walkable and bicycleable communities by building a connected low stress network.
- Reducing or eliminating parking minimums.
- Charging for parking in higher density areas with transit and active mode networks.
- Increasing transit frequency and coverage.
- Increasing job and residential density.
- Integrating affordable and below market rate housing.
- Provide ridesharing program.
- Provide end of trip bicycle facilities.
- Provide employer-sponsored van pool.
- Price workplace parking.
- Implement housing and employment parking cash-out.
- Provide electric vehicle charging infrastructure.
- Implement transit-supportive roadway improvements.
- Supporting bus rapid transit.

Appendix A – Traffic Operations Analysis

The Traffic Operation Analysis is attached as a separate document.

Appendix B – Bicycling, Walking, & Rolling Plan

The Bicycling, Walking, & Rolling Plan is attached as a separate document.

Transportation Plan

Appendix B – Bicycling, Walking, & Rolling Plan

City of Tumwater 2025 Comprehensive Plan

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

DRAFT VERSION AUGUST 1, 2025

December 2025

Ordinance No. O2025-0XX

CITY OF TUMWATER

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Abbreviations Used in Document

LTS – Level of Traffic Stress

1. Introduction

A. Vision

The purpose of the Tumwater Bicycling, Walking, & Rolling[1] Plan is to establish a strategy to improve city-wide bicycle and pedestrian facilities, making the community's active transportation network safe, accessible, and inviting for all users.

To achieve this, Tumwater will develop new or strengthen existing bicycling and walking connections to key destinations such as transit centers, activity centers, trails, schools, and employment sites. The strategy also prioritizes providing frequent, high quality crossing opportunities for active transportation users, especially along transit routes and in densely populated areas.

In Tumwater, historic development patterns and the rising popularity of cars changed the ways people connected to places and communities. Railroad connections and topography initially made it difficult to include downtown on major transportation lines without steep uphill climbs on the bluff east of Deschutes River Valley. These choices altered the economic conditions and slowed the growth of Tumwater's downtown.

The construction of Capitol Blvd in 1938 moved traffic away from the historic downtown. Then in the 1950s, the construction of Interstate 5 through the historic downtown bisected Tumwater and disconnected communities. The increasing convenience and popularity in motorized vehicle travel resulted in environmental concerns such as greenhouse gas emissions, air pollution, water runoff pollution, and noise pollution.

The Bicycling, Walking, & Rolling Plan prioritizes human-scale investments that connect people and communities, enhance the environment, and revitalize local economy. The projects and priorities in this plan are guided by community engagement, gap analysis, and the work of previous Tumwater plans.

B. Active Transportation

Active transportation includes any primarily human-powered mode of transportation such as walking, bicycling, using a mobility device like a wheelchair or scooter, roller skating, skateboarding, or using electric micromobility devices including e-bikes and e-scooters. It does not include motorcycles or larger and higher speed vehicles.

All trips start and end with active transportation, like walking, rolling, or bicycling to or from a private vehicle or a bus stop.

Active transportation contributes to a healthy, active community while reducing pollution and negative health impacts from driving. Active transportation is also an important part of a

[1] Rolling includes using mobility devices like wheelchairs or scooters, roller skating or skateboarding, and using electric micromobility devices.

successful transportation system, as it reduces roadway congestion.

The Interstate 5 and US 101 create major barriers to active transportation in Tumwater. Limited crossings, many without bike lanes and sidewalks, mean that people travelling without vehicles are at a distinct disadvantage. The terrain of Tumwater similarly presents obstacles as large elevation changes are difficult to traverse when using human powered modes.

C. Reasons for Investment

There are many reasons to prioritize investments in active transportation infrastructure. Improving the active transportation system increases the safety and accessibility for users, making it easier to use. Increasing the share of trips made by alternative transportation will help Tumwater improve community health, promote accessibility, and reach its per capita vehicle miles traveled reduction and mode shift goals.

1) Access

Travel choice is influenced by many factors including ability, socioeconomic status, and infrastructure. Active transportation investments promote accessibility by increasing transportation choices available to all members of the community regardless of ability or income. Developing a safe and complete active transportation network is essential in making this mode an accessible and inviting option to users.

People who do not or cannot drive may have no other choice but to use active transportation to get to school, work, and other key destinations. Based on a statewide study, it is likely that approximately 25 to 35 percent of Tumwater's residents are unable to Dr, either due to:

- Age (both young and old)
- The costs of purchasing, operating, and maintaining a car
- A disability or condition that prevents or limits driving
- Preference not to have a car
- Lack a driver's license[2]

In addition, people who tend to drive may be temporarily unable to drive due to car repairs or maintenance.

A lack of infrastructure allowing people to use active transportation safely and conveniently creates an access concern. A safe, and convenient active transportation network provides more travel choices to all residents, regardless of age or ability.

2) Community Health

Active transportation supports Tumwater's overall transportation system, promotes healthy lifestyles, improves air quality, and enhances economic conditions and community character.

Investment in active transportation infrastructure creates opportunities for people to build exercise into their daily routine. Active lifestyles reduce the risk of associated health conditions such as obesity, diabetes, and cardiovascular disease.

[2] https://leg.wa.gov/media/41gegl2v/nondriversstudyfinalreportsummaryreport.pdf.

Increasing the share of trips made by active transportation will help reduce vehicle trips and roadway congestion in Tumwater, reducing emissions and air pollution.

Air quality due to vehicle transportation is a significant area of focus for Tumwater. Pollution from vehicle transportation contributes to asthma and other respiratory illnesses and can make existing health conditions worse. People who live near heavy traffic roadways are exposed to higher levels of air pollution from diesel and gasoline exhaust.[3]

3) Vehicle Miles Traveled

Vehicle miles traveled is defined as the miles driven by cars on roads in Tumwater. Transportation is one of the largest contributors to greenhouse gas emissions in Tumwater, so reducing vehicle miles traveled is a key part of reaching Tumwater's greenhouse gas reduction goals.

Improving access for other modes of transportation can also reduce the need for expensive road capacity projects. Tumwater strives to achieve a 27 percent reduction in per capita vehicle miles traveled compared to 2022 base-year volumes by 2040 and a 41 percent reduction by 2050.

4) Mode Shift

Tumwater is committed to increasing the share of trips made by alternatives to driving alone and active transportation is an important part of achieving this goal. Tumwater has set goals of shifting 15 percent of single occupancy vehicle trips to walking, bicycling, and transit.

5) Transit

Many people who use active transportation also take transit as part of their trip to work, school, and other key destinations.

Intercity Transit operates four routes in Tumwater and is free and accessible to all users. Used in conjunction with active transportation, taking the bus connects people with a larger travel radius and more destinations. Intercity Transit buses are also equipped with bike racks, making transit a convenient option for people who bike to and from their bus stop.

Tumwater will continue to partner with Intercity Transit to ensure bus stops are accessible, safe, and convenient so people can easily transition from active transportation to taking the bus.

D. Partnering Agencies

Tumwater routinely coordinates with agencies and community groups on transportation.

For example, Tumwater works closely with Intercity Transit to ensure transit is accommodated on City roadways. Cross coordination also occurs between Tumwater and Thurston Regional Planning Council to implement the Regional Trails Plan and other regional transportation planning and projects.

[3] Health effects from diesel pollution - Washington State Department of Ecology

Tumwater will continue to seek opportunities to partner with neighboring jurisdictions to create more connectivity between boundaries. Tumwater will also explore partner with other agencies when applying for grants to make proposals more competitive.

Tumwater provided opportunities for key stakeholders to comment on this Bicycling, Walking, & Rolling Plan. The plan was reviewed and revised in coordination with the following community groups and government entities:

- Intercity Transit
- People First
- Puget Sound Asthma Coalition
- Thurston County
- Thurston County Developmental Disability Coalition
- Thurston Regional Planning Council
- Washington State Department of Transportation

2. Framework and Analysis

A. Existing Plans

Several plans provide active transportation infrastructure that meets community priorities. The plans below include Tumwater specific plans, as well as regional plans where Tumwater participates as a part of a larger body.

1) Tumwater Transportation Plan

The Tumwater Transportation Plan serves as a guide for improvement and expansion of the transportation system to meet demands through a horizon year of 2045 and includes the Bicycling, Walking, and Rolling Plan as Appendix B. There are a number of Subarea Plans that are incorporated into the Transportation Plan update and project list development.

2) Thurston Regional Planning Council Regional Trails Plan

The goal of the Thurston Regional Trails Plan is to establish a comprehensive, well-connected non-motorized trail network that links all communities throughout the region. Eight government entities own and operate the region's major trails.

As of 2023, 14 major trail corridors in the region provide over 57 miles of trails. These trail corridors help connect people to the outdoors for recreation and provide a safe and convenient way to travel to key destinations and economic opportunities.

The Thurston Regional Trails Plan outlines the proposed trail projects that will expand the regional trail system, enhance the current system, and increase connections within the trail network.

In Thurston Regional Planning Council's 2021 "Connect. Explore. Move. How do you trail?" survey, 20 percent of respondents used trails for commuting to work, school, or errands.[4] Respondents selected the following trails to prioritize in the next 20 years:

- **Deschutes Valley Trail** – connecting Tumwater and Olympia along the Deschutes River
- **Gate Belmore Trail** – connecting Tumwater and Olympia with Rochester and the Chehalis Reservation
- **Karen Fraser Woodland Trail Extension** – connecting Olympia southwest to Tumwater

The completion of the 0.8-mile segment of the Deschutes Valley Trail between Historical Park and Brewery Park at Tumwater Falls was the most recent milestone in the regional trail network.

The following trail corridors, extensions, and system enhancements are included in the Regional Trails Plan:

- **Capitol Lake to Belmore Trail Corridor**
    - Black Lake Trail – conceptual (20+ years)
- **Deschutes Valley Trail Corridor**

[4]https://www.trpc.org/DocumentCenter/View/12180/Regional-Trails-Plan-FINAL---December-2023.

- Tumwater Valley Dr extension – planned (2026)
- Pioneer Park extension – planned (20+ years)

- **Tumwater to Downtown Olympia Union Pacific Line Corridor**
  - East Olympia Trail – conceptual (20+ years)
  - Bonneville Power Administration Shared Use Path – conceptual (20+ years)
- **Karen Fraser Woodland Trail Corridor**
  - Olympia Phase 4 extension, Henderson to Tumwater – planned (20+ years)

3) Americans with Disabilities Act Transition Plan Update

The purpose of the Americans with Disabilities Act Transition Plan is to ensure that Tumwater continues to create reasonable accessible paths of travel in the public right-of-way for everyone, including people with disabilities.

Tumwater conducted a self-assessment in 2020, inventorying sidewalks and noting deficiencies. Updated in 2021, the plan discusses methods Tumwater uses to identify, evaluate, and remove barriers. Barrier removal is prioritized based upon public input, location, condition, and cost effectiveness. A schedule for correcting these deficiencies as funding is available is needed.

4) Brewery District Plan

The Brewery District is centered around the former Olympia Brewery. This district is one of the oldest parts of Tumwater.

The Brewery District Plan aims to guide redevelopment in the area to improve transportation safety and access. Originally adopted in 2014 and amended in 2020, the plan has four goals:

- Create a stronger sense of place by facilitating pedestrian access, establishing gathering places for residents, and fostering a distinct District identity.
- Improve transportation options, safety, and access within and across the District.
- Expand economic opportunity and activity.
- Improve the function and appearance of the built environment.

Improving alternative transportation is a priority both within the Brewery District and on the streets that connect the Brewery District to other parts of Tumwater. Connections to the district are part of the bicycle priority network shown in Figure BWR-11.

5) Capitol Blvd Corridor Plan

The Capitol Blvd Corridor is Tumwater's most traveled St, developed primarily in the 1950s and 1960s. It is located between the Southgate Shopping Center area and Israel Rd.

The Capital Blvd Corridor Plan was adopted in 2015 and has three main goals:

- Improve the business conditions.

- Improve safety and expand transportation options for all users of the corridor including pedestrians, bicycles, and vehicles.
- Improve the aesthetic appeal of the corridor as a whole.

This corridor is part of the bicycle priority network shown in Figure BWR-11.

6) Old Highway 99 Corridor Plan

Old Highway 99 Corridor Plan addresses the development and improvement of Old Highway 99 from 79th Ave to 93rd Ave.

The Plan incorporated land use, environmental, and transportation considerations as necessary to determine preferred alignment, cross sections, intersection control, stormwater strategies, mitigation strategies, right-of-way needs, implementation strategies, and future project estimates.

The Plan was adopted in 2024 and is used to prioritize projects, including projects that improve active transportation along the corridor.

B. Key Destinations & Origins

Understanding where people want to travel is a key component to developing a transportation system that works for users.

For active transportation it is important to consider people using the system to access daily needs and connections to transit since they may not have other transportation options. Access to public education is also critical since very few of the people accessing those services can drive alone and congestion near schools for pick up and drop off is an increasing concern.

Key destinations are shown in Figure BWR-1 and described in more detail below.

1) Schools

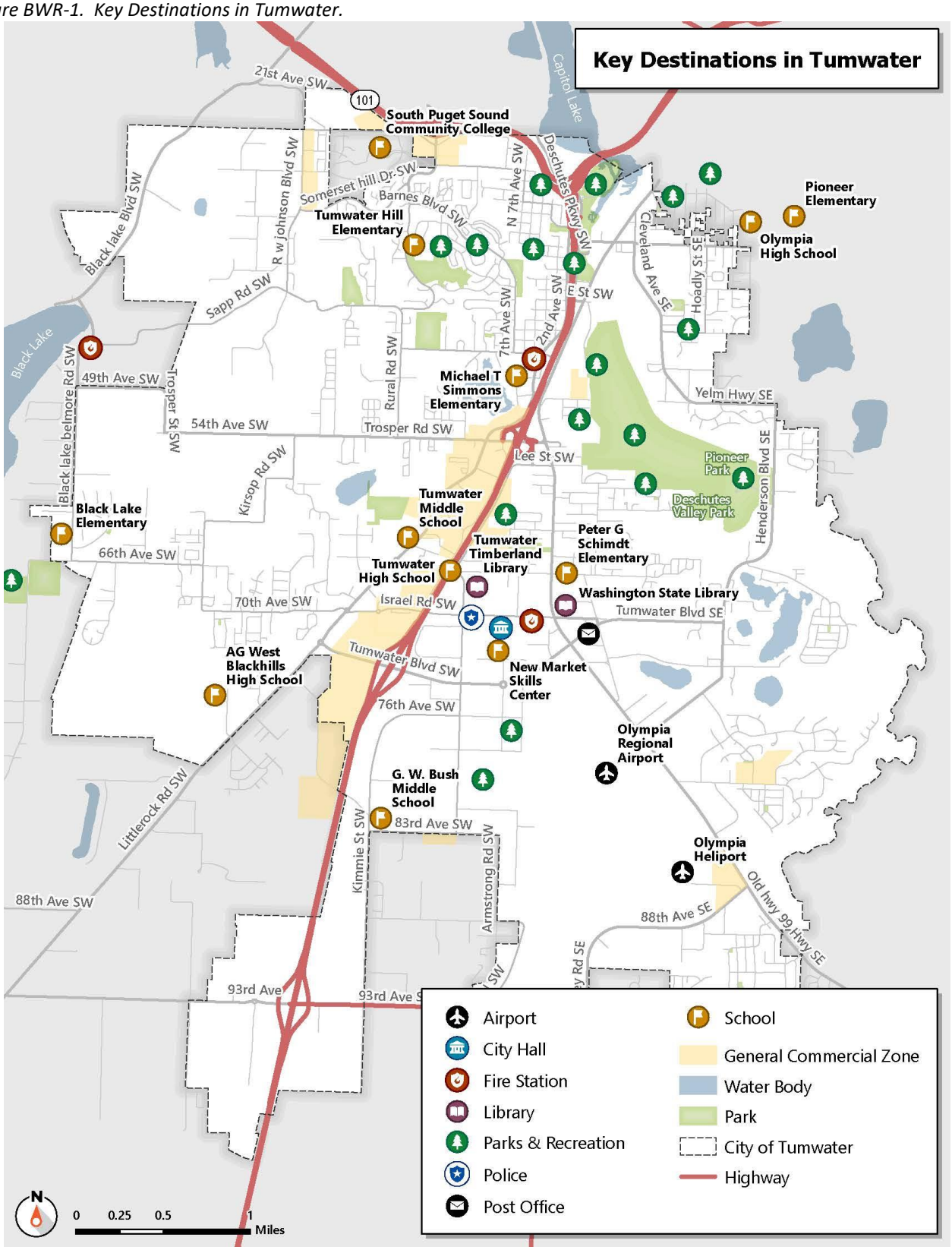
The Tumwater School District served 6,328 students as of 2025. The district includes ten K-12 schools within Tumwater's city limits.

- A.G. West Black Hills High School
- Black Lake Elementary School
- Cascadia High School
- George Bush Middle School
- Michael T. Simmons Elementary School
- New Market Skills Center
- Peter G. Schmidt Elementary School
- Tumwater High School
- Tumwater Hill Elementary School
- Tumwater Middle School

2) South Puget Sound Community College

Located in Olympia on Tumwater's northwest border, South Puget Sound Community College serves 6,000 students. The college is connected to Tumwater by designated bike routes as well as several Intercity Transit routes.

Figure BWR-1. Key Destinations in Tumwater.



3) Libraries

The Tumwater Timberland Library offers resources available to anyone with a library card.

The library provides computer access, meeting rooms, study spaces, and events, as well as books and other media. The library is also one of two locations that act as a cooling and warming center during inclement weather.

4) Food Banks

There are seven locations that function as food banks and serve Tumwater residents during certain hours[5]:

- Littlerock United Methodist Church
- Lutheran Church of the Good Shepherd
- Mountain View Church
- Northstar Church of God
- South Puget Sound Community College
- Tumwater Senior Center
- Tumwater United Methodist Church

5) Parks & Recreation

Tumwater operates 12 parks and recreation facilities, including neighborhood parks, waterfront parks, sports facilities, and trails. Parks are large attractions for active transportation users.

- **5th and Hayes Pocket Park**. This small neighborhood park features a basketball court and a playground.
- **Barclift Park**. This park has the following amenities: basketball court, picnic areas, playground, restroom, tennis court, and trails.
- **Deschutes Valley Park**. This park features picnic areas, a playground, and restrooms.
- **Tumwater Historical Park.** At 17 acres, this is one of the largest parks in Tumwater. Amenities include barbeque grills, boat launch, picnic areas, a large playground, restroom, rentable shelter, and trails.
- **Isabella Bush Park**. This park contains trails and wetlands.
- **Jim Brown Park**. This neighborhood park features basketball courts, picnic areas, a playground, and tennis courts.
- **Overlook Point Park**. This park offers picnic areas and viewpoints.
- **Palermo Pocket Park**. This neighborhood park has basketball courts and a playground.
- **Pioneer Park**. One of the largest parks in Tumwater, Pioneer Park, has the following amenities: barbeque grills, baseball field, horseshoe pits, picnic areas, a playground, restrooms, rentable shelter, soccer fields, trails, and volleyball courts.
- **Tumwater Hill Park**. This park has a baseball field, picnic areas, restroom, and trails.
- **Tumwater Valley Municipal Park**. This golf course offers 20 holes of

[5] https://tcfb.org/services/locations/pick-up/.

championship-caliber golf and a ten-acre driving range.

- **V St Park**. This small neighborhood park has a basketball court and a playground.

6) ASHHO Cultural Community Center

The ASHHO Cultural Community Center is a private event center used for meetings, conferences, retreats, fundraising events, parties, and markets.

7) Olympia Regional Airport

Operated by the Port of Olympia, the Olympia Regional Airport and the associated New Market Industrial Center covers 845 acres and supports over 500 jobs. The general aviation airport has two runways and offers aircraft service and maintenance, flight instruction, and hangar space.

Commercial passenger airline service is anticipated by not currently available, but charter flight service is offered. Shuttle services are available to transport passengers to Seattle-Tacoma International Airport.

C. Level of Traffic Stress

Tumwater is adopting new multimodal Level of Service metrics as part of the Transportation Plan update. These metrics show where the transportation system has strengths and opportunities for improvement. While congestion and delay are used to measure vehicle level of service, different multimodal level of service metrics are used for active transportation.

Level of Traffic Stress (LTS) provides a quantifiable tool to gauge the comfort and safety of active transportation infrastructure. Level of traffic stress ranges from 1, where a wide range of users feel safe and comfortable, to 4, representing the highest Level of Traffic Stress where most users feel uncomfortable and will likely not choose to walk or bicycle.

Figure BWR-2 illustrates all four levels of traffic stress.

Figure BWR-2. Level of Traffic Stress Breakdown.

Source: Fehr & Peers, 2025.

It is important to note that while levels of traffic stress 3 and 4 feel uncomfortable to most users, some people have no choice but to use active transportation on these facilities. Tumwater is committed to achieving a Level of Traffic Stress of 1 or 2 on its roadways. Achieving this goal will improve comfort for people who already use active transportation and will make active transportation a more attractive option for people who have a choice of transportation modes.

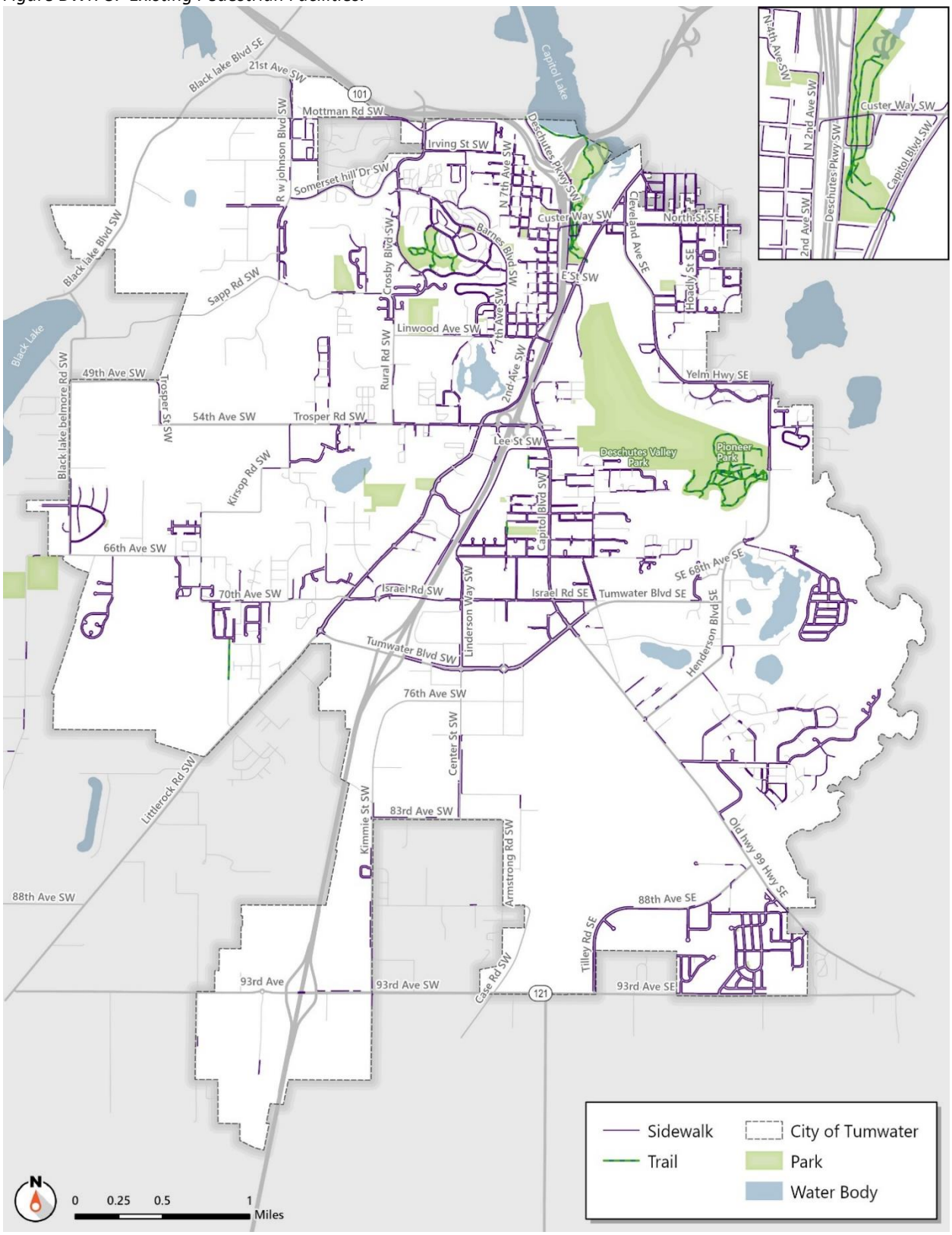
Given that levels of traffic stress for bicycling and walking are influenced by different factors, the breakdown for bike and pedestrian levels of traffic stress varies slightly.

D. Pedestrian Network Analysis: Gaps

Pedestrian facilities in Tumwater consist of sidewalks and shared-use trails. Sidewalks are available along many arterials, streets within the central business district, and in newer subdivisions. However, older residential areas often have incomplete or poorly maintained sidewalks. Tumwater has a total of 70 road miles with sidewalks of which roughly 33 miles are complete with pedestrian facilities on both sides of the St.

Figure BWR- 3 shows the existing pedestrian facilities in Tumwater.

Figure BWR-3. Existing Pedestrian Facilities.



Source: Fehr & Peers, 2025.

1) Pedestrian Level of Traffic Stress

Pedestrian Level of Traffic Stress is based on the roadway classification and presence of pedestrian facilities. Table BWR-1 illustrates the breakdown of pedestrian level of stress values while Figure BWR-4 shows how Level of Traffic Stress values apply to the pedestrian network throughout Tumwater.

Major arterials typically receive a score of 2 given the presence of sidewalks on both sides of the St. Where there are no pedestrian facilities, a score of 4 is assigned.

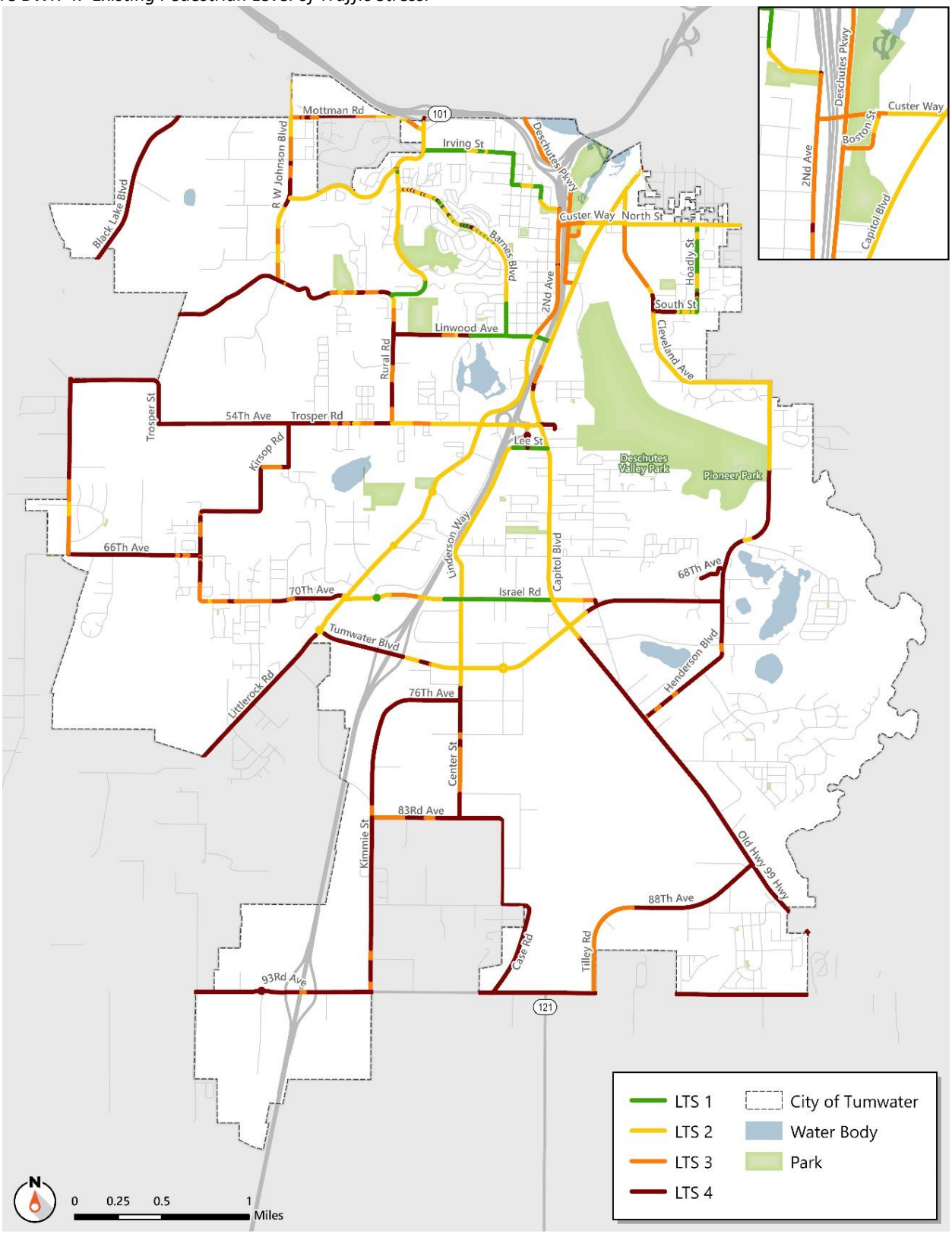
It is important to note that Pedestrian Level of Traffic Stress is limited to the variables shown in the table and does not consider sidewalk condition and necessary maintenance, presence of a landscaped buffer, or other important characteristics.

Table BWR-1. Pedestrian Level of Traffic Stress Classifications for Different Facilities.

Roadway Classification	No Pedestrian Facility	Sidewalk One Side	Sidewalk Both Sides	Separated Path/Trail
Local	4	2	1	1
Collector	4	2	2	1
Arterial	4	3	2	1

Source: Fehr & Peers, 2025.

Figure BWR-4. Existing Pedestrian Level of Traffic Stress.

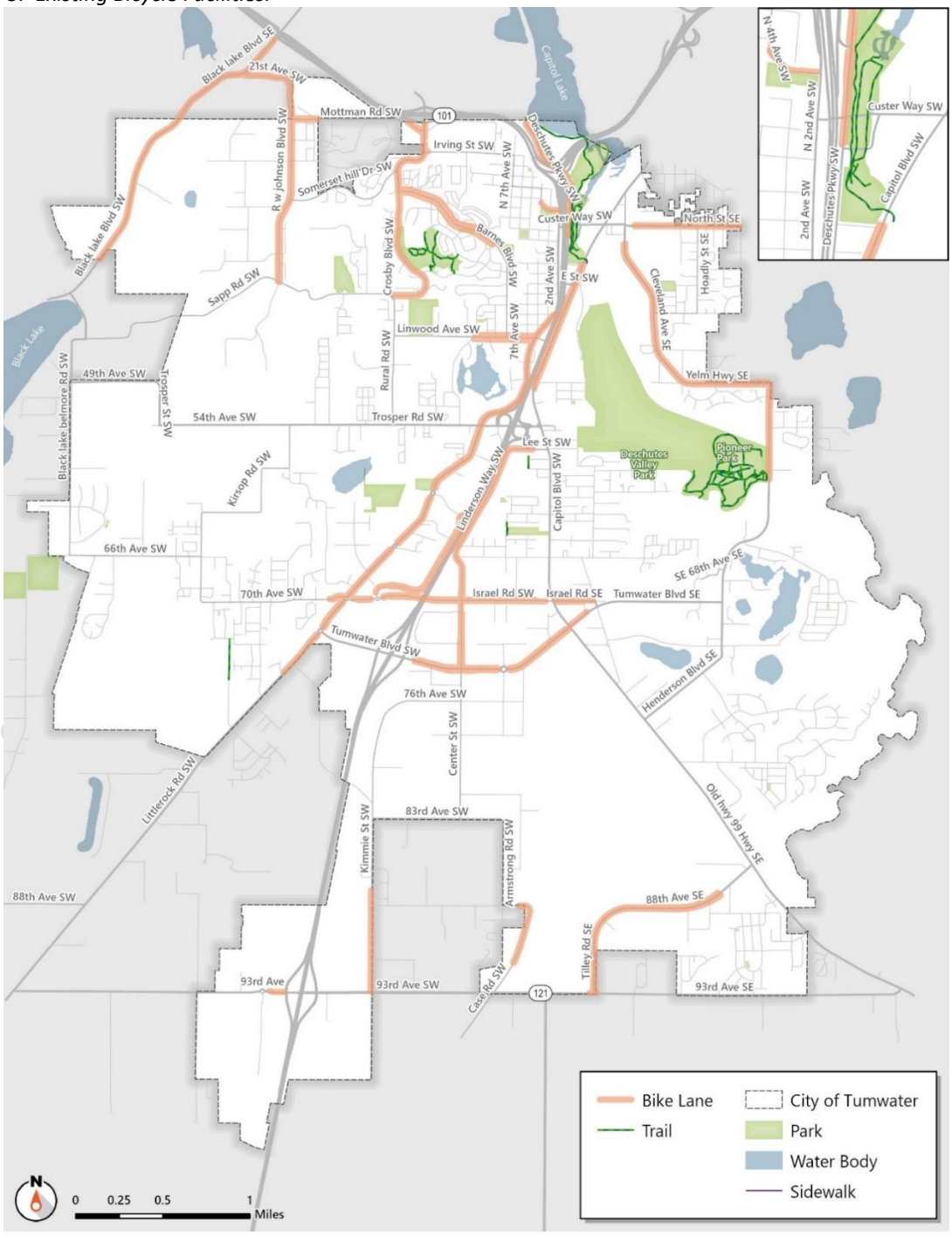


Source: Fehr & Peers, 2025.

E. Bicycle Network Analysis: Gaps & Level of Traffic Stress

The bicycle network within Tumwater primarily consists of bike lanes and shared-use trails as shown in Figure BWR-5. Of the 87 total miles in the bike network, about 27 miles (31 percent) are complete with bike facilities on both sides of the street.

Figure BWR-5. Existing Bicycle Facilities.



Source: Fehr & Peers, 2025.

2) Bicycle Level of Traffic Stress

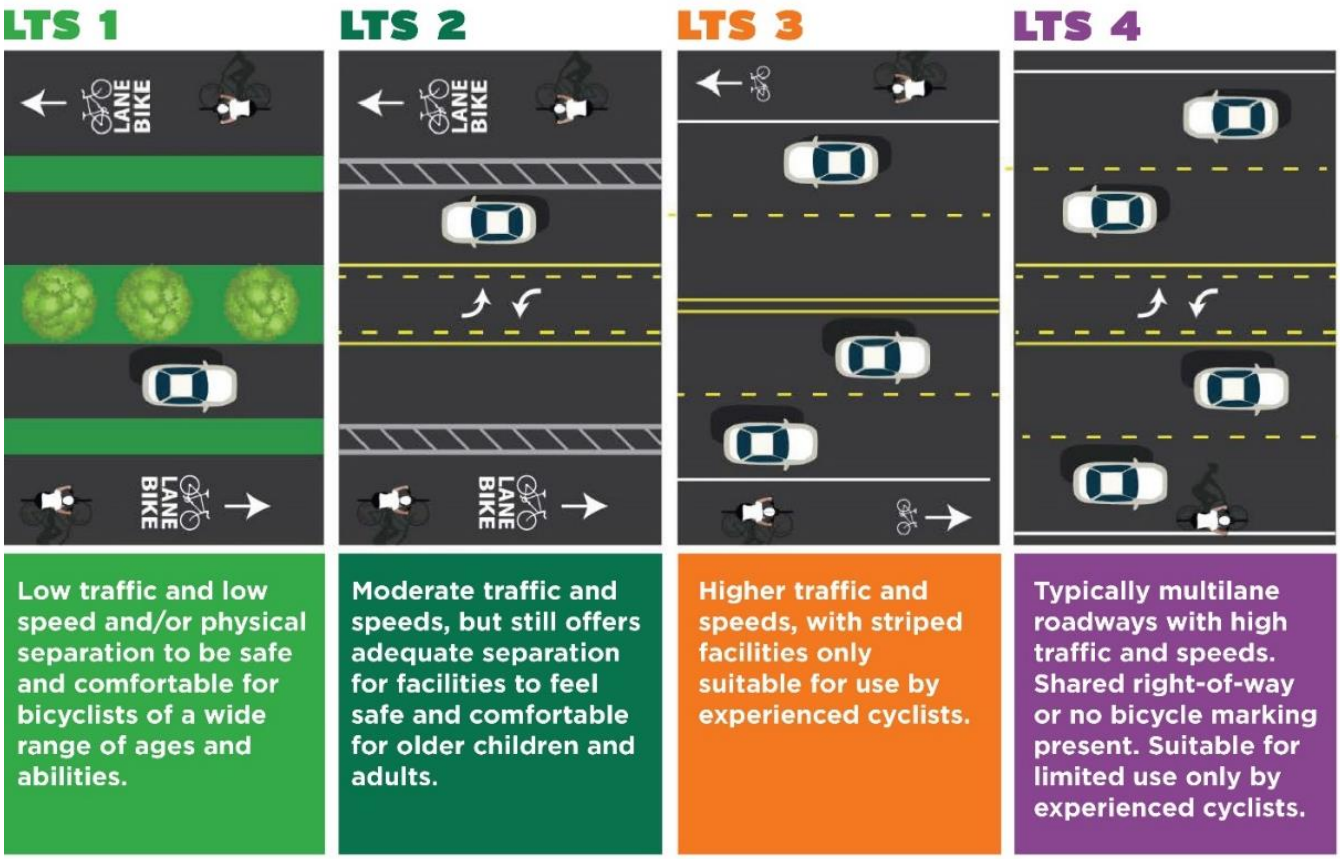
The way bicycle Level of Traffic Stress is determined is shown in Figure BWR-6**.** It incorporates factors such as posted speed limit, annual average daily vehicle traffic volume, and type of bicycle facility. Although features like buffered bike lanes and separated bike lanes are absent in Tumwater today, they are included for future reference.

Facilities like shared-use paths consistently receive a score of 1, as they are entirely separated from the roadway and are not affected by vehicular traffic. Striped bike lanes, which are common in Tumwater, score from 1 to 4 depending on the roadway speed limit and traffic volume.

Table BWR-2 and Figure BWR-7 shows the Level of Traffic Stress for bicycle facilities in Tumwater. This is further explained in Table BWR-3 which shows examples of bike facilities, and the Level of Traffic Stress score they receive.

The analysis shows the gaps within both the bicycle and pedestrian networks. However, it is crucial to acknowledge that both pedestrian and bicycle Level of Traffic Stress assessments lack considerations for factors such as maintenance, actual driver speeds as opposed to posted speed limits, roadway crossings, and facility width, which are crucial in ensuring optimal user experiences. Thus, any formulation of future bike and pedestrian projects in Tumwater should use the maps as a reference and holistically address these additional considerations.

Figure BWR-6. Bicycle Level of Traffic Stress Definitions.



Source: WSDOT, Fehr & Peers, 2025.

Table BWR-2. Bicycle Level of Traffic Stress.

Roadway Characteristics		Bicycle Facility Component					
Speed Limit (MPH)	Annual Average Daily Traffic	No Bicycle Facility	Wide Shoulder	Striped Bicycle Lane	Buffered Bicycle Lane (Horizontal)	Separated Bicycle Lane (Vertical)	Shared Use Path
25	<1,500	3	1	1	1	1	1
	1,500 – 7,000	3	2	2	2	1	1
	>7,000	4	2	2	2	1	1
30	<7,000	4	3	2	2	1	1
	7,000 – 15,000	4	3	3	2	1	1
	>15,000	4	4	3	3	2	1
35	<15,000	4	4	3	3	3	1
	>15,000	4	4	4	3	3	1
>35	Any	4	4	4	4	3	1

Source: Fehr & Peers, 2025.

Table BWR-3. Bicycle Facility Types.

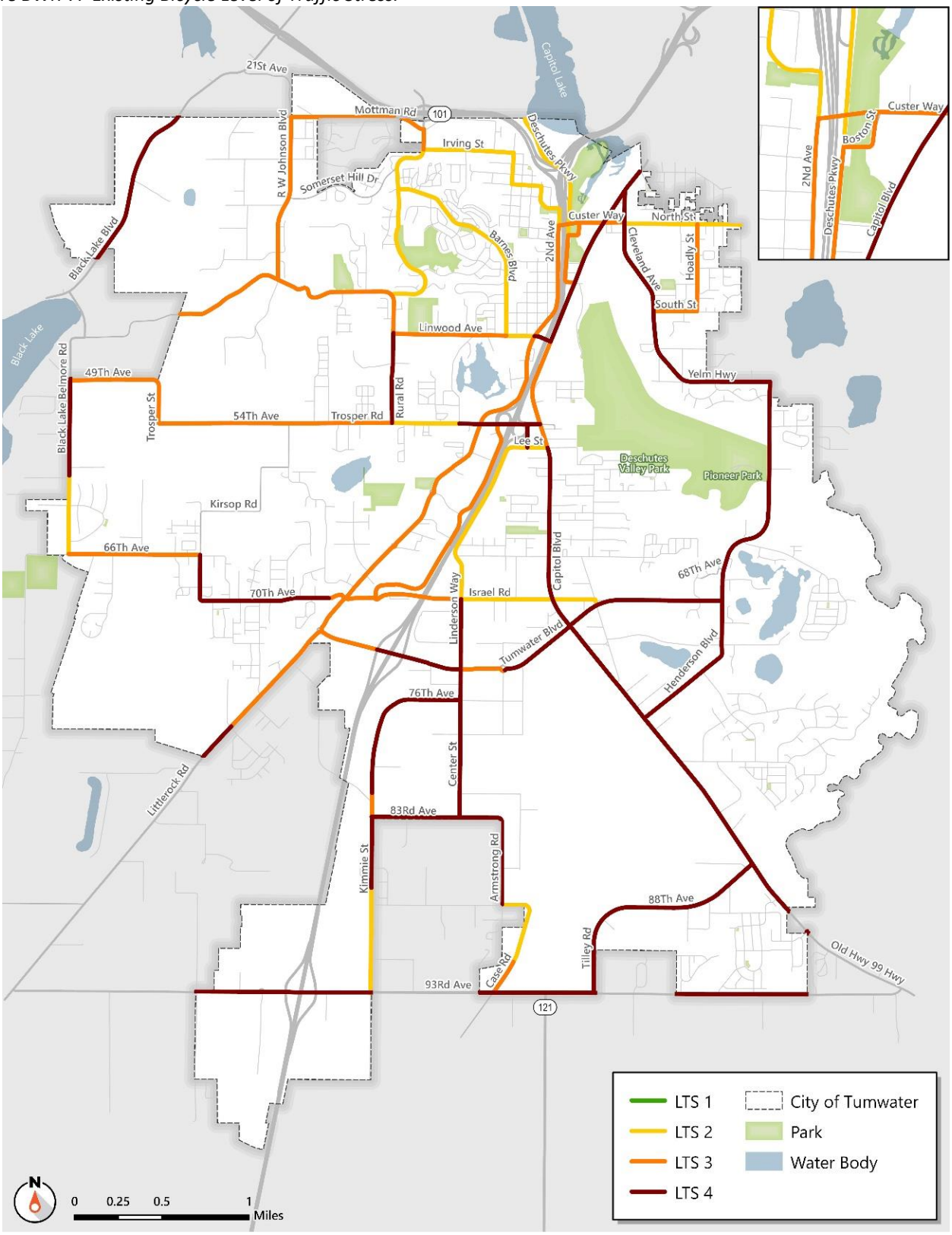
Facility Type	Description	Example
Off-Corridor Bike Network	Bike boulevards are low-volume and low-speed streets that prioritize bike travel. They incorporate signage, pavement markings, and traffic calming tools to improve the comfort and connectivity of the bike roadway network. Bike boulevards offer an alternative to bicycling on busy streets with high traffic volumes. Many bike boulevards couple speed management strategies with bike route signage to create safer streets.	
Striped Bike Lane	A conventional bike lane is a striped lane on a roadway that is designated for exclusive use by people riding bikes. Conventional bike lanes include pavement markings indicating one-way bike use. These facilities are established along roadways where there is current or anticipated bike demand and where it would be unsafe for bicyclists to ride in the travel lane.	

Facility Type	Description	Example
Buffered Bike Lane (Horizontal)	Buffered bike lanes are conventional bike lanes paired with a designated buffer space separating the bike lane from the adjacent motor vehicle travel lane and/or parking lane. These facilities are established along roadways with high travel speeds, volumes, and/or truck traffic.	
Separated Bike Lane (Vertical)	Separated bike lanes (vertical) are buffered bike lanes with vertical elements that provide further separation from motor vehicle traffic. Common vertical elements are vertical curbs, a painted buffer with planter boxes, parked cars, or a fixed barrier. These facilities keep motorists from crossing into the bike lane and to minimize maintenance costs due to decreased motor vehicle wear. They may be especially appropriate for curvy streets, areas with high drop off/pick up activity, and higher speed streets with few driveways and cross streets.	 Source: NACTO, 2019.[6]
Physically Separated Bikeway / Shared Use Paths	Physically separated bikeways are paths distinct from the sidewalks. These include shared use paths, which are paved trails for the exclusive use of pedestrians, cyclists, skaters, and other active transportation users. They are wide enough for two-way travel. They are typically separated from motorized vehicular traffic by an open space, barrier, curb, or exist in an independent corridor. They can also be one-way bike facilities separate from – but adjacent to – the sidewalk.	

Note: All images are courtesy of Fehr & Peers unless otherwise noted.
Source: Fehr & Peers, 2025.

[6] https://nacto.org/2019/11/15/bellevues-downtown-demonstration-bikeway/

Figure BWR-7. Existing Bicycle Level of Traffic Stress.



Source: Fehr & Peers, 2025.

3. The Future Network

A. Active Transportation in the Community

The goal of the future active transportation network in Tumwater is to provide safe, accessible and convenient active transportation routes so that all users of the transportation system have opportunities to travel to work, school, healthcare facilities, stores, and other key destinations.

Tumwater has an established network of pedestrian and bicycle infrastructure, but significant gaps exist. Many streets lack pedestrian or bicycle facilities. Many roadways with bike lanes have high traffic volumes and high speeds.

Level of Traffic Stress 3 and 4 bicycle facilities likely deter users who could choose to use active transportation instead of driving a motorized vehicle. For those that have no other option, navigating Level of Traffic Stress 3 or 4 adds stress for the user and subjects them to uncomfortable conditions.

Tumwater's vision of expanding its active transportation network will help improve the connectivity of the existing active transportation network, increase the number of facilities with a Level of Traffic Stress of 1 or 2, and meet vehicle miles traveled targets. Active transportation could be an alternative to driving on congested roadways for many people, but the existing infrastructure between major areas of interest suffers from a disconnected network and low levels of comfort.

the comfort and convenience of active transportation facilities improve, people are more likely to choose to use active transportation rather than drive, thus reducing vehicle miles traveled. Active transportation infrastructure improvements will also help those who already use active transportation in Tumwater to feel more comfortable while traveling. More information about safety can be found in Chapter 2 of the Transportation Plan.

Locations with a significant focus for improved active transportation access include schools, libraries, state resource offices, and senior centers as these locations service a high proportion of people who do not drive. As Schools serve a high concentration of people who do not drive, making these priority locations for safety improvements.

The road networks surrounding schools can become congested before and after the school day, raising safety concerns due to the simultaneous use of various modes of transportation within a compressed timeframe. Schools that do not have accessible active transportation routes generally experience more intense vehicle traffic in the peak periods, leading to congestion on nearby roadways.

Air quality around schools is a growing concern, particularly due to vehicle idling during drop-off and pick-up times. This issue is closely linked to the prevalence and severity of childhood asthma, affecting students' health and academic performance. Tumwater will prioritize active transportation improvements near schools, so students and school employees have accessible and convenient options to use active transportation.

B. Public Outreach

Outreach was completed in coordination with the overall Comprehensive Plan update, and included asking the community about their transportation priorities, locations of concern, and their day-to-day modal choices. The March 2025 outreach event also included map-based activities where community members could identify locations where they use active transportation and identify areas of concern.

Attendees denoted popular bicycling areas like Custer Way SW, Capitol Blvd SE, Henderson Blvd SE, Kirsop Rd SW, 66th Ave SW, Black Lake Belmore Rd SW, Sapp Rd SW, and various local streets. Challenges for cyclists include inconsistent bike lanes, overgrown vegetation encroaching on bike paths, and dangerous intersections such as Henderson Blvd SE at Deschutes Bridge, where multiple bicycle collisions have occurred. Residents also expressed the need for wide bike lanes and improvements near the library.

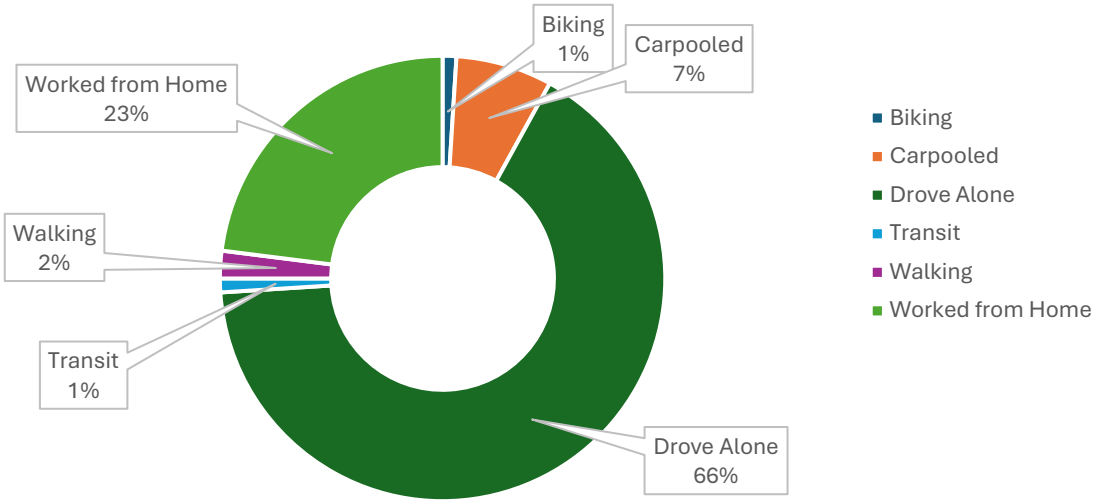
Attendees also marked common walking routes, including Cleveland Ave SE, 66th Ave SW, 70th Ave SW, Littlerock Rd SW, Israel Rd SW, Lindwood Ave SW, Kirsop Rd SW, and numerous local roads. Pedestrian concerns focus on the lack of continuous sidewalks, insufficient crosswalks, and overgrown vegetation obstructing pathways, particularly near the roundabout by the church on Mottman Blvd SW. There was also a call for more neighborhood connections, raised crosswalks, and pedestrian-level amenities like waste bins, streetlights, and benches.

C. Mode Shift

To achieve the Transportation Plan's safety, accessibility, and vehicle miles traveled reduction targets, some trips will need to shift from single occupancy vehicle trips to more efficient modes. These modes include carpooling, transit, and active transportation modes.

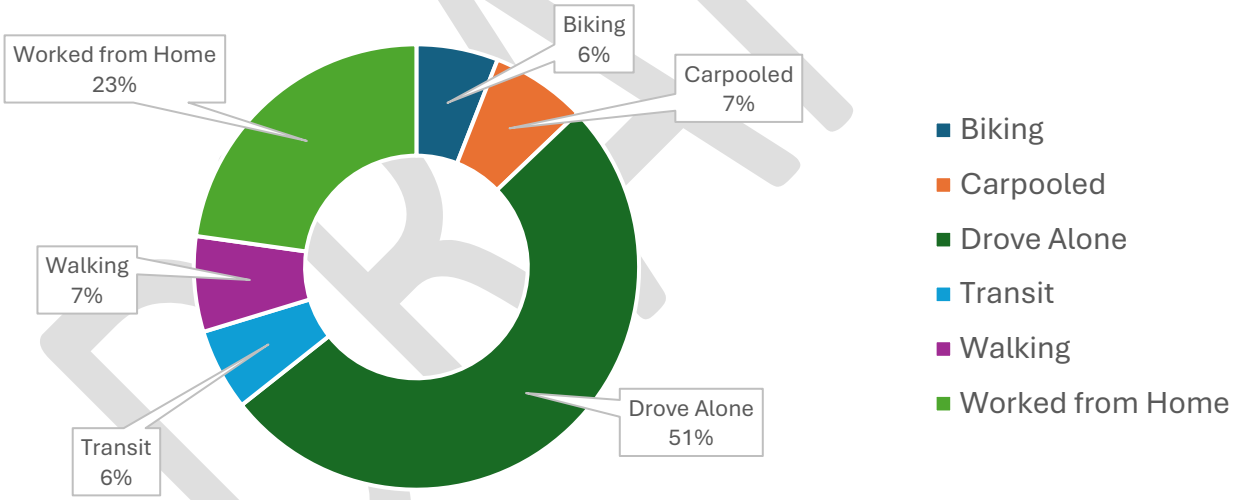
Current data in Figure BWR-8 shows that most trips in Tumwater are taken by car, with many being single occupancy vehicles. Tumwater is setting a goal to shift five percent of single occupancy vehicle trips to walking, five percent to bicycling, and five percent to transit as shown in Figure BWR-9.

Figure BWR-8. Share of Primary Travel Options for Commuting to Work.



Source: American Community Survey, 2023.

Figure BWR-9. Tumwater's 2045 Mode Shift Goals.



Effecting mode shift is difficult, but can be done through a combination of strategies:

- Creating more walkable and bikeable communities by building a connected low stress network.
- Reducing or eliminating parking minimums.
- Charging for parking in higher density areas with transit and active mode networks.
- Increasing job and residential density.
- Integrating affordable and below market rate housing.
- Providing ridesharing program.

- Providing end of trip bicycle facilities.
- Providing employer-sponsored van pool.
- Using paid workplace parking.
- Implementing housing and employment parking cash-out.
- Providing electric vehicle charging infrastructure.
- Implementing conventional carshare program.
- Implementing transit-supportive roadway improvements.

Multimodal infrastructure is necessary to support mode shift and travel outside of a personal vehicle. Individual bike and pedestrian projects do not substantially reduce vehicles miles traveled or lead to mode shifts on their own, but greater benefits are seen once a complete network is constructed.

The projects listed in Table BWR-4 combined with the current active transportation network contribute to a more complete multimodal network. These improvements will help Tumwater reach its mode shift targets.

D. Priority Networks & Near-Term Investments

Public input, gap analysis, previous plans and analysis, and key destinations were all considered in determining priority projects. Tumwater's priority networks identify areas of need to complete the layered multimodal network.

Multimodal priority networks promote the diverse needs of all users – pedestrians, cyclists, transit riders, and freight. By employing a layered network strategy, modal emphasis is assigned to different streets, ensuring that each mode of transportation is accommodated effectively. This method acknowledges that while all traveler types need to be accommodated within a community, no single road can serve all modes equally.

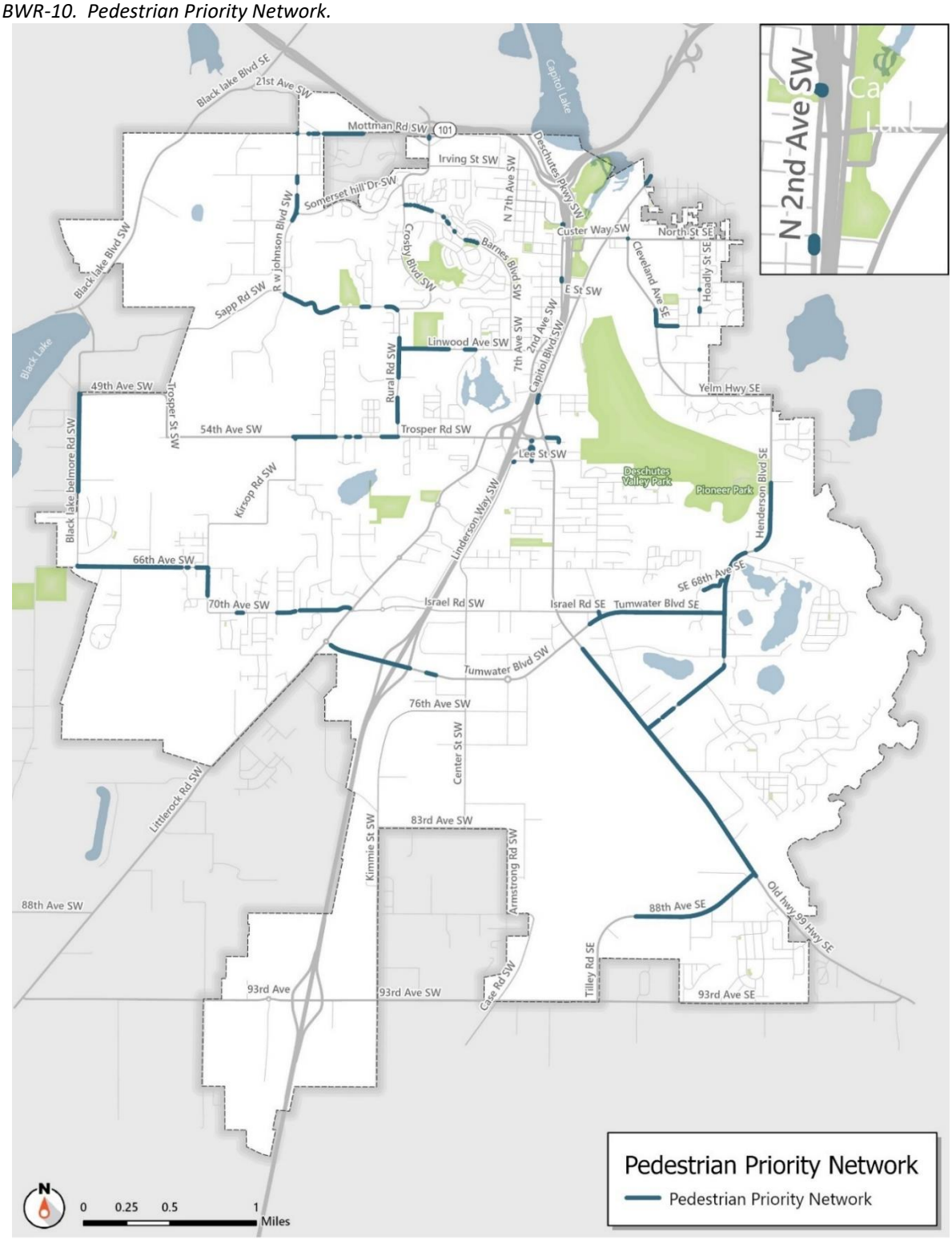
The priority network was developed using the following factors:

1. **Pedestrian and bicycle levels of traffic stress.** This data was analyzed for existing conditions to understand deficiencies. Streets with a Level of Traffic Stress of 3 or 4 will be further refined using locations with prominent network gaps and projected land use growth.
2. **Land use growth projected for 2045**. This data analyzed population, housing, and employment forecasts to determine opportunities to increase modal share.
3. **Network gaps and potential connectivity improvements.** This data demonstrates areas that prevent continuous travel to key locations such as those pointed out at public outreach events to improve connections between modes.

Building bicycle and pedestrian priority networks will provide Tumwater with a more accessible transportation system for all users. The priority networks concentrate investments in the densest areas and help fill in missing gaps

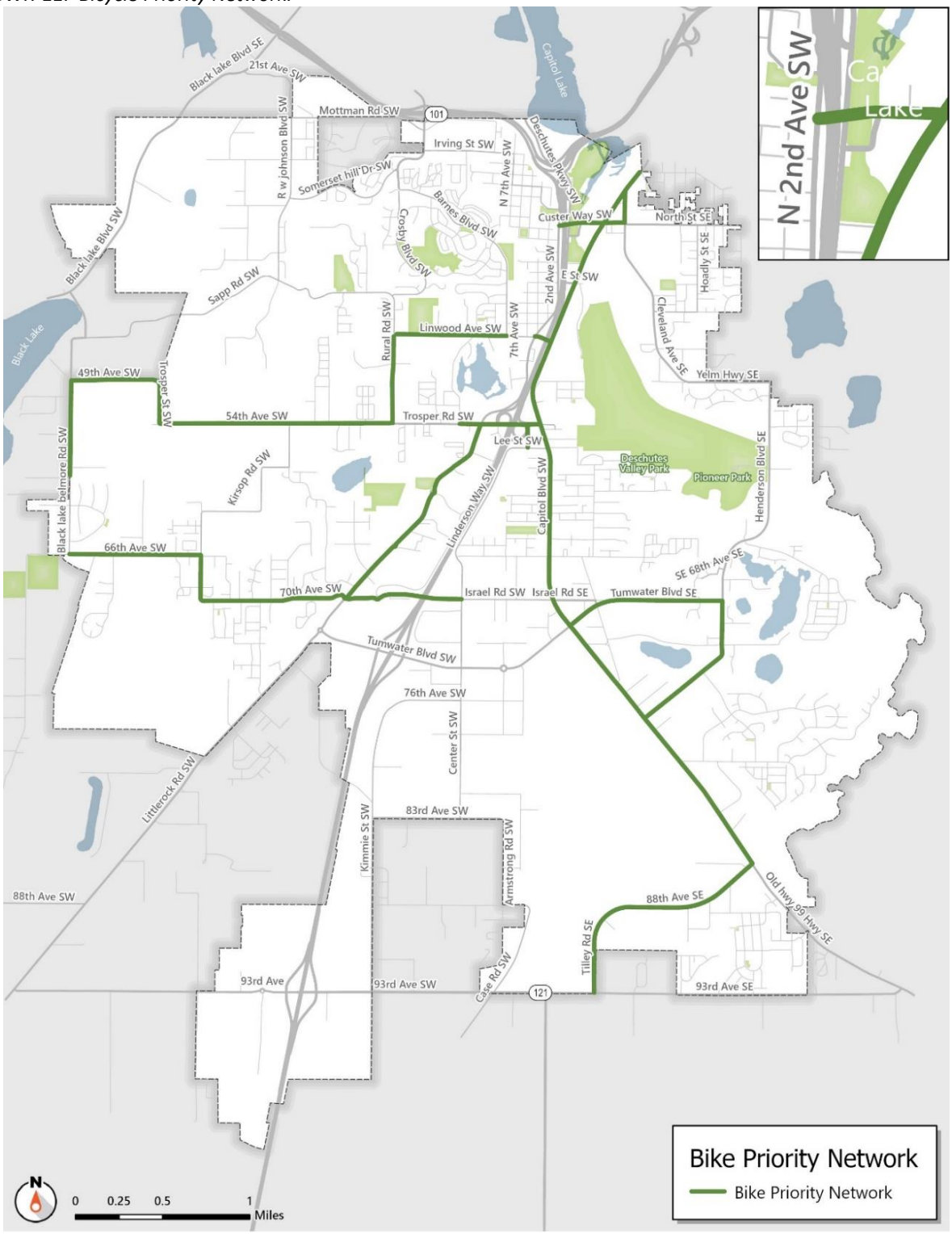
so that more people can safely travel outside of vehicles. The pedestrian priority network is shown in Figure BWR-10. The bicycle priority network is shown in Figure BWR-11.

Figure BWR-10. Pedestrian Priority Network.



Source: Fehr & Peers, 2025.

Figure BWR-11. Bicycle Priority Network.



Source: Fehr & Peers, 2025.

E. Active Transportation Projects

The list of long-term projects in Table BWR-4 was compiled from existing Tumwater plans and an analysis of gaps in the bike and pedestrian priority networks. Many of the projects listed below will achieve Tumwater's goal of Level of Traffic Stress 1 or 2 facilities. Some projects will only achieve a Level of Traffic Stress of 3 or 4.

These projects will need to be further refined before design work is completed to determine what type of facility can achieve the Level of Traffic Stress standard.

Table BWR-4. 20-Year Active Transportation Project List.

Project ID	Project Title	Project Description	Mode	Cost	Level of Traffic Stress
1	Mottman Rd SW Sidewalk and Bike Lane Improvements	Install sidewalk on the north side of Mottman Rd SW from the vicinity of Crosby Blvd SW to R.W. Johnson Blvd SW. Note that sidewalks and bike lanes will be added to both sides of Mottman Rd SW between Mottman Ct SW and R.W. Johnson Blvd SW during a pavement resurfacing project	Bike / Pedestrian	$1,900,000	Bike: 3 Ped: 2
2	76th Ave SW/ Kimmie St Bike Facilities	From 83rd Ave SW to 93rd Ave SW	Bike	$500,000	Bike: 3
3	83rd Ave Bike SW Facilities	From Kimmie St SW to Center St SW	Bike	$700,000	Bike: 4
4	Bonniewood Dr SE Bike Facilities	From Dennis St SE to Old Highway 99 SE	Bike	$1,200,000	Bike: 2
5	Black Lake-Belmore Rd SW Bike Lanes	From 66th Ave SW to Black Lake Blvd SW (some partial programmatic potential)	Bike	$4,000,000	Bike: 3
6	Linwood Ave SW Bike Facilities	From Sapp Rd SW to G St SW	Bike	$2,400,000	Bike: 3
7	88th Ave SW Bike Facilities	From just west of Cabot Dr SE to 85th Ave SE	Bike	$400,000	Bike: 4

Project ID	Project Title	Project Description	Mode	Cost	Level of Traffic Stress
8	Trosper Rd SW Bike Facilities	From Lake Park Dr SW to Rural Rd SW	Bike	$50,000	Bike: 2
9	Center St SW Bike Facilities	From Tumwater Blvd SW to 83rd Ave SW	Bike	$50,000	Bike: 3
10	Lake Park Dr SW Bike Facilities	From Linwood Ave SW to Trosper Rd SW	Bike	$200,000	Bike: 2
11	Vista Lp SW Bike Facilities	From Crosby Blvd SW to Barnes Blvd SW	Bike	$200,000	Bike: 2
12	12th Ave SW / Vista Lp SW Bike Facilities	From Barnes Rd SW to Irving St SW	Bike	$500,000	Bike: 2
13	Somerset Hill Rd SW Bike Facilities	From R.W. Johnson Blvd SW to Crosby Blvd SW. Consider widening existing 8' path to 12' in lieu of on-street bike facilities	Bike	$800,000	Bike: 1
14	Lee St / SW Boston Ave SW / Hazelhurst SW Bike Facilities	From Capitol Blvd SE to Elm St SE	Bike	$30,000	Bike: 2
15	7th Ave SW / Bates St SW / 3rd Ave SW Bike Facilities	From 2nd Ave SW to Crosby Blvd SW	Bike	$150,000	Bike: 2
16	Desoto St SW / 4th Ave SW / Ferry St SW Bike Facilities	From 7th Ave SW to 2nd Ave SW	Bike	$100,000	Bike: 2
17	X St SW Shared Bike Streets	Upgrade as necessary and sign with 'sharrows' X St SW, from Elm St SW to 7th Ave SW. (Programmatic potential)	Bike	$30,000	Bike: 3

Project ID	Project Title	Project Description	Mode	Cost	Level of Traffic Stress
18	New Pedestrian Connection from Linderson Way SW to Elm St SW, in vicinity of T St SW	Pedestrian facilities offering a direct route between Linderson Way SW and Elm St SW with a crossing at Capitol Way. Preferred route roughly aligns with T St SW and Pinehurst Dr SW	Pedestrian	$500,000	Ped: 1
19	Elm St SW Sidewalks	Completion of sidewalk facilities on Elm St SW between Pinehurst Dr SW and W St SW	Pedestrian	$160,000	Ped: 1
20	North-South Pedestrian Connection between X St SW and Dennis St SW	Create a new pedestrian / non-motorized connection through the future shared-use pathway on the BPA alignment to connect X St SW and Dennis St SW in the vicinity of Tumwater High School	Pedestrian	$300,000	Ped: 1
24	Trosper Rd SW -- Lake Park Dr SW to Rural Rd SW	Repurpose asphalt to provide 3 travel lanes and bike lanes	Motorized Vehicle / Bike	$225,000	Bike: 2
27	Old Highway 99 SE -- 73rd Ave SE to 88th Ave SE	Widen to 4 lanes with median, bike lanes and intersection improvements at Bonniewood Dr SE, Henderson Blvd SE, and 88th Ave SE	Motorized Vehicle / Bike	$22,000,000	Bike: 4
34	Capitol Blvd SE – Custer Way SE to Carlyon Ave SE	Reduce to 4 lanes, install bike lanes	Motorized Vehicle / Bike	$100,000	Bike: 3
35	Capitol Blvd SE – M St SW to Israel Rd SW	Reduce to 4 lanes, construct roundabouts at select intersections, install bike lanes, and construct median	Motorized Vehicle / Bike	$30,000,000	Bike: 3

Project ID	Project Title	Project Description	Mode	Cost	Level of Traffic Stress
50	2nd Ave SW Pedestrian and Bike Improvements	Identify gaps and add facilities to achieve Level of Traffic Stress 2	Bike / Pedestrian	$3,855,000	Bike: 2 Ped: 2
51	Rural Rd SW Shoulder Improvements	Widen shoulder and provide sidewalks to connect Sapp Rd SW to Trosper Rd SW.	Bike / Pedestrian	$500,000	Bike: 4 Ped: 4
55	66th Ave SW / 70th Ave SW Bike Lanes	From Black Lake-Belmore Rd SW to Littlerock Rd SW	Bike	$3,400,000	Bike: 3
58	Old Highway 99 SE Bike Connectivity Improvement	Bike lanes that connect the southern extents of Old Highway 99 SE until 88th Ave SE	Bike		Bike: 4
60	Trosper Rd SW Bike Gap Infill	Infilling Bike network gaps to ensure Trosper Rd SW meets Level of Traffic Stress 2 standard	Bike		Bike: 2
61	Linwood Ave SW East West Connector	Provides an east west bike connection that crosses Interstate 5 and connects eastern and western portions of Tumwater	Bike		Bike: 2
62	Capitol Blvd SE Bike Level of Traffic Stress Improvement	Provides a northern connection with a Level of Traffic Stress of 2 for the main Capitol Blvd SE improvement	Bike		Bike: 2
63	70th Ave SW Pedestrian Improvements	Infill pedestrian sidewalk gaps to improve Level of Traffic Stress and provide critical connections	Pedestrian		Ped: 2
63	66th Ave SW Sidewalk Improvements	Infill pedestrian sidewalk gaps to improve Level of Traffic Stress and provide critical connections	Pedestrian		Ped: 2

Project ID	Project Title	Project Description	Mode	Cost	Level of Traffic Stress
64	88th Ave SW Sidewalk Improvements	Infill pedestrian sidewalk gaps to improve Level of Traffic Stress and provide critical connections	Pedestrian		Ped: 2
65	Tumwater Blvd SW Sidewalk Extension	Infill pedestrian sidewalk gaps to improve Level of Traffic Stress and provide critical east west connection	Pedestrian		Ped: 2
66	Rural Rd SW Sidewalk Development	Infill pedestrian sidewalk gaps to improve Level of Traffic Stress and provide critical connections	Pedestrian		Ped: 2
67	Linwood Ave SW Sidewalk Infill	Infill pedestrian sidewalk gaps to improve Level of Traffic Stress and provide critical connections	Pedestrian		Ped: 2
68	Tumwater Blvd SW Bike Lane Development	This project will convert wide lanes on Tumwater Blvd SW to bike lanes to improve the associated Level of Traffic Stress of the facility	Bike		Bike: 3
B	Safe Routes to School Projects	Improve pedestrian and bicyclist safety near schools. Projects include sidewalks, lighting, flashing beacons, signage, markings, and other measures. Project details developed as a part of the six-year Transportation Improvement Plan process.	Programmatic	$2,000,000	-

F. Funding Opportunities

There are many sources to help Tumwater pay for active transportation improvements, and these programs can and do change over time.

The funding opportunities below are a selection of external funding sources that may be a good

match for Tumwater's active transportation improvements.

1) Transportation Improvement Board

The Transportation Improvement Board facilitates state investment in local transportation projects and distributes grant funding to cities and counties generated from the statewide gas tax. The Transportation Improvement Board offers several grant programs including the Active Transportation Program, which provides funding to improve pedestrian and cyclist safety, enhance pedestrian and cyclist mobility connectivity, or improve the condition of existing facilities.[7]

2) Pedestrian & Bicycle Program

The Washington State Department of Transportation Pedestrian and Bicycle program awards funding for projects that enhance safety and mobility for people who walk or bike. The goal of the program is to eliminate fatal and serious injury pedestrian and bicyclist crashes, build connected low stress walk and bike networks, and increase walking and bicycling.

Two types of projects are eligible for this funding: construction projects and design-only projects. Design-only projects allow agencies the opportunity to engage with the community to develop projects that appeal to a wide range of users. The Active Transportation Programs Design Guide provides details for treatments intended to provide safer conditions for users of the active transportation network.

3) Safe Routes to School

The goal of the Safe Routes to School program is to improve the safety and mobility of children by enabling and encouraging them to use active transportation to school. This program provides funding for infrastructure projects within two miles of a school serving children in kindergarten through 12th grade. Construction, design-only, and education projects are all eligible for funding under this program.

4) Sandy Williams Connecting Communities Program

This program was established to improve active transportation connectivity in overburdened communities[8] along state and legacy highways. The program name honors Sandy Williams, a community activist who worked to reconnect her African American neighborhood after the construction of Interstate 90 divided the Spokane.

The focus of this program is on communities most affected by barriers to opportunity and environmental health disparities. This grant can be used to fund projects that enhance safety, comfort, and connectivity, making it easier for community members to access essential services and community spaces. Funding from this program can be used for planning, design, or construction, and can be used as a match for a federal grant award.

[7] https://www.tib.wa.gov/grants/grants.cfm

[8] https://experience.arcgis.com/experience/03cb82fc4a524e8c9723192e72c80a0e

5) Transportation Alternatives Program

Transportation Alternatives projects encompass smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trail projects, and safe routes to school.

6) Active Transportation Infrastructure Investment Program.

This program is a competitive federal grant program for projects proving safe and connected active transportation facilities in active transportation networks or spines. The program awards both planning and design and construction grants. Projects seeking planning and design grants must have costs of at least $100,000, and projects seeking construction grants must have total costs of at least $15 million to be eligible.[9] The goal of this grant is to integrate active transportation infrastructure with transit service to improve access and connectivity.

7) Surface Transportation Block Grant

Bicycle, pedestrian, and trail projects are eligible for funding under this flexible grant program. The Washington State Department of Transportation allocates Surface Transportation Block Grant funds to Metropolitan Planning Organizations and County Lead Agencies to select projects that align with regional priorities.[10]

G. Programmatic Improvements

While constructing active transportation infrastructure upgrades is an effective way to improve Tumwater's active transportation network, construction is costly and time intensive. Tumwater will explore other options to improve active transportation access and convenience. Some of these non-capital alternatives are explored below.

1) E-Bike Rebate Program

Many cities in the region have adopted e-bike rebate programs to help residents offset the cost of an e-bike. Tumwater can choose to open the program to all residents or restrict applicants to meet income qualifications. E-bikes present a faster, more comfortable and convenient alternative to standard bicycles, making bicycling a more appealing choice for some users of the transportation system.

2) Bike Share & Micromobility

Bike share programs involve renting bicycles from designated docking stations while e-scooter and dockless e-bike rentals are examples of shared micromobility options. These programs offer residents the option to bike and roll without the cost of purchasing, maintaining, and storing a bike or scooter. Bike shares and

[9] https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/.

[10] https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/surface-transportation-block-grant.

micromobility presents a convenient and affordable alternative to driving.

3) Bike Storage & Parking

Investing in bike racks, shelters, and lockers help make bicycling a more attractive and convenient option for cyclists. Offering bike storage and parking at key destinations like transit hubs, schools, and activity centers is an important aspect of bicycle infrastructure.

Guidelines could be created for bike parking, especially at key destinations and commercial areas. Bike storage with outlets would be especially beneficial to e-bike users who need to charge their bike before continuing their trip. Tumwater can also encourage employers and apartment buildings to offer secure bicycle parking for their employees.

4) Education

Education plays a crucial role in promoting safe and effective active transportation in cities. Educating users about road safety, traffic laws, and route selection can encourage participation.

Tumwater could establish a wayfinding plan for people who use active transportation and ensure proper distribution. Engagement with schools, community organizations, and businesses helps increase awareness, answer questions, and foster a culture that values active transportation as a transportation mode.

Tumwater can also take advantage of state and national initiatives like Bike Month or Walk, Bike, and Roll to School Day as educational opportunities.

5) Employer Partnerships

Tumwater could partner with employers to incentivize active transportation to work and encourage office buildings to provide showers and secure bicycle parking. Workplaces can also establish parking maximums, pricing strategies, and other policies that disincentivize driving alone to work or take an active role in the Commute Trip Reduction program, which affects worksites with at least 100 full-time employees who begin their shift between 6:00 – 9:00 am on weekdays.

6) Maintenance & Enforcement

Once bicycle and pedestrian facilities are built, Tumwater must ensure that they function as designed. There are several strategies Tumwater can employ to do this. Increase enforcement of parking restrictions in bike lanes. Properly maintain bike and pedestrian facilities by regularly cleaning up trash and debris, trimming vegetation, and removing obstacles. Tumwater can also develop speeding enforcement strategies on key bike connections.

TO: Public Works Committee

FROM: Ryan Blaser, Engineer III

DATE: August 21, 2025

SUBJECT: Authority to Solicit Bids for the 2nd Avenue Pedestrian & Bicycle Improvements Project

---

1) Recommended Action:

(1) Authorize the solicitation of bids for the 2nd Avenue Pedestrian and Bicycle Improvements project, (2) place the Public Works Contract with the lowest responsible bidder on the September 2, 2025 City Council meeting with a recommendation to approve and authorize the Mayor to sign (3) authorize road closures and detours as required for the duration of the project; and (4) authorize night work adjacent to residentially zoned properties when necessary to reduce impacts to the public and avoid impact to critical public services.

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2) Background:

The intersection at Linwood Avenue SW and 2nd Avenue SW is a complex intersection with angled approaches and right-turn slip lanes from Linwood Avenue SW to 2nd Avenue SW. The intersection is stop-controlled with multi-lane approaches, which leads to driver confusion. This project will construct a non-circular roundabout at this location to increase pedestrian and bicycle safety and improve traffic flow.

In addition to a roundabout, this project will construct pedestrian and bicycle improvements along 2nd Avenue SW from Linwood Avenue SW to B Street. Improvements to 2nd Avenue SW will include upgrades to existing ADA sidewalk ramps, select sidewalk replacement, traffic curb bulb-outs, stormwater improvements, roadway resurfacing, and restriping.

Due to the complexity of constructing this unique roundabout at a smaller intersection, staff is requesting that this project be approved for a full road closure at the intersection of 2nd Avenue and Linwood Avenue, with traffic detours to reroute traffic around the closure. This closure will significantly speed up construction of the roundabout and ultimately reduce the overall impact to the public by reducing overall project duration.

Per Tumwater Municipal Code 12.16.100, staff have met with the Police Department and the Fire Department to review a road closure at this intersection and potential detour plans. The Police and Fire Departments are in support of the road closure on the condition that emergency service vehicles (police, fire, and medical) have a 24/7 access path through the closure to ensure emergency connectivity between 2nd Avenue and Capitol Boulevard. This requirement will be outlined in the project plans and specifications.

Staff have also met with Intercity Transit and Tumwater School District to review a road closure at this intersection and both groups are in support of the closure and are making preparations to accommodate their bus schedules if the closure is approved.

The Engineer's estimate for construction is in the range of $3,500,000 to $4,300,000.

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3) Policy Support:

Strategic Priorities and Goals 2025-2026:

Create and Maintain a Transportation System Safe for All Modes of Travel – Provide a safe, efficient, and cost-effective transportation system.

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4) Alternatives:

- ❑ Do not authorize road closure
- ❑ Do not authorize staff to solicit bids

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5) Fiscal Notes:

Total project is estimated at $4.2MM, split between the WSDOT Safe Routes to School Program ($2.1MM), Transportation Benefit District ($0.8MM), private development funding through impact fees ($0.8MM), and the Transportation CFP ending fund balance ($0.5MM).

The SRTS is supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at www.climate.wa.gov. The SRTS program is also supported by the multimodal transportation account-state appropriation and the motor vehicle account – federal appropriation, which is part of the Infrastructure Investment and Jobs Act.

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6) Attachments:

A. Project Overview
B. Road Closure and Detour Plan

Attachment A

MATCH LINE SEE SHEET 2
FOR 4TH AVE TO B STREET

4TH AVE

2ND AVENUE

LINWOOD AVENUE

LINWOOD AVENUE

2ND AVENUE

N

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:
SCALE: H
V

CITY OF TUMWATER
TRANSPORTATION AND
ENGINEERING DEPARTMENT
555 ISRAEL ROAD SW, TUMWATER, WA 98501
Phone: (360) 754-4140

DATE:

REVISIONS:

PROJECT
2ND AVENUE PEDESTRIAN &
BICYCLE IMPROVEMENTS

PROJECT OVERVIEW

JOB :
DATE:
INDEX:
SHEET: 1 OF 2

File: Project Overview.dwg Paths: S:\Projects - Active\2nd Avenue Bicycle & Pedestrian Improvements (30423102)\Design\Working Folder\Bloser\Solicit Bids Project Overview\ Plotted by: RBloser Date: 13-Aug-25 12:06:46pm

MATCH LINE SEE SHEET 1
FOR ROUNDABOUT

PROJECT
2ND AVENUE PEDESTRIAN & BICYCLE IMPROVEMENTS

PROJECT OVERVIEW

SHEET: 2 OF 2
INDEX:
DATE:
JOB:

REVISIONS: DATE:

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555 ISRAEL ROAD SW, TUMWATER, WA 98501
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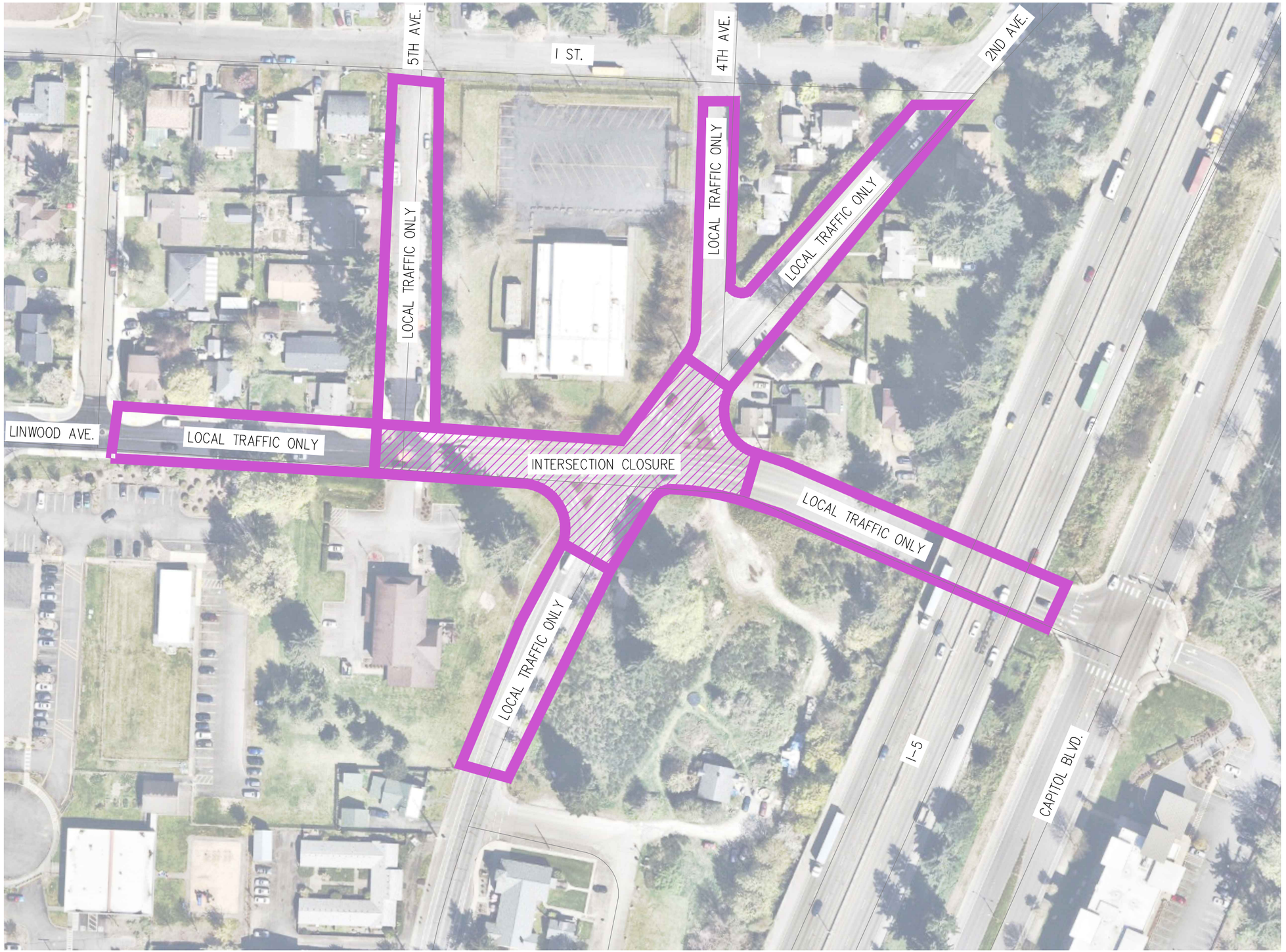
Attachment B



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DATE:
REVISIONS:

PROJECT
2ND AVENUE
BICYCLE & PEDESTRIAN IMPROVEMENTS

DETOUR EXHIBIT
WORK AREA

JOB :
DATE: 5/192025
INDEX:
SHEET: 1 OF 4

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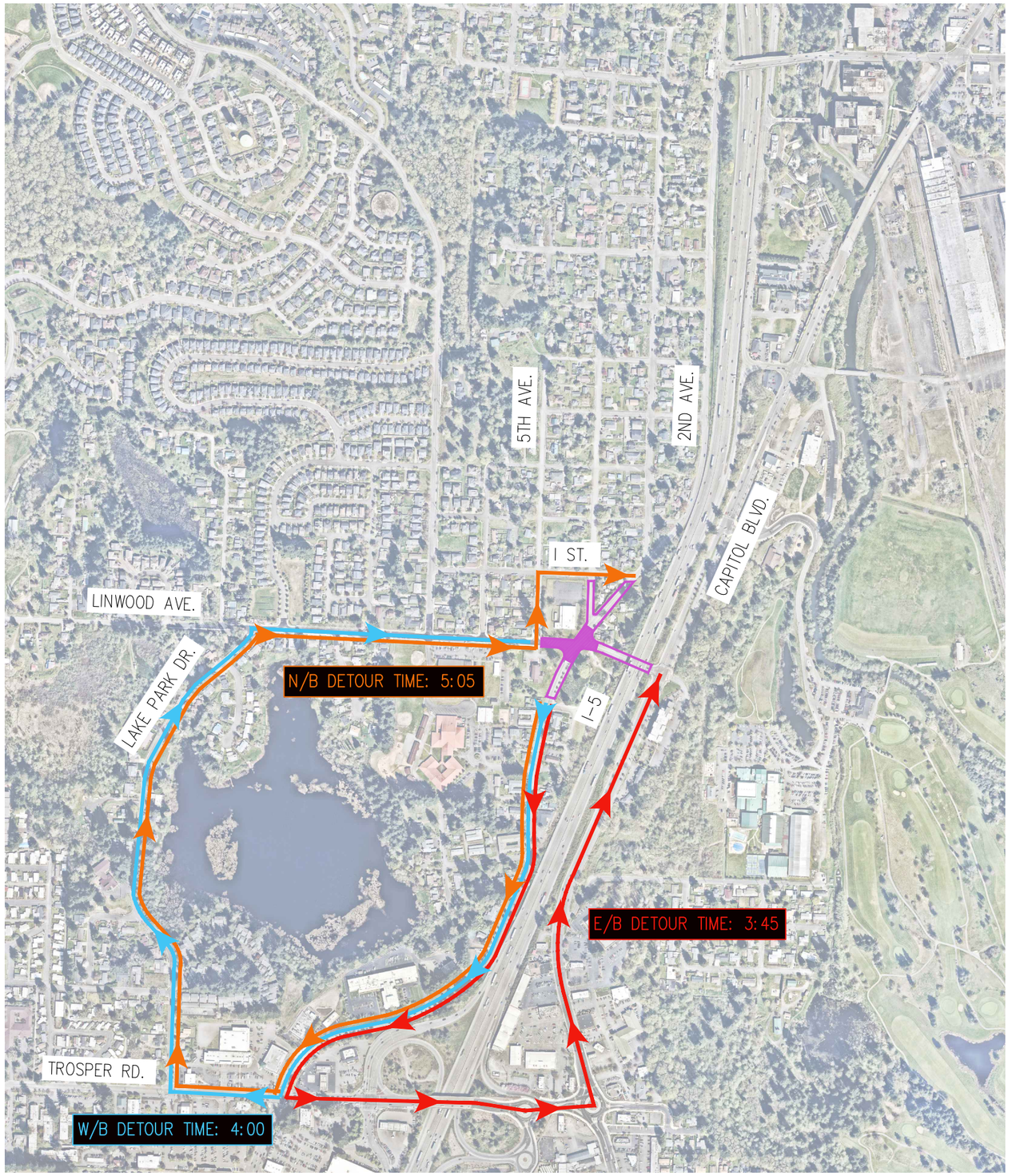

SOUTH LEG DETOUR

N

0 350 700

DESIGNED BY:
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APPROVED BY:
SCALE: H
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DATE:
REVISIONS:

PROJECT
2ND AVENUE
BICYCLE & PEDESTRIAN IMPROVEMENTS
DETOUR EXHIBIT
WORK AREA

JOB :
DATE: 5/19/2025
INDEX:
SHEET: 2 OF 4

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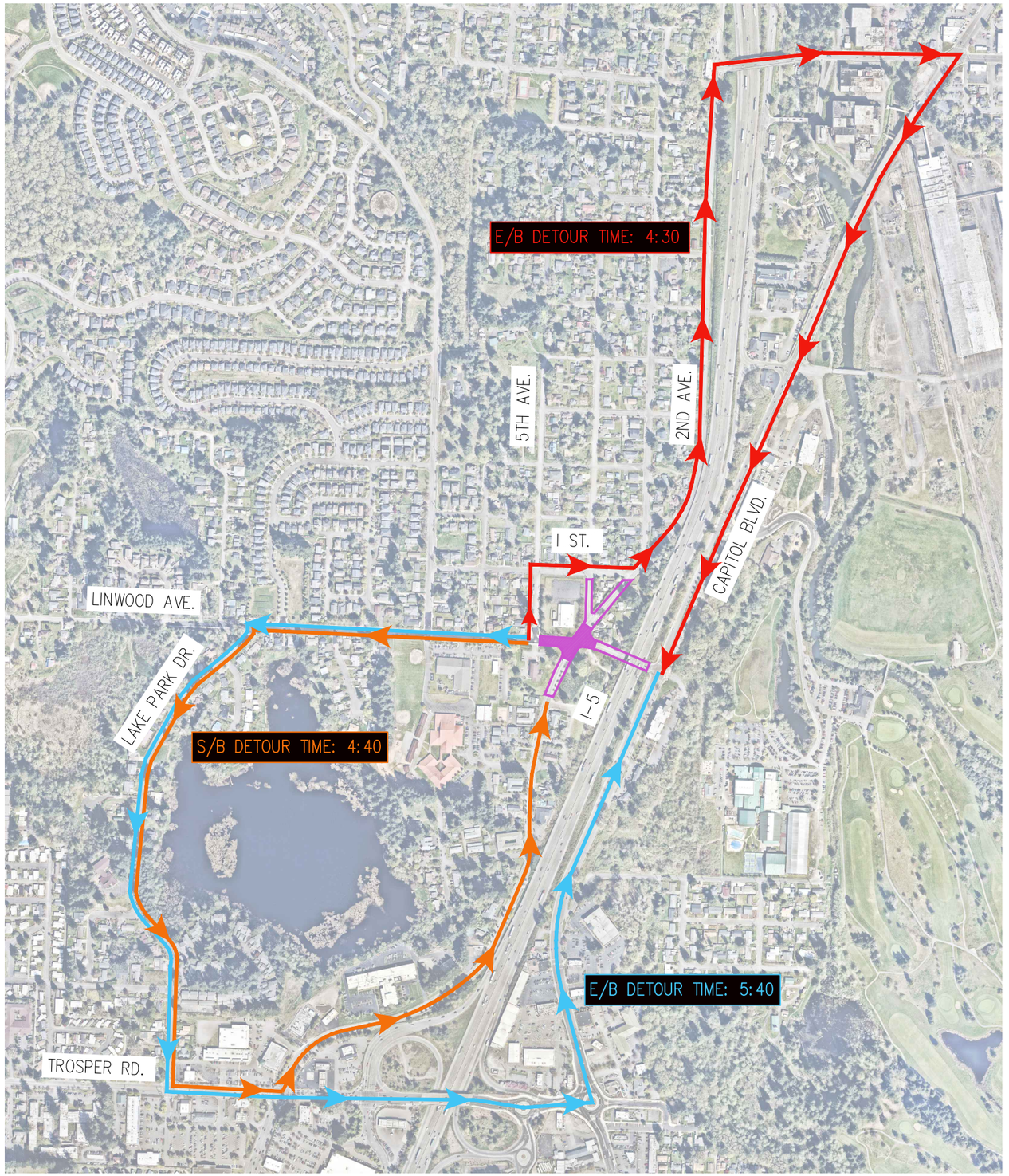

WEST LEG DETOUR

DESIGNED BY:
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CHECKED BY:
APPROVED BY:
SCALE: H
V

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ENGINEERING DEPARTMENT
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REVISIONS: DATE:

PROJECT
2ND AVENUE
BICYCLE & PEDESTRIAN IMPROVEMENTS
DETOUR EXHIBIT
WORK AREA

JOB :
DATE: 5/19/2025
INDEX:
SHEET: 3 OF 4

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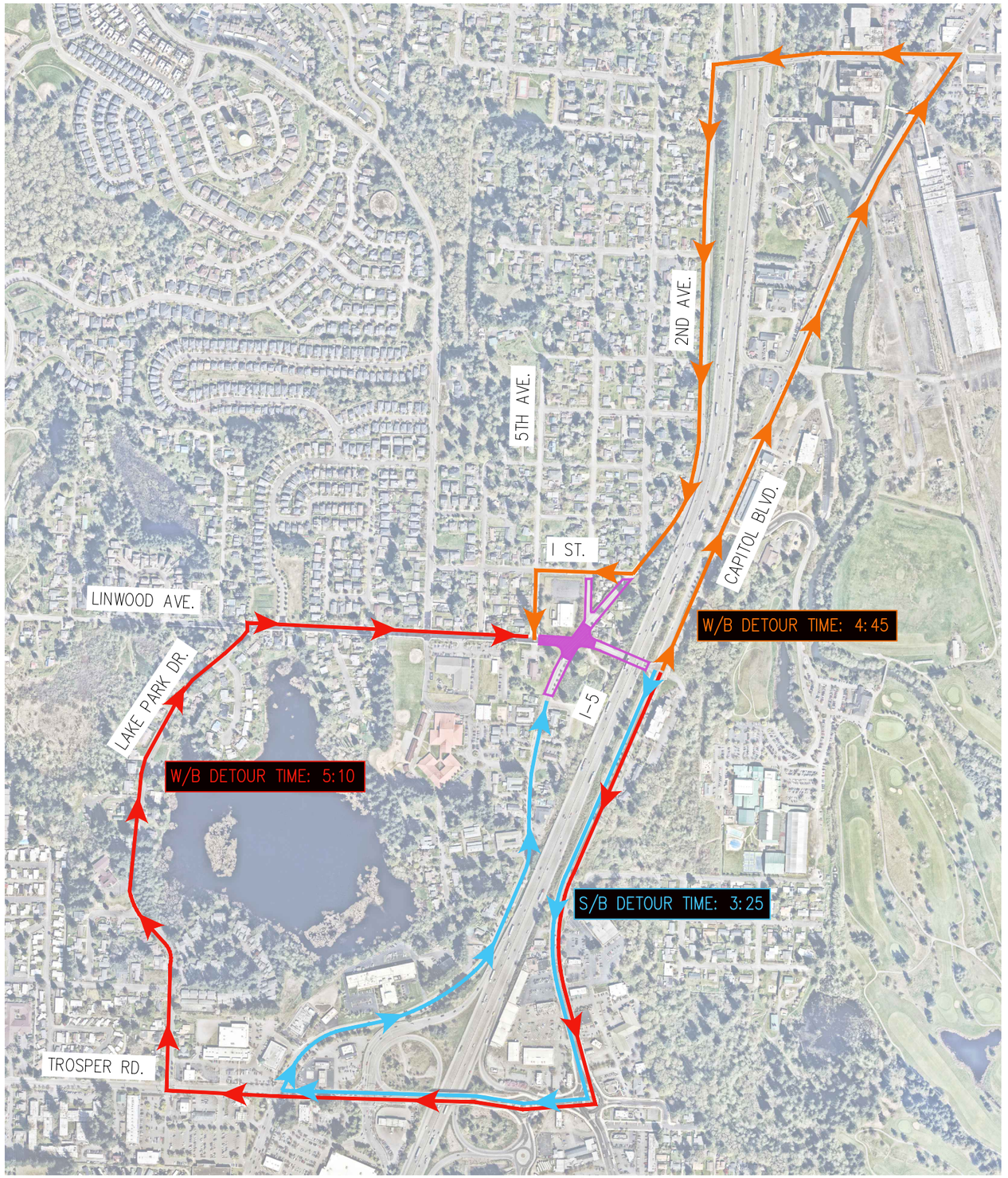

EAST LEG DETOUR

DESIGNED BY:
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CHECKED BY:
APPROVED BY:
SCALE: H
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TRANSPORTATION AND
ENGINEERING DEPARTMENT
555 ISRAEL ROAD SW, TUMWATER, WA 98501
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REVISIONS: DATE:

PROJECT
2ND AVENUE
BICYCLE & PEDESTRIAN IMPROVEMENTS
DETOUR EXHIBIT
WORK AREA

JOB :
DATE: 5/19/2025
INDEX:
SHEET: 4 OF 4

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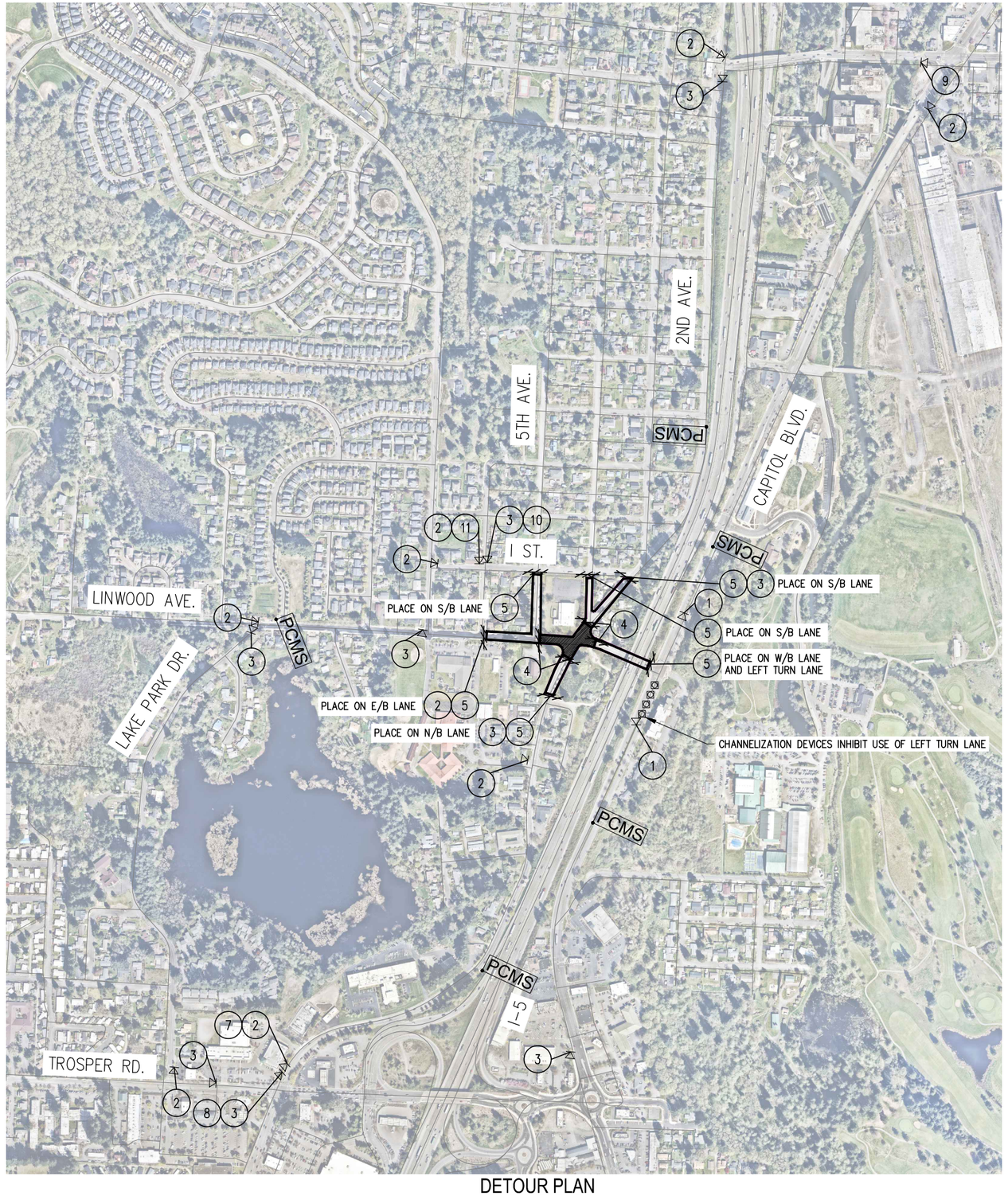


DETOUR PLAN

PCMS #1-#4	
1	2
LINWOOD 2ND AVE CONST __/__	USE ALT ROUTES
3.0 SEC	3.0 SEC

MESSAGE 7 DAYS PRIOR TO CONSTRUCTION START DATE.

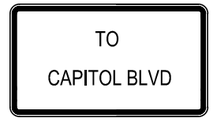
PCMS #1-#4	
1	2
LINWOOD 2ND AVE CLOSED	USE DETOUR
3.0 SEC	3.0 SEC

MESSAGE DURING TUMWATER RAB CLOSURE.

PCMS STREET NAME INSTLLATION	
PCMS #	STREET NAME
1	LINWOOD AVE E/B ~1,740 FT WEST OF 2ND AVE
2	2ND AVE S/B ~1,490 FT NORTH OF LINWOOD AVE
3	CAPITOL BLVD S/B ~800 FT NORTH OF I-5S LINWOOD AVE
4	CAPITOL BLVD N/B ~1,790 FT SOUTH OF LINWOOD AVE
5	2ND AVE N/B ~720 FT SOUTH OF LINWOOD AVE

W20-2
(48" X 48")
B/O
1

R11-2
(48" X 30")
B/O
4



R11-3A
(24" X 12")
B/O
7

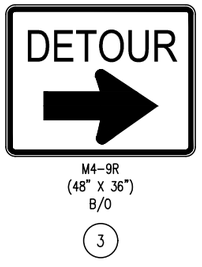
R11-3A
(24" X 12")
B/O
10

M4-9L
(48" X 36")
B/O
2

R11-3A
(60" X 30")
B/O
5

R11-3A
(24" X 12")
B/O
8

R11-3A
(24" X 12")
B/O
11



M4-9R
(48" X 36")
B/O
3

W4-2L
6

R11-3A
(24" X 12")
B/O
9

LEGEND

- SIGN LOCATION – TEMPORARY MOUNT (CLASS B)
- SIGN LOCATION – TEMPORARY MOUNT (CLASS A)
- SEQUENTIAL ARROW SIGN
- TRAFFIC SAFETY DRUM
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE
- TRANSPORTABLE ATTENUATOR
- PCMS — PORTABLE MESSAGE SIGN
- TRAFFIC BARRICADE (TYPE 2)
- FLAGGING STATION
- TRAFFIC BARRICADE (TYPE 3)
- PEDESTRIAN CHANNELIZING DEVICES
- WORK AREA

N

0 350 700

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:
SCALE: H
V

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TRANSPORTATION AND
ENGINEERING DEPARTMENT
555 ISRAEL ROAD SW, TUMWATER, WA 98501
Phone: (360) 754-4140

DATE:

REVISIONS:

PROJECT
2ND AVENUE
BICYCLE & PEDESTRIAN IMPROVEMENTS
DETOUR PLAN

JOB :
DATE: 5/19/2025
INDEX:
SHEET: 4 OF 4

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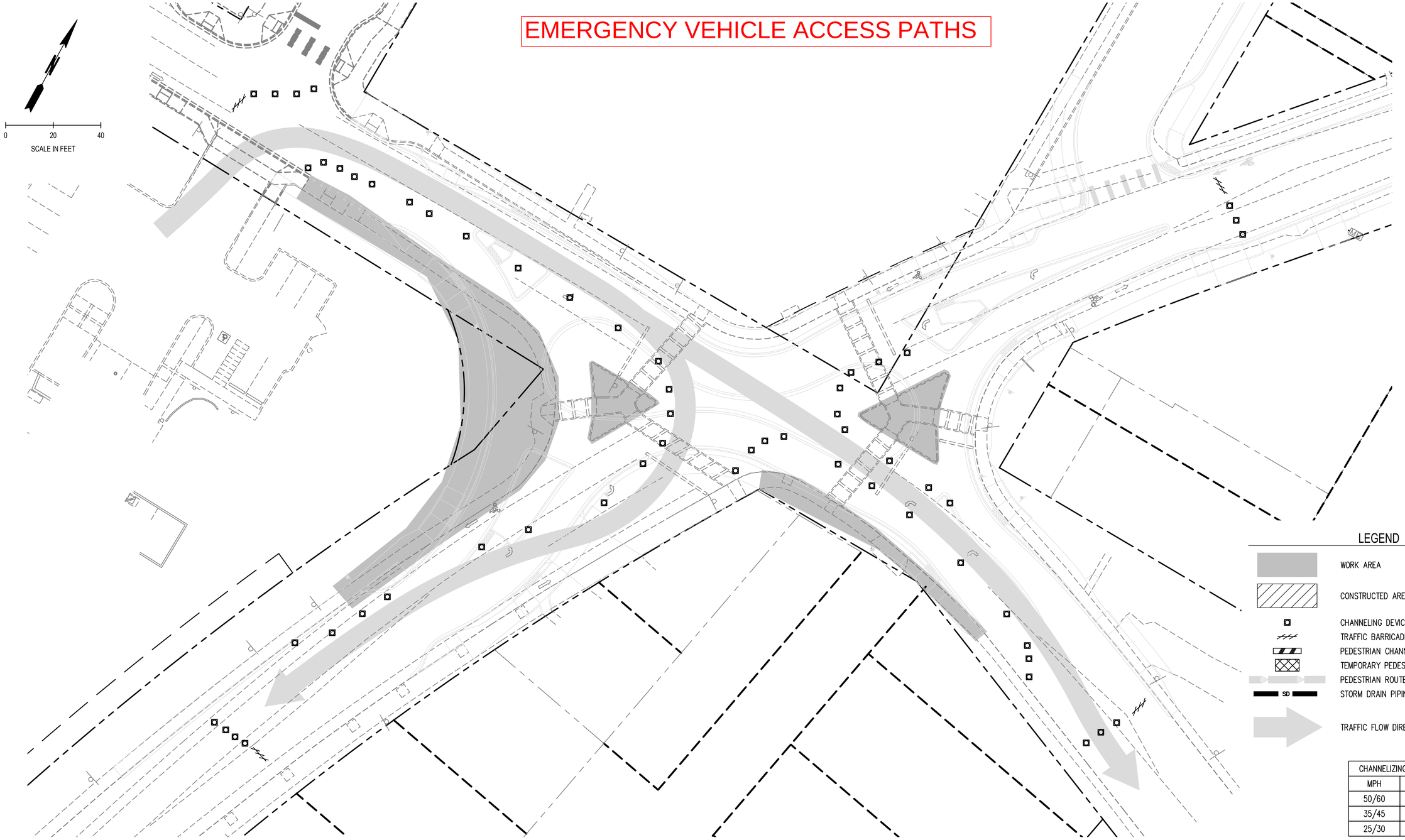

LEGEND

- WORK AREA
- CONSTRUCTED AREA
- CHANNELING DEVICES
- TRAFFIC BARRICADE (TYPE 3)
- PEDESTRIAN CHANNELIZING DEVICES
- TEMPORARY PEDESTRIAN RAMP FOR SIDEWALKS
- PEDESTRIAN ROUTE
- SD — STORM DRAIN PIPING
- TRAFFIC FLOW DIRECTION

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50/60	10 TO 20	80
35/45	10 TO 20	60
25/30	10 TO 20	40

△	REVISIONS	DATE	BY
	90% DESIGN		

DESIGNED BY: M. WEYRAUCH
DRAWN BY: M. WEYRAUCH
CHECKED BY: P. HOLM
ISSUE DATE: JULY 2025
JOB No.: 23-000742
DRAWING FILE No.: 23-000742 PH-01

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

PATRICK HOLM — STATE OF WASHINGTON — 49970 — REGISTERED PROFESSIONAL ENGINEER — PRELIMINARY

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PROJECT NAME:
CITY OF TUMWATER

2ND AVENUE PEDESTRIAN AND BICYCLE IMPROVEMENTS

PHASE 1A CONSTRUCTION PHASING PLAN

DRAWING No.: PH-01
SHEET No.: 111 OF 119

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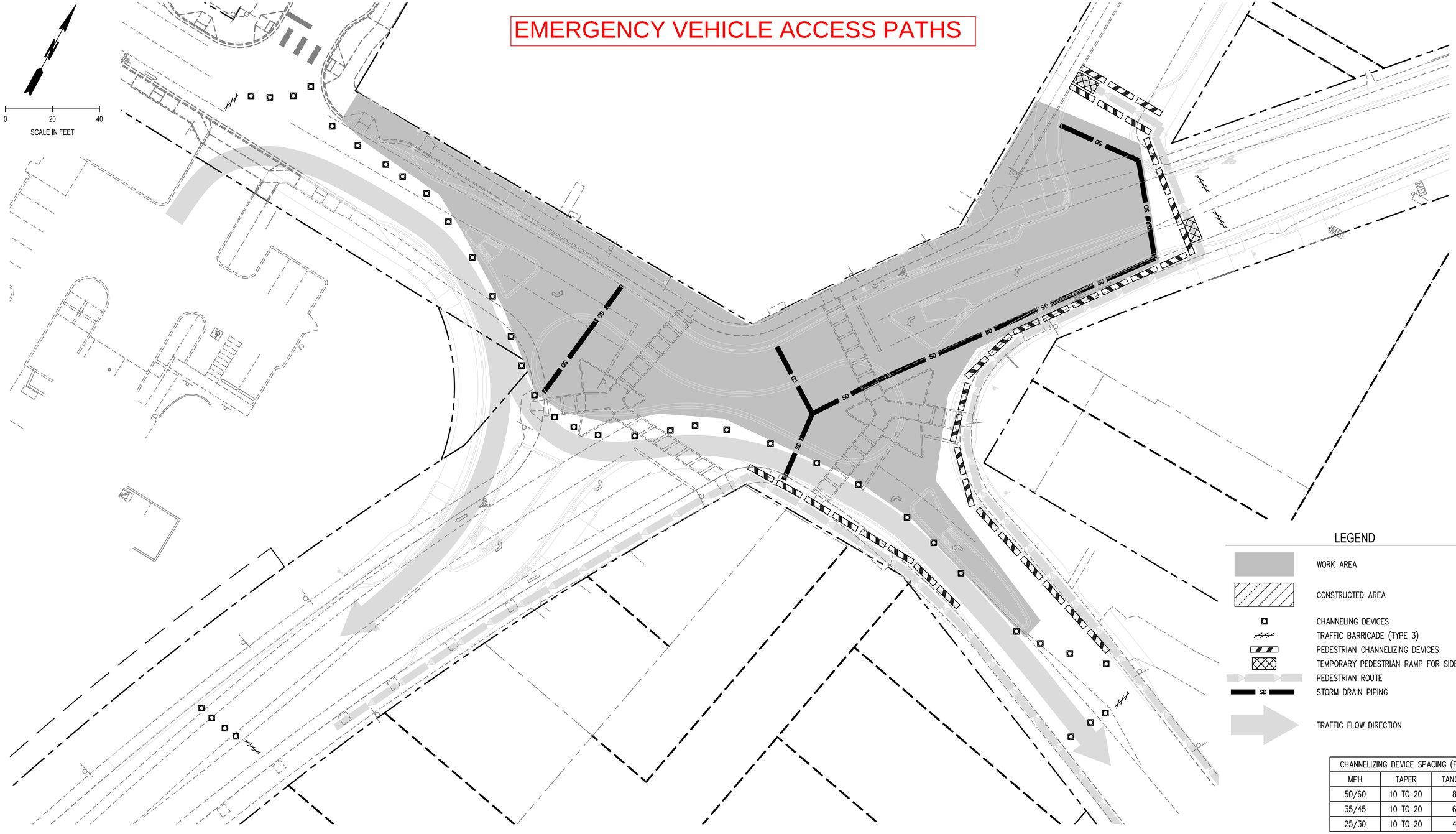
EMERGENCY VEHICLE ACCESS PATHS



LEGEND

▇	WORK AREA
▨	CONSTRUCTED AREA
▣	CHANNELING DEVICES
⫽⫽	TRAFFIC BARRICADE (TYPE 3)
▰	PEDESTRIAN CHANNELIZING DEVICES
☒	TEMPORARY PEDESTRIAN RAMP FOR SIDEWALKS
▭	PEDESTRIAN ROUTE
━ SD ━	STORM DRAIN PIPING
⇨	TRAFFIC FLOW DIRECTION

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50/60	10 TO 20	80
35/45	10 TO 20	60
25/30	10 TO 20	40

△	REVISIONS	DATE	BY
	90% DESIGN		

DESIGNED BY: M. WEYRAUCH
ISSUE DATE: JULY 2025
DRAWN BY: M. WEYRAUCH
JOB No.: 23-000742
CHECKED BY: P. HOLM
DRAWING FILE No.: 23-000742 PH-01

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PROJECT NAME:

CITY OF TUMWATER

2ND AVENUE PEDESTRIAN AND BICYCLE IMPROVEMENTS

PHASE 1B CONSTRUCTION PHASING PLAN

DRAWING No.: PH-02

SHEET No.: 112 OF 119

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EMERGENCY VEHICLE ACCESS PATHS

LEGEND

- WORK AREA
- CONSTRUCTED AREA
- CHANNELING DEVICES
- TRAFFIC BARRICADE (TYPE 3)
- PEDESTRIAN CHANNELIZING DEVICES
- TEMPORARY PEDESTRIAN RAMP FOR SIDEWALKS
- PEDESTRIAN ROUTE
- STORM DRAIN PIPING
- TRAFFIC FLOW DIRECTION

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50/60	10 TO 20	80
35/45	10 TO 20	60
25/30	10 TO 20	40

△	REVISIONS	DATE	BY
	90% DESIGN		

DESIGNED BY: M. WEYRAUCH
ISSUE DATE: JULY 2025
DRAWN BY: M. WEYRAUCH
JOB No.: 23-000742
CHECKED BY: P. HOLM
DRAWING FILE No.: 23-000742 PH-01

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PROJECT NAME:
CITY OF TUMWATER

2ND AVENUE PEDESTRIAN AND BICYCLE IMPROVEMENTS

PHASE 2 CONSTRUCTION PHASING PLAN

DRAWING No.: PH-03
SHEET No.: 113 OF 119

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