PLANNING COMMISSION
MEETING AGENDA

Online via Zoom and In Person at
Tumwater Fire Department
Headquarters, Training Room, 311 Israel
Rd. SW, Tumwater, WA 98501

Tuesday, August 26, 2025
7:00 PM

1. Call to Order
2. Roll Call
3. Changes to Agenda
4. Approval of Minutes
   - a. Tumwater Planning Commission Minutes September 10, 2024
   - b. Planning Commission Action Minutes - July 8, 2025
   - c. Planning Commission Action Minutes - July 22, 2025
5. Commissioner's Reports
6. Director's Report
   - a. Planning Commission July 22, 2025 Meeting Follow Up – Land Use Element
7. Public Comment
8. 2025 Comprehensive Plan Periodic Update – Transportation Plan
9. 2025 Comprehensive Plan Periodic Update – Climate Element
10. Next Meeting Date - 09/09/2025
11. Adjourn

Meeting Information
The public are welcome to attend in person, by telephone or online via Zoom.

Watch Online
https://us02web.zoom.us/webinar/register/WN_ryD-cFf4QwyNBMe8RyoVRQ

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Call (253) 215-8782, listen for the prompts, and enter the Webinar ID 868 8582 8240 and Passcode 667349.

Public Comment
The public is invited to attend the meeting and offer comment. The public may register in advance for this webinar to provide comment:

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After registering, you will receive a confirmation email containing information about joining the webinar.

The public may also submit comments prior to the meeting by sending an email to: cdd@ci.tumwater.wa.us. Please send the comments by 1:00 p.m. on the date of the meeting. Comments are submitted directly to the Commission Members and will not be read individually into the record of the meeting.

If you have any questions, please contact Planning Manager, Brad Medrud at (360) 754-4180 or bmedrud@ci.tumwater.wa.us.

Post Meeting
Audio of the meeting will be recorded and later available by request, please email CityClerk@ci.tumwater.wa.us.

Accommodations
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What is the Planning Commission?

> *The Tumwater Planning Commission is a citizen advisory commission that is appointed by and advisory to the City Council on the preparation and amendment of land use plans and implementing ordinances such as zoning. Actions by the Planning Commission are not final decisions; they are Commission recommendations to the City Council who must ultimately make the final decision. If you have any questions or suggestions on ways the Commission can serve you better, please contact the Community Development Department at (360) 754-4180.*

Decorum Statement
Welcome to the Planning Commission meeting. We thank you for attending.

The City Council encourages community engagement in local government and provides a variety of ways to participate.

The Chair of the Planning Commission will be responsible for conducting orderly and efficient meetings within the scheduled time. To accomplish that, the Chair will maintain order and decorum and can regulate inappropriate debate, repetitious discussion, and disruptive behavior when needed.

The Chair will recognize those that wish to speak and may limit the time allowed for individual comments. City staff will record questions and comments during the meeting. If an issue or question cannot be addressed during the meeting, City staff will address the issue or respond to the question by following up with the individual.

We respectfully request that attendees refrain from disruptions during the meeting and comply with decorum rules.

Thank you for participating.

TUMWATER PLANNING COMMISSION
MINUTES OF HYBRID MEETING
September 10, 2024 Page 1

CONVENE: 7:01 p.m.

PRESENT: Chair Elizabeth Robbins and Commissioners Terry Kirkpatrick, Gina Kotek, Malissa Paulsen, Cody Perez, Brandon Staff, Michael Tobias, and Anthony Varela.

Absent: Commissioner Grace Edwards.

Staff: Housing and Land Use Planner Erica Smith-Erickson.

Others: Consultant Daniel Dye, Fehr and Peers.

CHANGES TO AGENDA: There were no changes to the agenda.

INTRODUCTION OF NEW COMMISSIONERS: Commissioners provided self-introduction with newly appointed Commissioners sharing information about their respective employment and interest in serving on the Commission.

COMMISSIONER'S REPORTS: There were no reports.

MANAGER'S REPORT: Planner Smith-Erickson updated the Commission on the status of the draft Climate Element. Staff has met with the stakeholder group and identified some goals and policies. Staff plans to reach out to the housing stakeholder group to review draft policies and action items that were presented to the Commission earlier in the summer. A displacement study update meeting has been scheduled. In June, City consultants toured Tumwater and identified different areas in the City where potential displacement could occur. Manager Medrud is scheduled to meet with the consultants during her absence the week of September 23, 2024. Those efforts are in support of the update of the Comprehensive Plan and the Housing Element.

PUBLIC COMMENT: There were no public comments.

2025 COMPREHENSIVE PLAN PERIODIC UPDATE – TRANSPORTATION Daniel Dye, Fehr and Peers, reported the firm provides transportation planning and engineering consultant support to the City on the updates of the Transportation Master Plan and the Transportation Impact Fee. The briefing will cover the need for the updates, requirements, preliminary goals, emerging ideas, the current plan, the new plan, and next steps.

The Comprehensive Plan serves as the centerpiece of local planning efforts, guiding future development and expenditures. Under the State Growth Management Act (GMA), the City is required to conduct a thorough review and update of its Comprehensive Plan and development

regulations every 10 years. SHB 2296 in 2024 extended the deadline to complete the update from June 30, 2025, to December 31, 2025.

Mr. Dye cited the GMA Transportation Goal, "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." According to a 2021 report on greenhouse gas emissions at the countywide level, transportation emissions account for one-third of all greenhouse gas emissions in the region with buildings and energy accounting for the largest emissions.

The City's current Transportation Plan was last updated in 2016. The transportation system provides for the safe, efficient, and cost-effective movement of people and goods in ways that support adopted land use plans, enhance neighborhood and community livability, support a strong and resilient economy, and minimize environmental impacts.

Elements within the Transportation Plan include land use assumptions, funding analysis, active transportation, state-owned transportation facility analysis, intergovernmental coordination, facility and service needs, and demand management strategies.

New requirements due to state law changes include:

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

HB 1181 adopted in April 2023 requires improving the state's climate response through updates to the state's planning framework. The first plans required to include the new requirements are due in 2025. The new climate-related metrics are Greenhouse Gas (GHG) Emissions and Vehicle Miles Traveled (VMT) reducing policies per capita:

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

HB 1181 replaces "pedestrian and bicycle facilities" with "active transportation facilities" defined as "facilities provided for the safety and mobility of active transportation users including, but not limited to, trails, as defined in RCW 47.30.005, sidewalks, bike lanes, shared-use paths,

and other facilities in the public right-of-way." Active transportation facilities should be included in existing conditions reporting.

HB 1181 replaces vehicular Level of Service (LOS) with *Multimodal Planning and Level of Service (MMLOS)*:

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

HB 1181 requires ADA Transition Plans for transportation as part of the Transportation Plan:

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

HB 1181 requires jurisdictions to include a discussion of how funds will be raised to address identified needs of the transportation system, including state owned facilities.

HB 1181 requires targeted outreach to vulnerable populations and overburdened communities. Vulnerable populations include those at higher risk for poor health outcomes due to unemployment, high housing and transportation costs relative to income, racial or ethnic minorities, and low-income populations, etc. Overburdened communities are geographic areas where vulnerable populations face combined, multiple environmental harms and health impacts, and include, but is not limited to, highly impacted communities.

HB 1110 addresses missing middle housing types comprised of single-family residences and mid-rise, multi-family residences, duplexes to sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing. Designated GMA cities are required to allow certain minimum densities in support of middle housing. Middle family housing requirements are based on a population tier system for each jurisdiction. Tumwater is a tier two city with a population of at least 25,000 but less

than 75,000. Tier two cities are required to allow 2 dwelling units (DU) on a lot unless zoning permits higher densities within residential zones, 4 DUs unless zoning permits higher densities near a transit stop (within ¼ mile walking distance of a major transit stop), and 4 DUs of which 1 DU must be affordable unless zoning permits higher densities.

HB 1337 addresses accessory dwelling units (ADU). ADUs are small, self-contained residential units located on the same lot as an existing single-family home, either attached or detached. ADUs must include:

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

Tumwater cannot require ADUs to:

- Be smaller than 1,000 square feet
- Be subject to dimensional or aesthetic standards
- Complete street improvements
- Have owner occupancy of the main dwelling unit as a requirement
- Provide parking

Tumwater cannot prohibit the sale of a condominium unit independently of a principal unit solely because the condominium was originally an ADU and impact fees are limited to no more than 50% of those assessed to the principal housing unit.

Commissioner Tobias inquired as to potential ramifications if an initiative on the Climate Commitment Act if repealed by voters. Mr. Dye advised that the issues are separate despite similar components. The Climate Commitment Act is a cap and trade act addressing carbon pricing and offsets that is separate from GMC-based changes. However, many transportation projects are funded from the Climate Commitment Act that could affect transportation projects and financial forecasting.

Chair Robbins asked whether HP 1181 requires the City to include an adaptability component to climate response. Mr. Dye advised of a resiliency sub-element within the Comprehensive Plan that is required for some jurisdictions. It is likely the City of Tumwater will be required to complete a resiliency component.

Planner Smith-Erickson added that resiliency is included in the Climate Element as part of the Hazard Mitigation Plan adopted by the City that speaks to planning, upgrading, and retrofitting existing infrastructure and preparing for weather hazard events.

Chair Robbins commented on the importance of the Transportation Plan including a component addressing what should be built into the system to ensure systems are resilient, built for longevity, and can withstand weather situations.

Planner Smith-Erickson pointed out that HB 1811 applies to all elements of the Comprehensive Plan and not just transportation. The new requirements will be embedded within the format of the updated Comprehensive Plan. Overarching goals will address HB 1181 with a specific section addressing all the requirements of HB 1181 spanning resiliency, public engagement, and other requirements in the bill as part of the update process.

Mr. Dye added that work is ongoing on existing conditions to identify areas that are close too or failing current LOS standards, as well as forecasting 20 years in the future by modeling travel to identify potential future failures. Following that work, a report will be compiled identifying ways to address those issues over the next 20 years.

Planner Smith-Erickson added that the Trosper Road interchange is a good example of concurrency and levels of service following the City's work to improve the area. The City requires traffic impact analysis for the Tumwater Boulevard –I-5 Interchange for any new development.

In response to questions about the need for middle housing while balancing the overall need for all types of housing, Planner Smith-Erickson explained that the City has identified the type of housing by household income based on the area median income (AMI) for Thurston County. Based on the different income levels, staff has identified the types of housing that would serve those different AMI households. The final housing allocation is pending from Thurston Regional Planning Council (TRPC) and Thurston County. The allocation estimates the amount of growth designated for Tumwater based on the housing allocation process and available land capacity analysis that identifies zoning and densities. Pending receipt of several technical documents, forecasting will be completed on the type and number of housing units.

Mr. Dye reviewed draft Comprehensive Plan Goals:

- Engagement – Continuous engagement with the community and the region.
- Coordination – Coordination between Plans/Elements.
- Vibrancy – Community Vibrancy – Foster livability by evoking a sense of identity through arts/culture, attracting and sustaining desired economic activity that supports the community. Make investments that emphasize Tumwater as a welcoming place and enhance community building.

- Equity – Ensure that all members of the community, especially those whose needs have been systematically neglected, are well served by making decisions and investments through an anti-racist and inclusive process which results in equitable outcomes.
- Resiliency – Increase climate resiliency by promoting sustainability, reducing pollution, promoting health habitats, and supporting clean air and water.
- Fiscal Stewardship – Wise investments of public and private funds.
- Environmental – Protection and enhancement.

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

Mr. Dye reviewed the existing 19 goals and the proposed four top-level goals:

- **Improve and maintain a complete system** that efficiently supports people walking, rolling, biking, accessing transit, driving, and making regional connections.
- **Prioritize safety and quality of life** especially for the most vulnerable users of our system.
- **Invest wisely** to support a resilient and maintainable transportation system.
- **Minimize our impacts** and advance environmental goals.

Mr. Dye invited questions and comments.

Commissioner Tobias supported the consolidation as it improves the user-friendliness of the document. He recommended revising investing wisely to reflect an action-oriented goal rather than a subject-oriented goal.

Chair Robbins noted that the revised goals lack any reference to the importance of good movement of freight and traffic to support manufacturing and other industries in the City.

Commissioner Paulson recommended removing "our" from the goal of "Minimize our impacts" because while most transportation plans are City driven and it is important to consider developers and other constituents that are guided by the plan.

Commissioner Varela recommended revising "walking, rolling, and biking in the first goal to reflect "active transportation" to coincide with other language within the plan.

Mr. Dye reviewed emerging transportation considerations:

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

Safety - The plan prioritizes safety to reduce serious injuries and fatalities. The state established *Target Zero*, an ambitious but important goal to reduce deaths and serious injuries on the transportation system to zero over time. That task is incredibly difficult to accomplish; however, it is important to consider ways to impact the outcome sooner. The goal is modeled on efforts undertaken by several Dutch countries, which have experienced decreases as the countries have employed a systemic safety approach by considering the system as a whole and focusing on the most impactful accidents.

Mr. Dye cited different methods for reducing system-wide risk factors by considering: safe road users, safe roads, safe vehicles, safe speeds, and post-crash care. Redundancy is crucial and death and serious injuries are unacceptable. Although humans make mistakes, studies have revealed how accidents attributed to driver error occur. It most cases, it was caused by a predictable mistake given the circumstances of responding to different alarms or systems. A good example is the Amtrak accident in 2017 over I-5. The train triggered an over speed alarm; however a new engineer on that particular train was unaware of the intent of the alarm. Many times, accidents occur because of driver distraction. The intent is to design the entire system to ensure those mistakes are recoverable. One example is a crash continuator, such as concrete barriers or barrels to dissipate the force of the impact from a vehicle crash.

Multimodal considerations and LOS standards for all modes - The draft plan includes multimodal LOS for vehicles, pedestrians, bicycles, transit, and global considerations. Mr. Dye reviewed numerous options under consideration to improve multimodal transportation standards and LOS.

Congestion - A resilient response to congestion considers that although system expansion of more lanes may not be the answer as it often decreases safety, system expansion through active transportation and public transportation is possible and can help reduce congestion.

State of good repair – The American Society of Civil Engineers has graded Washington's bridges, roads, and transit with a grade point average of "C." The draft plan acknowledges the importance of return on investment for preservation of the transportation system.

Sustainability –

- Climate change: Wildfires, flooding, excessive heat, sea-level rise, and extreme storm events
- Natural disasters: Cascadia subduction earthquake, infrastructure failure, and cybersecurity threats
- Equity: Ensuring transportation system is accessible to everyone; addressing negative effects of transportation on overburdened neighborhoods
- Economy: With the growth in population, it is important for the City to consider how the transportation system will meet future needs and what new tools and modes will help manage travel. It is also important to consider how streets and roads support vibrant local economies

Mr. Dye said the current plan serves as a good foundation for the update. The pandemic has changed how and where people work and travel. Changes have occurred in transportation priorities at the federal, state, and local levels since 2016.

Mr. Dye reviewed the next steps of seeking input and feedback from the Commission and stakeholders. The new plan will incorporate the changes as reviewed, as well as the input from the Commission, stakeholders, and the community. The consultant team and staff continue to review existing conditions to identify near-failures and failures, sites experiencing traffic stress, and methods to improve conditions to create a holistic and connected system. Future modeling will begin after the City receives land use allocation information. The team will work with TRPC to run the travel demand model to identify impacts on expected traffic volumes in the future. Compilation of project lists and prioritization will begin in early 2026.

Mr. Dye was asked about the possibility of following up on project warranties when roadways that have been recently paved or repaired are causing vehicles to divert because of the formation of bumps in roads recently paved. Mr. Dye recommended following up with public works staff for questions on project warranties and any City mechanism for the community to report issues.

Chair Robbins spoke to the lack of recognizing the connections to the airport and railroads, which should be considered, as it is important for the City to understand the comprehensive transportation network. Mr. Dye affirmed the plan is required to include goals addressing air, rail, and water if those facilities are located within the City. However, LOS standards for those facilities are not required as each facility typically has an independent master plan or comprehensive plan. The City is required to consider how to ensure land use is compatible with the airport and how

the transportation system interacts with the airport and the Port, etc. Those requirements are typically imbedded in the goals and policies.

Commissioner Paulson inquired as to whether the City adopts by reference, the airport master plan. She asked whether the master plan has been updated to reflect other alternative air fuel, such as hydrogen or batteries. Mr. Dye said that the City's various plans often adopt other plans by reference.

Chair Robbins commented on accounting for current and future use of drones in and around the airport.

Mr. Dye was asked whether the plan accounts for autonomous vehicles. Mr. Dye affirmed that some transit agencies are using autonomous shuttles for service. He is consulting with Pierce Transit for completion of its long-range plan with discussions including autonomous buses and other emerging technologies.

NEXT MEETING DATE: The next meeting is scheduled on September 24, 2025.

ADJOURNMENT: **Commissioner Varela moved, seconded by Commissioner Staff, to adjourn the meeting at 8:45 p.m. A voice vote approved the motion unanimously.**

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

MEETING MINUTES

TUMWATER PLANNING COMMISSION
July 8, 2025

CONVENE:	7:00 p.m.
PRESENT:	Chair Elizabeth Robbins, Vice Chair Brandon Staff, and Commissioners Terry Kirkpatrick, Sandra Nelson, and Gina Kotek Excused: Grace Edwards, Nelida Daniels Staff: Housing and Land Use Planner Erika Smith-Erickson, Associate Planner Dana Bowers, Community Development Department Director Brad Medrud Others: Chris Lester, Thurston County Realtors Association
CHANGES TO THE AGENDA:	The Director's Report was moved to the last item on the agenda.
COMMISSIONER'S REPORT:	Commissioner Nelson learned from a Tumwater Historic Preservation Commission member that Trosper Road is on 47th parallel. Commissioner Nelson thought it would be interesting to have a sign. Vice Chair Staff discussed bringing more visitation to the City of Tumwater with New Experience Olympia & Beyond CEO Micheal Day. Opportunities discussed included inviting FIFA to Tumwater and hosting large events. Tumwater/Olympia Region is designated as a host site. Other commissioners recognized the importance of tourism.
PUBLIC COMMENT:	No public comment.
2025 DEVELOPMENT CODE UPDATE:	Planner Smith-Erickson presented on State required updates to the Tumwater Municipal code due with the Comprehensive Plan at the end of 2025. House Bill 5558 requires middle

housing development code updates to be completed by December 31,2025. The amendment topics covered were related to middle housing, accessory dwelling units, co-housing, clear design standards, permit timelines, and religious organization's role in housing.

- Commissioner Robbins inquired to why non-religious groups are not eligible for sponsored housing density bonus and encampment regulations.
- Commissioner Nelson asked for clarification on E2SHB 1110 and common interest communities and working with HOA's to adjust covenants.
- Commissioner Robbins noted concerns with emergency services, access, and parking with the proposed ADU amendments.
- Commissioner Robbins asked if the Commission could be briefed on middle housing and housing topics nationwide, including example codes from other cities.
- The Commission discussed co-living, converting existing residences into co-living, and the difference between co-living and individual room rentals.

FOOD SYSTEMS PLAN UPDATE:

Consultant Potasnik provided an update including three goals and thirteen policies to guide actions and strategies to improve Tumwater's food system.

- Commissioner Kirkpatrick noted the absence of Catholic Community Services as a partner in the access section.
- Commissioner Nelson noted that the need for local services may change due to recent changes in food assistance programs at the federal level.

MANAGER'S REPORT:

Director Medrud informed the Commissioners that five candidates have accepted invitations to interview on July 29, 2025 for the Deputy Community Development Director position.

NEXT MEETING DATE:

The next meeting is scheduled for Thursday, July 22, 2025.

ADJOURNMENT:

With there being no further business, Vice Chair Staff moved, and Commissioner Nelson seconded a motion to adjourn the meeting and Chair Robbins adjourned the meeting at 9:00 p.m.

Prepared by Erika Smith-Erickson, Housing and Land Use Planner and Dana Bowers, Associate Planner

MEETING MINUTES

TUMWATER PLANNING COMMISSION
July 22, 2025

CONVENE:	7:01 p.m.
PRESENT:	Chair Elizabeth Robbins, Vice Chair Brandon Staff and Commissioners Terry Kirkpatrick, Sandra Nelson, Grace Edwards and Gina Kotek Excused: Commissioner Nelida Daniels Staff: Housing and Land Use Planner Erika Smith-Erickson and Associate Planner Dana Bowers Others: Chris Lester, Thurston County Realtors Association; Bradley Eisold
CHANGES TO THE AGENDA:	The Chair moved the Manager's Report to follow the Commissioners' reports.
COMMISSIONERS' REPORT:	Chair Robbins reported that closing the meeting does not require official action if it happens after the commission has finished discussing the agenda items. Commissioner Edwards noted that she will be absent from the meeting on August 26, 2025.
MANAGER'S REPORT:	Planner Bowers gave the Manager's report stating that the Management Team was provided with a final presentation from the Community Survey which provided valuable information about community priorities.
PUBLIC COMMENT:	No public comment.
2025 DEVELOPMENT CODE UPDATE:	Planner Bowers presented on Future Land Use Maps and shared the findings of the Buildable Lands Report from 2018.

- Chair Robbins made recommendations to increase connections between the proposed designations and their densities.
- Commissioner Kirkpatrick asked what the new density would provide for a vacancy rate for 80% AMI housing.
- Chair Robbins requested more information regarding the data that informs Buildable Lands Report and populations and employment projections.
- Commissioner Kirkpatrick asked about the flood zone areas and zoning near the new 5 story multi-family construction project on Tyee Drive SW.
- Vice Chair Staff asked about proposed future land use designations and land uses on property zoned Light Industrial.

2025 COMPREHENSIVE PLAN PERIODIC UPDATE – HOUSING DISPLACEMENT ANALYSIS AND COMPREHENSIVE PLAN RECOMMENDATIONS

Planner Smith-Erickson presented the Housing Displacement Analysis and comprehensive plan recommendations provided by consultants Uncommon Bridges.

- Chair Robbins had some questions about how the consultants calculated the data.
- Vice Chair Staff shared that his impression is that families with young children may also consider the quality of public education when making choices about where they live.
- Commissioner Nelson noted resources available at the Education Service District for the Capitol Region.
- Chair Robbins reminded the Commission that selection of schools has at times been more related to the makeup of students than academics. Chair Robins asked for more information on the schools and test scores for Tumwater School District.
- Chair Robbins asked about the efficacy of the policies and recommended labelling them to identify which ones are community priorities.
- Chair Robbins had a comment on the most prominent risk type for displacement and asked about the omission of homeowners.
- Commissioner Kirkpatrick had comments on the policy review and thinks the proposed language is suggesting housing is more important than trees.
- Chair Robbins asked staff to include her in the response to Commissioner Kirkpatrick and concerns with tree preservation and housing or to receive a follow up at a future meeting.

- Commissioner Staff stated concerns about commercial and industrial designations in our prairie and undeveloped areas.
- Planner Erickson closed the presentation stating they will follow up on the errors within the final report and how staff will address concerns moving forward and follow up with specific comments and concerns from the Commission.

NEXT MEETING DATE: The next meeting is scheduled for Thursday, August 26, 2025.

ADJOURNMENT: **With there being no further business Chair Robbins adjournedthe meeting at 8:42 p.m.**

Prepared by Erika Smith-Erickson, Housing and Land Use Planner and Dana Bowers, Associate Planner

MEMORANDUM

Date: July 31, 2025
To: Planning Commission
From: Dana Bowers, Associate Planner

Planning Commission July 22 Meeting Follow Up – Land Use Element

At the July 22 Planning Commission meeting, staff presented the *Housing Displacement Analysis and Comprehensive Plan Recommendations for the cities of Lacey, Olympia, Tumwater, and Yelm* (June 6, 2025).

Appendix C of the Analysis included the Comprehensive Plan Recommendation Matrix which assessed the adopted 2016 Comprehensive Plans goals and policies for impacts for racially disparate impacts, including displacement and exclusion, for each of the four jurisdictions. The Matrix evaluated the adopted Housing Element and Land Use Element policies and contained recommendations for policy language to consider as part of the 2025 Comprehensive Plan Update.

The recommendations in the Analysis were based the consultant's October 2024 policy review of the 2016 Comprehensive Plan Land Use Element and included an evaluation, potential impact and recommendation.

The adopted 2016 version of Policy LU-9.3 is as follows:

> *LU-9.3 – Integrate design features of existing natural systems into the layout and siting of new residential dwelling units. Preserve trees and significant ecological systems, whenever possible and practical.*

The October 2024 policy review found that the potential impact of Policy LU-9.3 to be "approaching" which is defined as "The policy can support meeting the identified housing needs but may be insufficient or does not address racially disparate impacts, displacement, and exclusion in housing" and provided the following reason / recommendations:

> *This policy would bring health benefits from additional greenery and shade, but could ultimately hinder the development of affordable housing.*

Before the consultant completed their October 2024 policy review, staff had prepared draft policy amendments in the form of a Policy Review Table in 2023 and 2024, which was based on initial comments after reviewing the 2016 version with the Planning Commission on August 8,

2023, and City Council September 12, 2023, and also included a draft re-organization of goals and policies.

The 2023-24 Policy Review Table shows that the language of 2016 Policy LU-9.3 was initially broadened to include all development not just residential development. Through the review process, more revisions led to the current draft Land Use Element policy.

> *LU-6.3 – Integrate design features of existing natural systems into the layout and siting of new development, including significant trees and noncritical ecological systems, where possible.*

The current version of the Land Use Element also includes the following language for tree protection policies:

> *LU-6.1 – Ensure development conforms with environmental standards and requirements.*
>
> *LU-10.2 – Preserve and enhance environmentally sensitive lands by developing compact urban areas.*

Staff would like to hear the Commissioners' thoughts on recommended changes to the language in these policies.

TO: Planning Commission

FROM: Dana Bowers, Associate Planner

DATE: August 26, 2025

SUBJECT: 2025 Comprehensive Plan Periodic Update – Transportation Plan

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1) Recommended Action:

No action is requested. This is a discussion item.

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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 information about the update, as well as copies of all presentations, staff reports, and guidance materials.

The intent of this briefing is to present the draft Transportation Plan for discussion by the Planning Commission.

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4) Alternatives:

- ❑ None

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4) 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 26, 2025
To: Planning Commission
From: Dana Bowers, Associate Planner; Daniel Dye, Fehr & Peers

2025 Comprehensive Plan Update – Transportation Plan

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

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

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

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

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

Questions

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

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

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

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1 – Growth Management Act – Transportation Goals

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

The following is a summary of how the updated Transportation Plan meets the three relevant goals.

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

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

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

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

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

4. ***Public Facilities and services.*** *Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*

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

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

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

2 – Transportation Plan

A – Background

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

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

B – Link to Current Transportation Plan

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

3. – Structure of Part 1 of the Plan

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

Chapter 1 Introduction

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

Chapter 2 Growth Management Act – Plan Goals

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

Chapter 3 County-Wide Planning Policies

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

Chapter 4 Plan Goals and Policies

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

The Transportation Plan's goals and policies are the policy basis for the draft implementation actions in the Plan and those future actions that will be developed over the next 20 years which will be the foundation for Tumwater's Transportation Improvement Plan and Capital Facilities Plan to improve the multimodal transportation system.

Appendix A Draft Implementation Actions

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

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

4. – Structure of Part 2 of the Transportation Plan

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

Chapter 1 – Introduction

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

Chapter 2 – Transportation Planning Context

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

Chapter 3 – Public Outreach

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

Chapter 4 – Tumwater's Future Transportation System

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

Chapter 5 – 20 Year Project List

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

Chapter 6 – Implementation

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

Appendix A – Traffic Operations Analysis

Provides the data from the analysis which informed the Plan.

Appendix B – Bicycling, Walking, & Rolling Plan

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

5 – Goals, Policies, and Draft Implementation Actions Review

A – Introduction

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

Example from the draft Transportation Plan:

Goal T-4	**Minimize impacts and advance environmental goals.**
Policy	
T-4.4	Increase overall operating efficiency of the transportation system through the effective use of transportation demand management measures that reduce the need to drive alone.
Draft Implementation Action	
T-4.4.1	Promote car-sharing, e-bike programs, employer commuter incentives, and low-emission vehicle infrastructure in mixed-use districts.

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

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

- "Engage" means to do or take part in something.

B – Policy Strength Continuum

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

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

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

Appendix A – Guidance

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

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

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

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

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

The Municipal Research Services Center has a Comprehensive Planning webpage.

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

Appendix B – Current Transportation Plan Goals and Policies

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

1. Transportation and Land Use Consistency

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

Policies:

a. Commit to the development and implementation of land use plans, development patterns, parking requirements, and design standards that encourage walking, bicycling, transit use, and other alternatives to driving alone.

b. Provide transportation facilities that support the location of jobs, housing, industry, and other activities as called for in Tumwater's adopted land use plan.

c. Support policies, programs, and procedures that promote urban infill, and make transportation investments that support increased urban densities and mix of uses consistent with Tumwater's plans for the Brewery District and Capitol Boulevard.

d. Create vibrant city centers and activity nodes that support active transportation and housing, jobs, and services as called for in Tumwater's Comprehensive Plan.

e. Create safe and vibrant neighborhoods with places that build community and encourage active travel.

f. Create urban parks and places that reduce pressure on the region's farms, forests, prairies, and open spaces.

g. Meet mobility, access, and economic goals in designated Strategy Corridors with an appropriate combination of investments, policies, and land use measures.

h. Design and invest in transportation projects that have a lasting positive impact, reflect the goals of the people who live and work in Tumwater, and contribute to a sense of place and community.

i. Ensure adequate transportation capacity to address growth consistent with this Comprehensive Plan.

j. Preserve and promote awareness of Tumwater's historic, cultural, and natural heritages.

2. Multimodal Transportation System

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

Policies:

a. Provide quality travel choices appropriate to existing and future land uses, including walking, bicycling, transit, motor vehicles including freight, and rail.

b. Ensure that development of transit transfer centers, activity centers, employment centers, schools, and the airport accommodate multiple modes of travel and safe, efficient connections among those modes of travel.

c. Invest in mode-specific strategies that contribute to overall development of an integrated, multimodal transportation system.

d. Promote public awareness on the rights and responsibilities of drivers, bicyclists, and walkers, and ways these modes can travel together safely and efficiently.

e. Incorporate practical design considerations where appropriate, designing to solve mobility problems more so than to meet design standards if doing so increases functional mobility of the transportation system.

3. Barrier-free Transportation

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

Policies:

a. Work over time to ensure that transportation facilities comply with the Americans with Disabilities Act.

b. Construct transit stops and walkway approaches that are accessible for those with differing capabilities.

c. Provide appropriate transportation services, facilities, programs, and on-line resources that reduce barriers to people who do not speak or read English.

d. Present information and provide public participation opportunities for everyone, including people with physical disabilities and/or people with limited literacy skills.

e. Implement land use policies that provide a variety of housing types on corridors with excellent transit service connecting to employment centers, services, retail, health care, and other essential services to support the lifestyles of people who cannot drive.

4. System Safety and Security

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

Policies:

a. Combine education, enforcement, engineering, and evaluation to maintain and enhance system safety.

b. Design transportation infrastructure to encourage safe user behavior.

c. Support projects that improve passenger safety and security at facilities like park-and-ride lots and transit transfer centers.

d. Provide safe walking routes to schools.

e. Retrofit essential transportation facilities where possible to improve their ability to withstand a major earthquake or other natural disaster.

f. Build in system redundancy through a well-connected street grid to support emergency response and reduce community disruption during natural or man-made disasters.

g. Encourage coordination between transportation system providers and emergency response providers who rely on that system.

5. System Maintenance and Repair

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

Policies:

a. Prioritize maintenance, preservation, operation, and repair of the existing transportation system.

b. Use preventive maintenance programs to ensure lowest life-cycle costs.

c. Use street restoration standards and coordinate utility and street projects to minimize destructive impacts of utility projects on streets, leveraging where possible investments for both project types to deliver more cost-effective public facilities.

d. Explore innovative programs that reduce infrastructure life-cycle costs or increase efficiency of service delivery, including use of new materials, technologies, and resource partnerships.

6. Travel Demand Management

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

Policies:

a. Promote transportation-efficient development and redevelopment, and site public services and facilities where transit, walking, and biking are now or will be viable alternatives to driving alone.

b. Encourage use of public transportation, ridesharing, biking, and walking by improving access, convenience, and reliability of those options.

c. Sustain and expand private and public sector programs and services that encourage employees to commute to work by means other than driving alone, or to change commuting patterns through teleworking, flex-time, or compressed work weeks.

d. Manage parking to improve consistency with transportation demand management objectives.

e. Promote technologies that enable people to meet their needs without having to travel.

f. Use travel demand management techniques to provide alternatives during temporary congestion, such as during major construction.

g. Work to mainstream telework as a primary transportation demand management strategy among public and private employers.

h. Strive to meet State Commute Trip Reduction targets for the City.

7. Transportation Technologies

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

Policies:

a. Use transportation technologies to improve the operating efficiency and safety of the existing transportation system.

b. Use transportation technologies to better integrate transportation modes.

c. Make short-range technology investments that support future technology implementation strategies.

d. Look for opportunity to integrate transportation technology considerations in all projects.

e. Recognize that transmittal of electronic information is an important function of a transportation system, and integrate this into transportation system evaluation, policies, and implementation strategies.

8. Freight Mobility

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

Policies:

a. Plan for freight access to and from highways and other major freight corridors, and between intermodal facilities and industrial areas.

b. Support efforts to increase the amount of freight that is moved by rail to enhance efficiency, productivity, safety, and mobility.

c. Explore strategies to reduce conflict and optimize safety for all transportation system users where industrial or commercial land uses are adjacent to highly urbanized areas.

d. Implement policies and design standards that support local economic vitality by accommodating delivery trucks serving businesses and services while minimizing impacts on local streets.

9. Streets, Roads, and Bridges

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

Policies:

a. Design and construct multimodal, context-sensitive, complete streets and roads.

b. Coordinate regionally to identify new connections that provide more direct routes and reduce vehicle miles traveled.

c. Avoid widening any local arterial or collector more than two through-lanes in each direction with auxiliary turn lanes where warranted (maximum five lanes mid-block width) to preserve an acceptable community scale and minimize transportation impacts on non-motorized travelers and adjacent land uses.

d. Develop an interconnected grid of local streets and roads to increase individual travel options and neighborhood connectivity, while improving efficient use of the overall transportation system.

e. Use new technologies or alternative designs to safely and efficiently manage the flow of traffic, such as roundabouts where appropriate as alternatives to traffic signals or stop signs.

f. Use access management techniques to improve roadway capacity and operating efficiency, and increase overall system safety.

g. Ensure that street, road, and bridge projects are integrated with pedestrian amenities in districts and neighborhoods, and add lasting value to the community.

h. Incorporate alternative strategies to address congestion where road widening and traffic control devices are not suitable, particularly along Strategy Corridors.

i. m. Strategy Corridors are places where street widening is not a preferred option to address congestion problems. This may be because the street is already at the maximum number of lanes (5), or that adjacent land uses are either fully built out or are environmentally sensitive. In strategy corridors, level of service (LOS) may not meet adopted standards, suggesting instead that a different approach is needed for maintaining access and mobility in these areas such as increased transit service, more sidewalks or bike facilities, a complete and connected street grid, transportation technology measures that improve system operating efficiency, access management, parking management, incentives for employees to telework or carpool, or land use

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

j. Design and build streets that are important freight or bus routes to reduce weather-induced weight restrictions.

k. Meet pm peak Level of Service (LOS) standards:

- LOS E or better in Urban Core Areas [where these areas overlap with Strategy Corridors the LOS may exceed adopted standards]
- LOS D or better elsewhere inside the City limits

10. Public Transportation

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

Policies:

a. Support Intercity Transit's long-range plan emphasizing trunk and primary routes servicing core areas along designated Urban Corridors and other strategy corridors with supportive land use and appropriate design standards.

b. Increase the share of trips made by public transportation.

c. Support regional commuter vanpool programs to provide cost-effective, flexible alternatives to commuting in single-occupancy vehicles.

d. Support safe, convenient, and cost-effective transportation services for youth, elders, people with disabilities, and low-income populations by increasing the supply of housing on high-quality transit corridors.

e. Schedule public meetings where possible in locations served conveniently by transit; include transit route information on meeting notices.

f. Integrate public transportation considerations into the planning for newly emerging urban centers and locations such as those south and east of the airport, including innovative partnerships or programs where fixed-route service is not feasible in the near-term.

11. Bicycling

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

Policies:

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

b. Provide safe and convenient bicycle routes to all schools in the city, and encourage their use.

c. Participate with regional partners in developing a network of contiguous and interconnected north-south and east-west dedicated shared use corridors to serve as the backbone for the region's non-motorized transportation system.

d. Provide bicycle parking facilities at transit centers, park-and-ride locations, and other multimodal locations.

e. Provide short- and long-term bicycle parking and other supporting facilities at locations like schools, employment sites, and activity centers.

f. Support education programs for motorists and bicyclists to increase understanding and awareness of bicycling laws, and encourage safe and lawful sharing of the streets.

g. Participate with regional partners in exploring long-term strategies for funding bicycle facilities and services.

12. Walking

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

Policies:

a. Provide a convenient, interconnected, safe pedestrian network that supports existing and desired land uses.

b. Construct and maintain safe and accessible sidewalks and effective crossing opportunities within an appropriate distance of every school in the city, and encourage their use.

c. Provide frequent pedestrian crossings, especially in urban areas and on urban corridors, along transit routes, and near activity centers.

d. Develop and promote non-motorized connections for pedestrian and bike travel to shorten the length of trips to destinations where walking and biking are viable travel options.

e. Require pedestrian-friendly site design and building standards in activity centers, along urban corridors and other key transit routes, and in high density mixed-use zoning districts.

f. Provide street lighting, pedestrian buffers, trees, benches, and other street elements that make walking safe and pleasant.

g. Encourage neighborhood-scale planning efforts to identify and refine important pedestrian routes that increase connectivity and improve walkability.

h. Consider asphalt walkways as appropriate practical solutions for sidewalks when functional pedestrian mobility needs to be improved prior to the availability of adequate funds for construction as called for in adopted sidewalk and street design standards.

13. Rail

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

Policies:

a. Support appropriate regional opportunities for the potential shared use of freight rail lines for passenger rail travel.

b. Advocate for regional acquisition and continued operation of short-line railroads where needed to support current and future economic development needs.

c. Use design techniques, technology, and operations coordination to minimize potential conflicts between trains and other modes of travel, and between trains and adjacent land uses.

d. Work with regional partners to acquire railroad rights-of-way threatened with abandonment in order to preserve these corridors for future transportation uses.

e. Participate as appropriate in the partnerships necessary to foster efficient, high-speed passenger rail service in the Pacific Northwest.

f. Coordinate with regional partners to position the Thurston Region for a commuter rail connection in the future.

14. Aviation

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

Policies:

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

b. Support multimodal access to the Port of Olympia's airport terminal.

15. Public Involvement

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

Policies:

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

b. Ensure equal access to participation for all users of the transportation system.

c. Promote increased public understanding of the relationships between land use patterns and transportation choices facing Tumwater.

d. Explore innovative participation techniques to increase public involvement in transportation issues, and maximize use of "plain English" and other communication techniques to translate complex issues or decisions so they can be widely understood.

16. Intergovernmental Coordination

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

Policies:

a. Participate in coordination activities at the local, regional, state, tribal, and federal level that address the condition or operations of the transportation system.

b. Work with other agencies to coordinate land use and public facility siting decisions, implement countywide planning policies, and refine the tools needed to achieve transportation-efficient community development patterns.

c. Coordinate street projects with Olympia, Thurston County, WSDOT, and Intercity Transit as appropriate.

d. Coordinate development of local plan updates with regional efforts when possible to ensure consistency.

e. Collaborate with other local jurisdictions, TRPC, Intercity Transit, the Port of Olympia, the Thurston EDC, and other entities to facilitate informed, reasoned decision-making processes that advance shared transportation and land use objectives.

17. Environmental and Human Health

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

Policies:

a. Protect water quality from the impacts of stormwater runoff by minimizing impervious surface area and by using low impact development methods where feasible to effectively treat and manage unavoidable runoff.

b. Use transportation planning, design, and construction measures that minimize negative impacts on priority fish-bearing streams and other environmentally sensitive areas.

c. Develop a transportation system that supports compact, mixed-use development and related nonmotorized travel to curb growth in miles of motor vehicle travel, increase

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

d. Support state and national efforts to promote the use of alternative fuels and technologies that reduce pollution and other environmental impacts from motorized vehicles.

e. Ensure federal Title VI requirements for environmental justice are met so that minority populations and people with low incomes do not incur disproportionately high and adverse human health or environmental impacts from transportation policies, programs, and investments.

f. Comply with federal Clean Air Act transportation requirements.

g. Support policies and programs that reduce greenhouse gas emissions associated with travel.

h. Reduce the impacts of transportation on the natural environment during construction, retrofit, and maintenance.

i. Plan and design for impacts associated with changing weather and climate patterns, such as increased flooding and extreme weather events.

j. Support regional efforts to decrease annual per capita vehicle miles traveled within the Thurston region to:

- 1990 levels by 2020
- 30 percent below 1990 levels by 2035
- 50 percent below 1990 levels by 2050.

18. Performance Measures

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

Policies:

a. Use transportation performance measures to evaluate, monitor, and respond to the performance of Tumwater policies and investments.

b. Use transportation performance measures that reflect priority city and regional objectives such as consistency of transportation and land use decision-making, improved mobility and access, adequate maintenance and repair of the system, environmental health, and safety.

c. Develop performance measures that reflect the needs and contributions of all modes of travel.

d. Where feasible, use performance measures consistent with those used by other agencies and organizations to enable compatible comparisons.

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.

Attachment B

2025 Comprehensive Plan Update
Transportation Plan

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

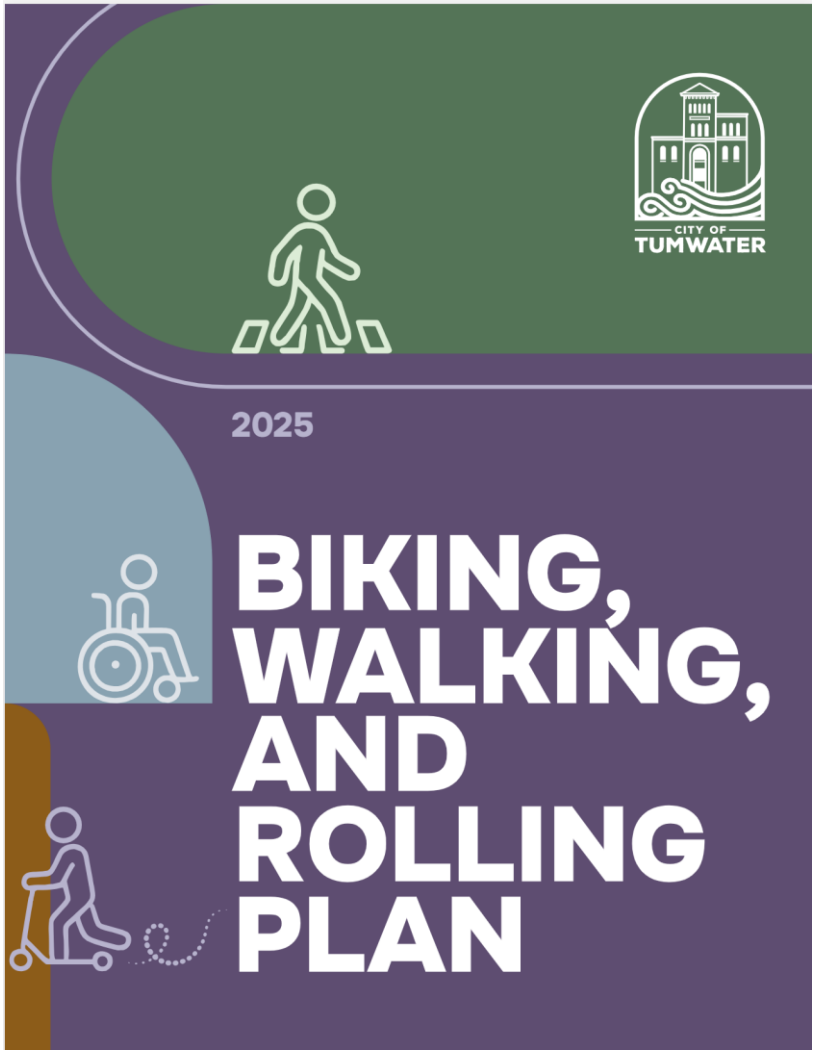
Daniel Dye, Fehr & Peers
Planning Commission, August 26, 2025

Overview

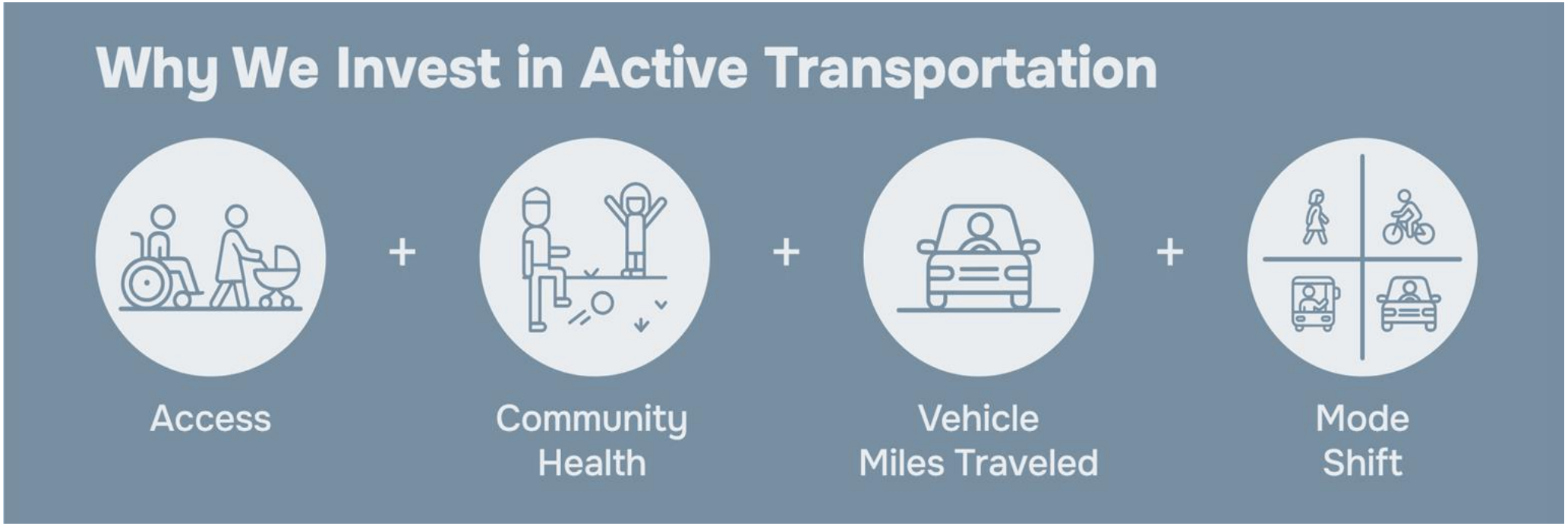
- Biking, Walking, and Rolling Plan
- Public Outreach
- Goals and Policies
- Future Transportation Network
- 20-year Project List
- Funding
- Conclusion and Next Steps

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



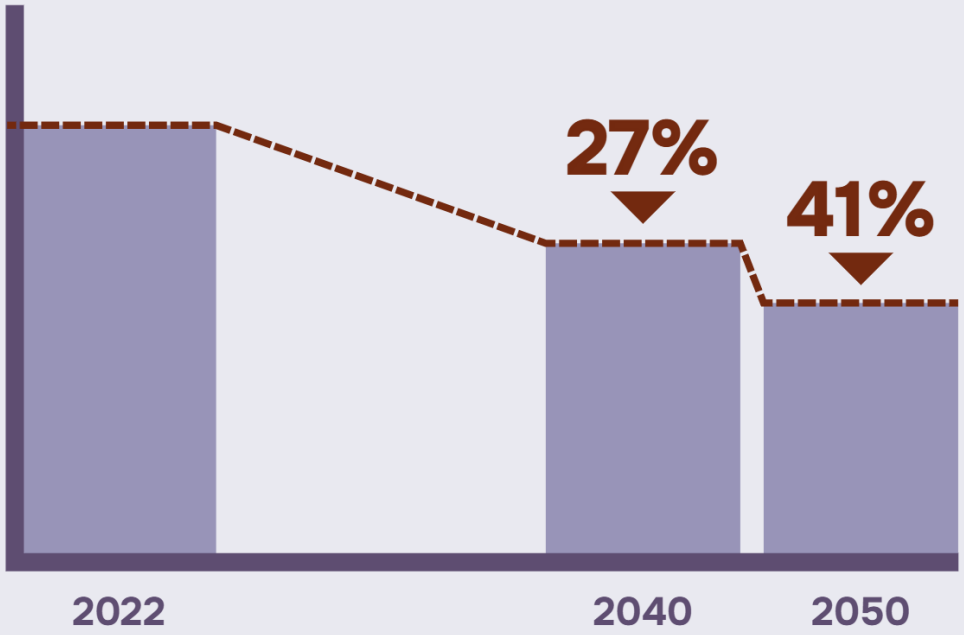
Biking, Walking, and Rolling Plan Need



Vehicle Miles Traveled & Mode Share Goals

VMT Reduction Goal

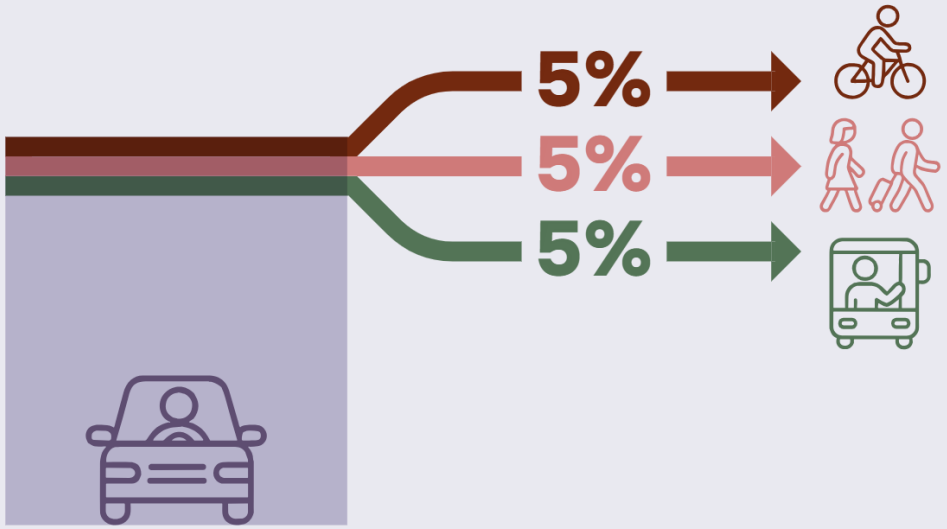
By 2040, 27% lower per capita VMT
By 2050, 41% lower per capita VMT



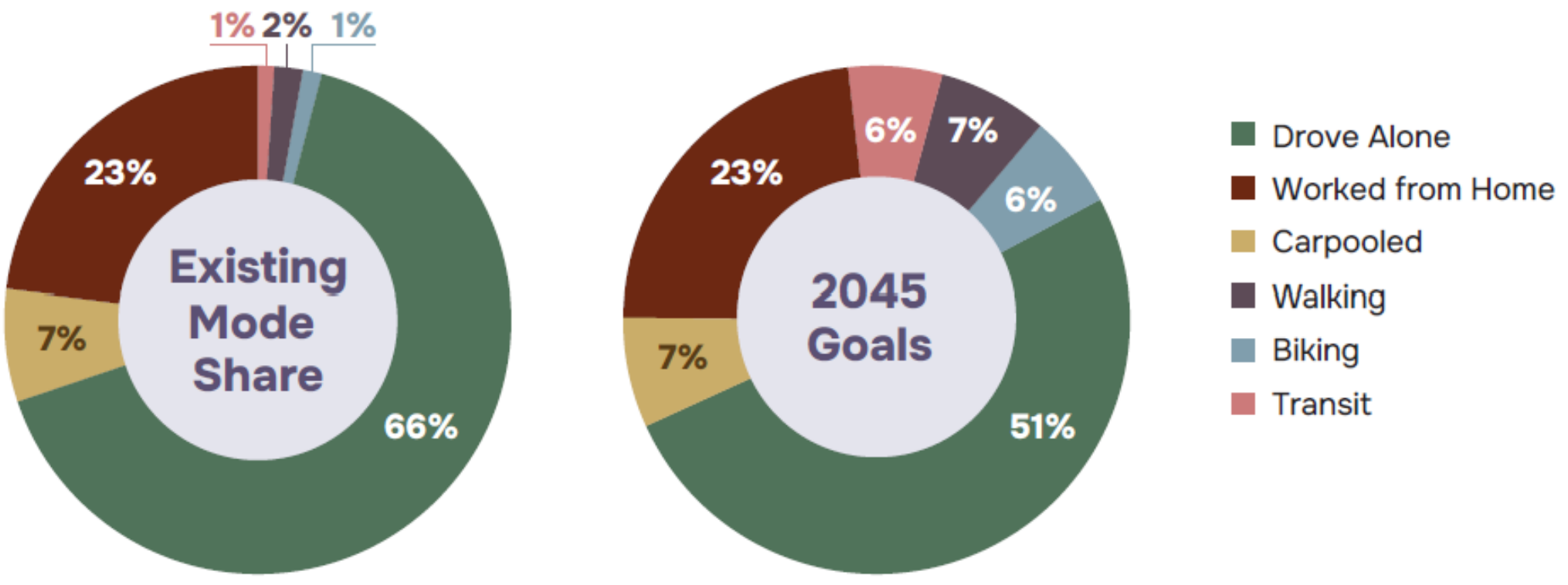
Mode Share Goal

Shift single occupancy vehicle by:

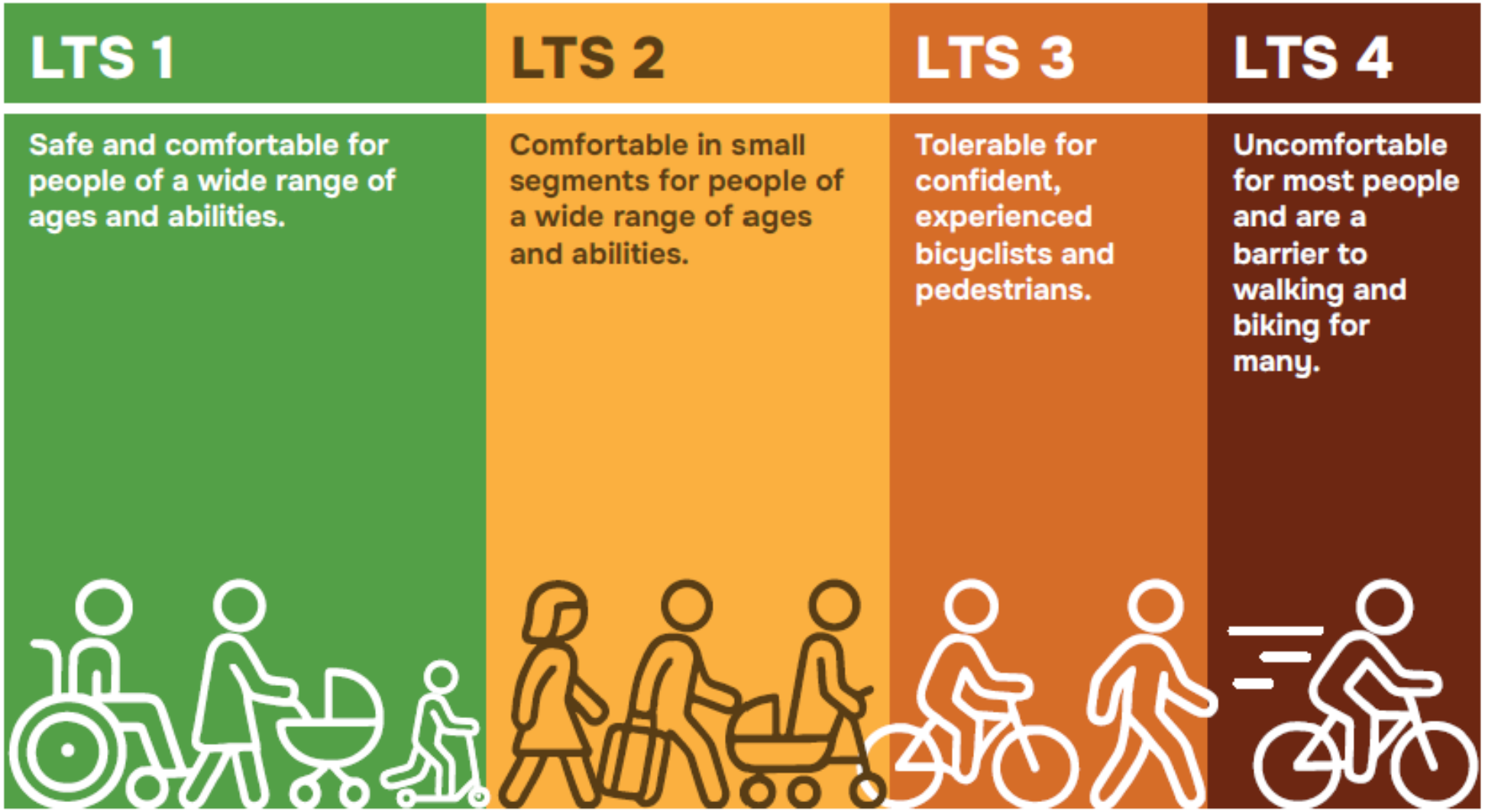
- 5% to bike trips
- 5% to walking trips
- 5% to transit trips



Mode Share Goals

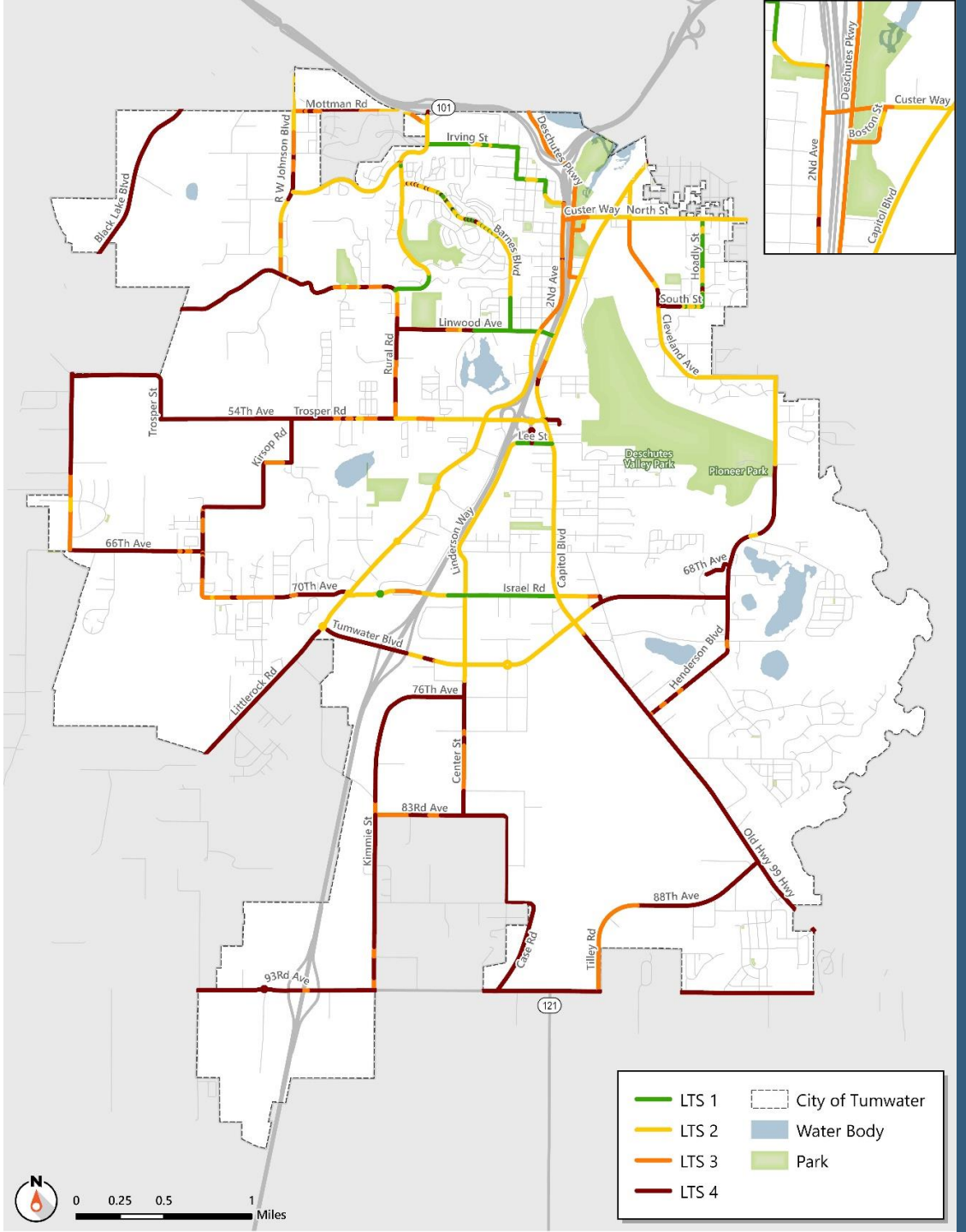


Level of Traffic Stress (LTS)



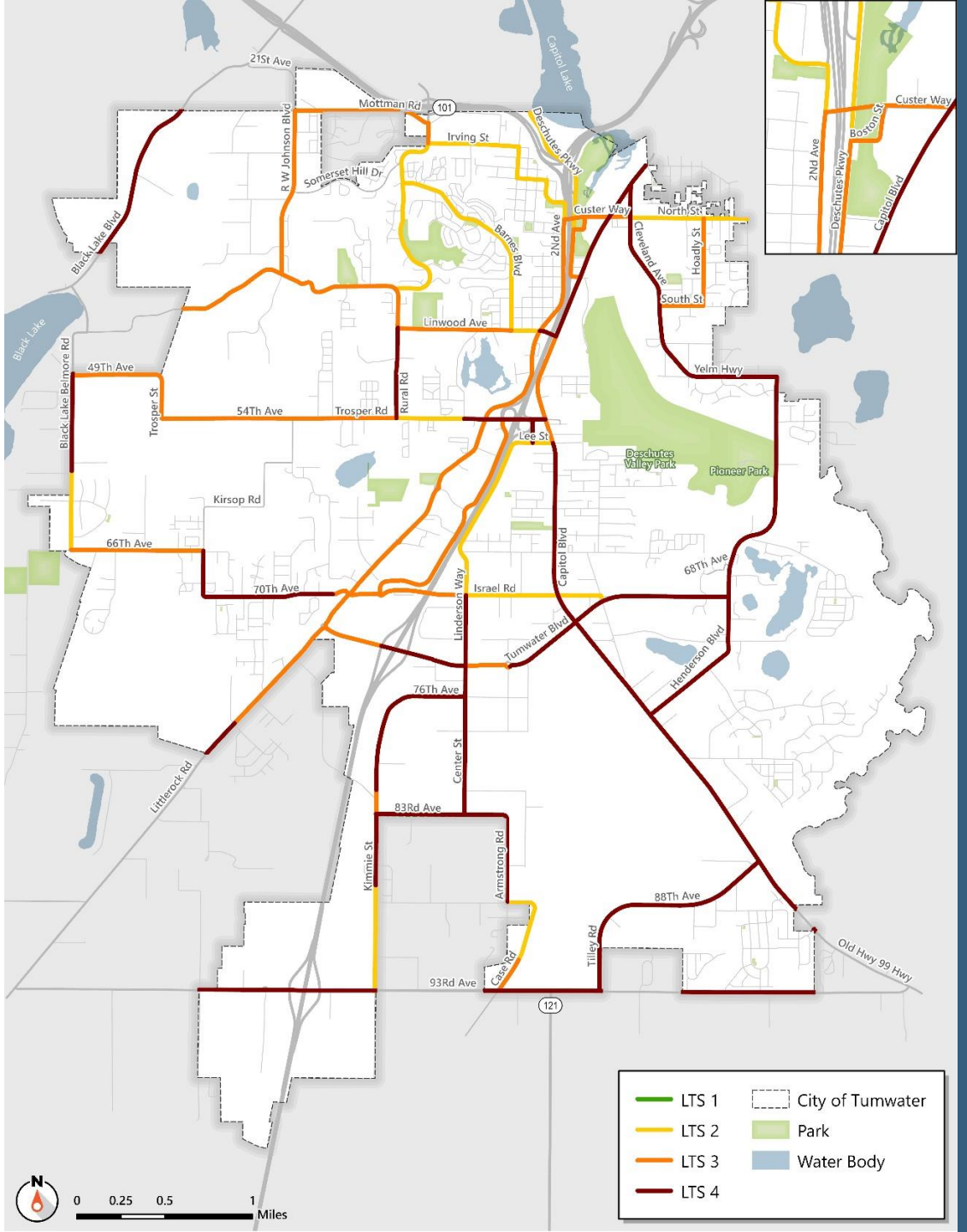
Existing Pedestrian Level of Traffic Stress

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

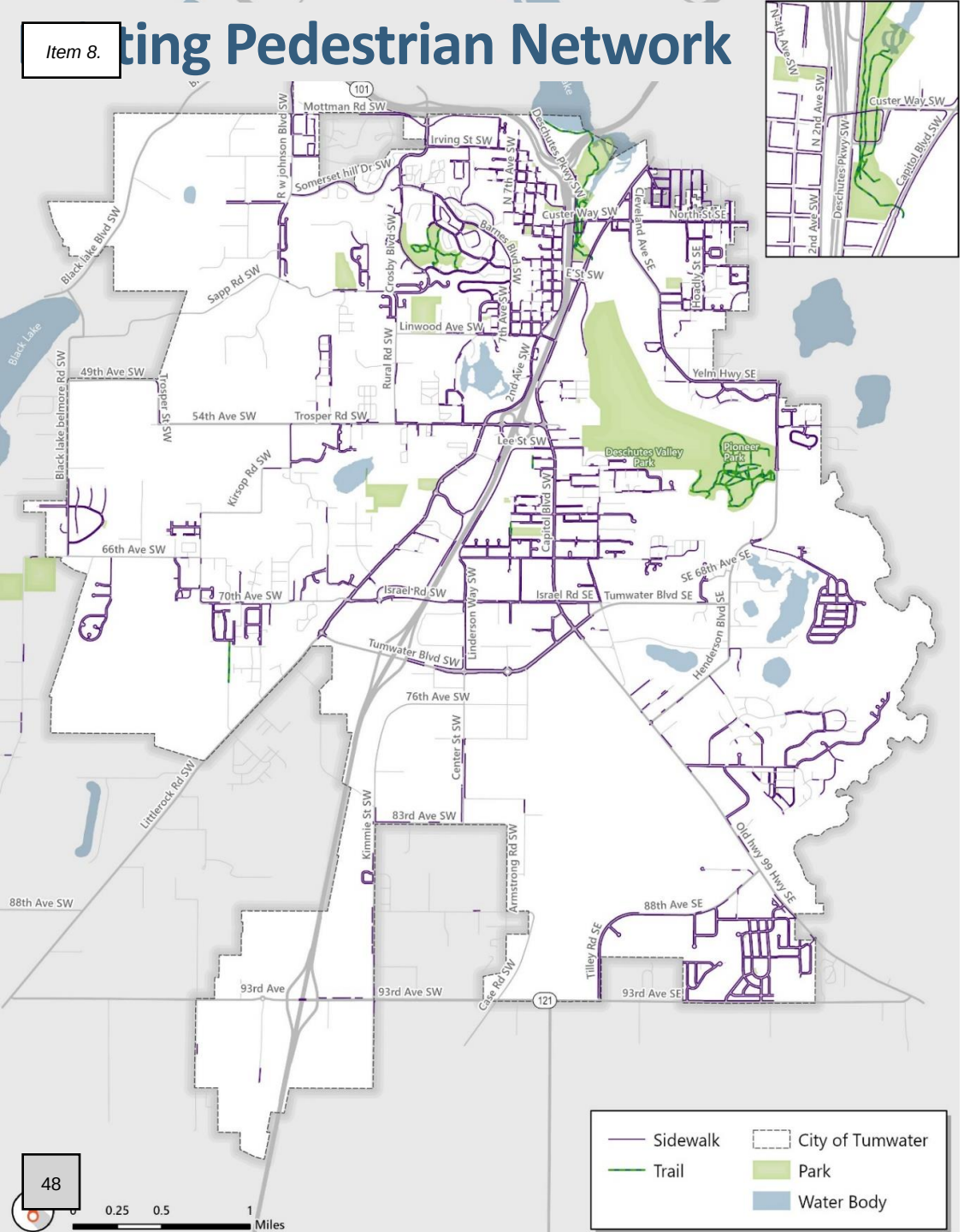


Existing Bicycle Level of Traffic Stress

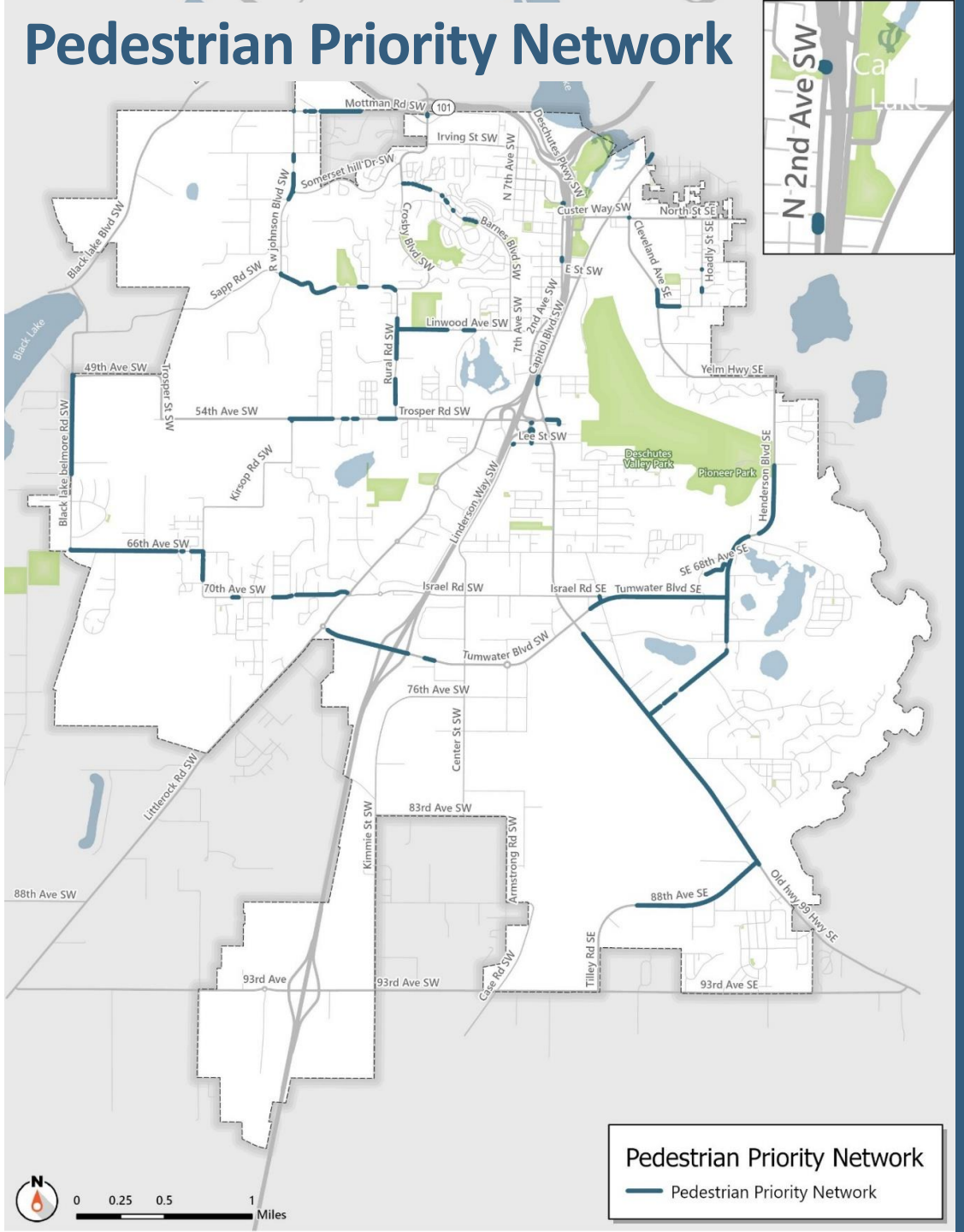
Roadway Characteristics		Bicycle Facility Component					
Speed Limit (mph)	Annual Average Daily Traffic	No Bicycle Facility	Wide Shoulder	Striped Bike Lane	Buffered Bike Lane (Horizontal)	Separated Bike Lane (Vertical)	Shared Use Path
25	<1,500	3	1	1	1	1	1
	1,500 – 7,000	3	2	2	2	1	1
	>7,000	4	2	2	2	1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



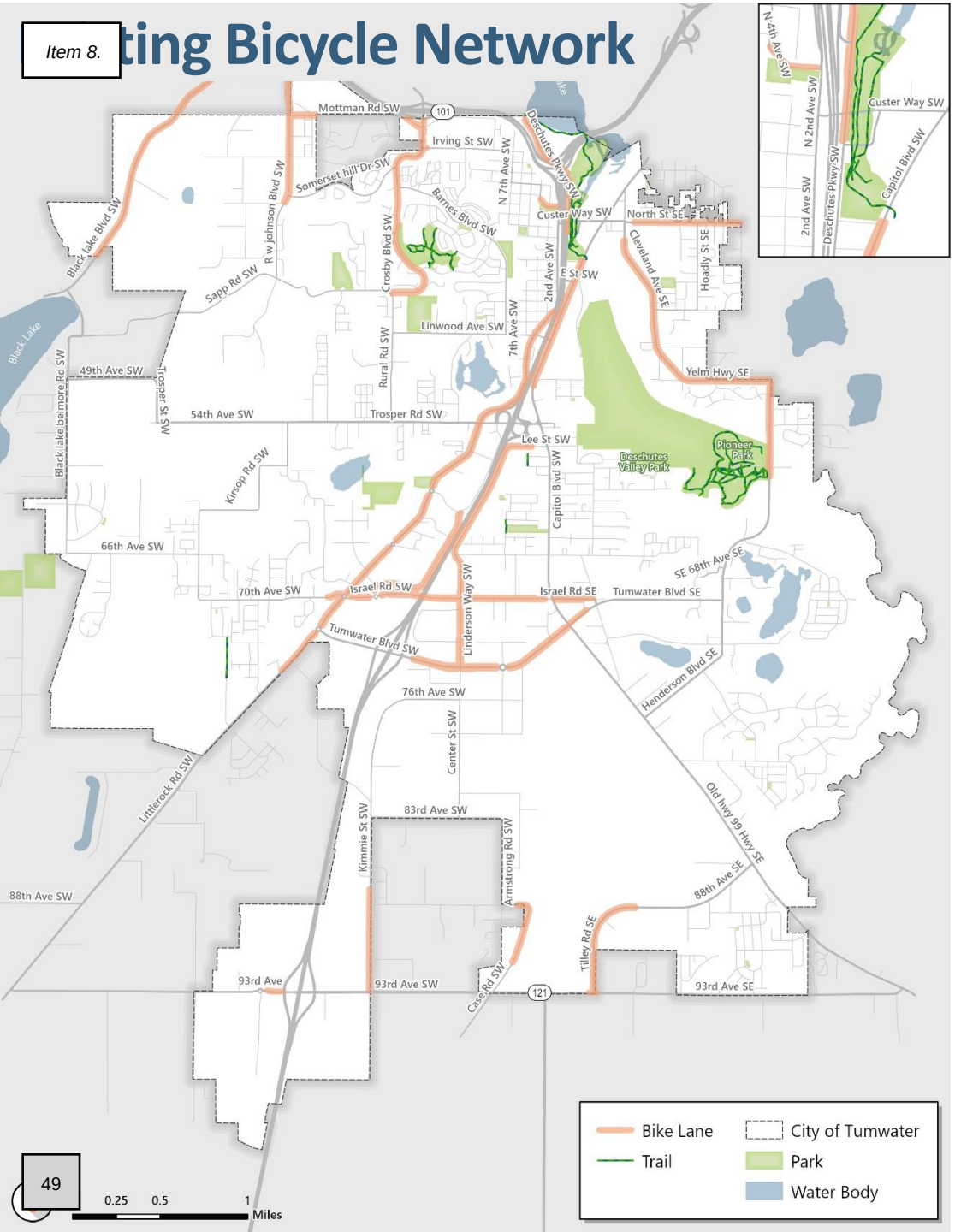
ting Pedestrian Network



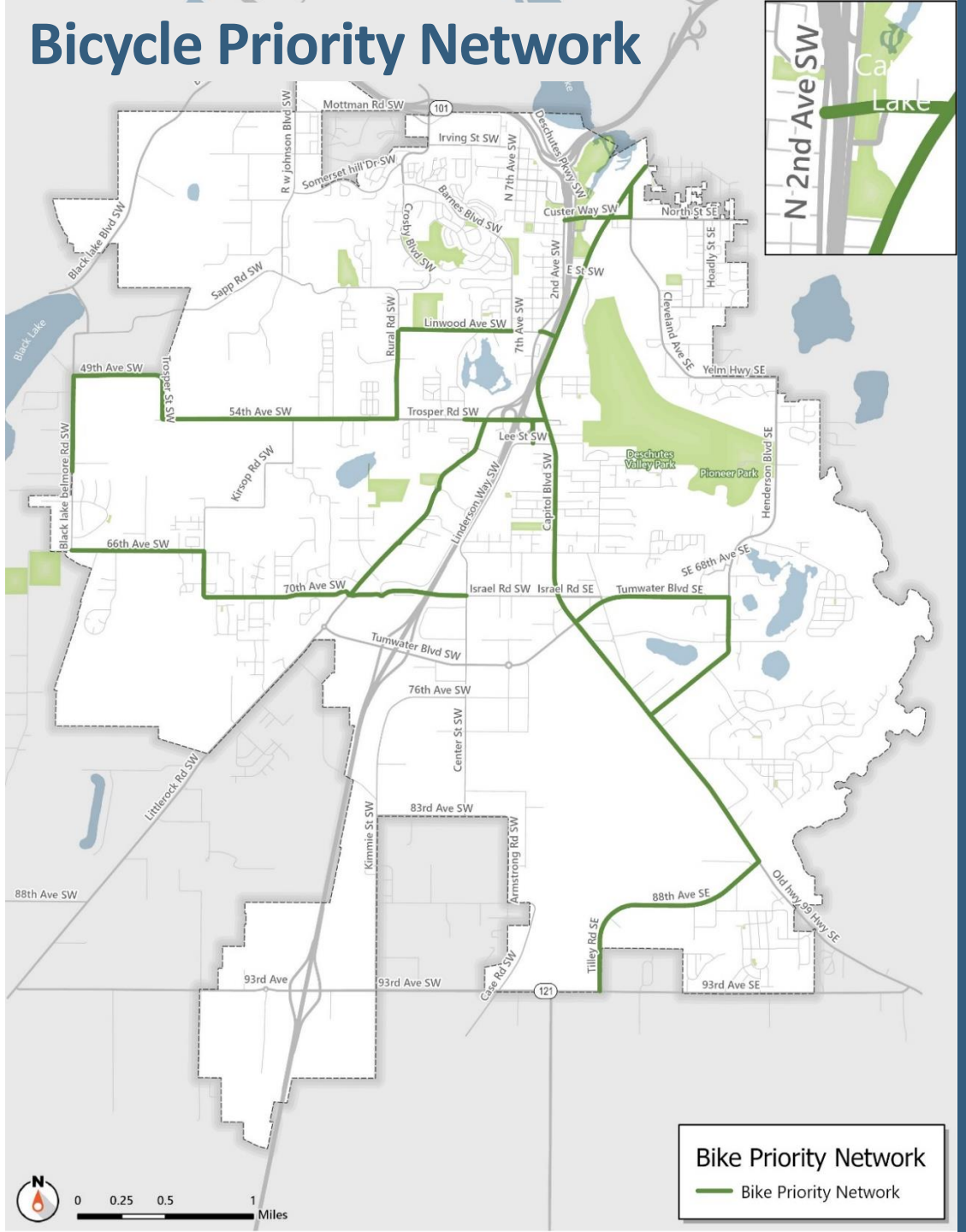
Pedestrian Priority Network



ting Bicycle Network

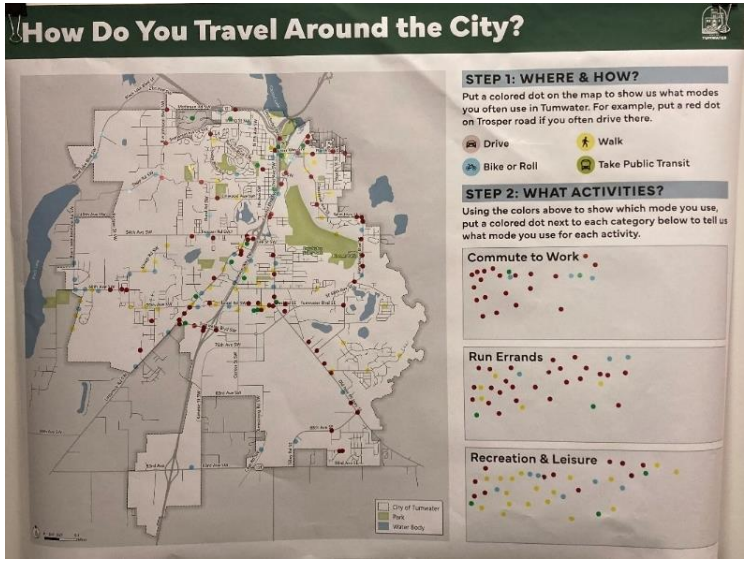


Bicycle Priority Network

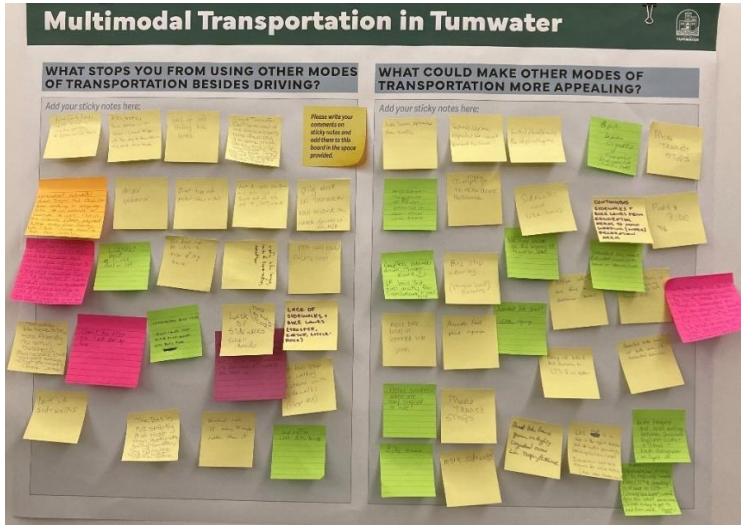


Public Outreach

- 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?



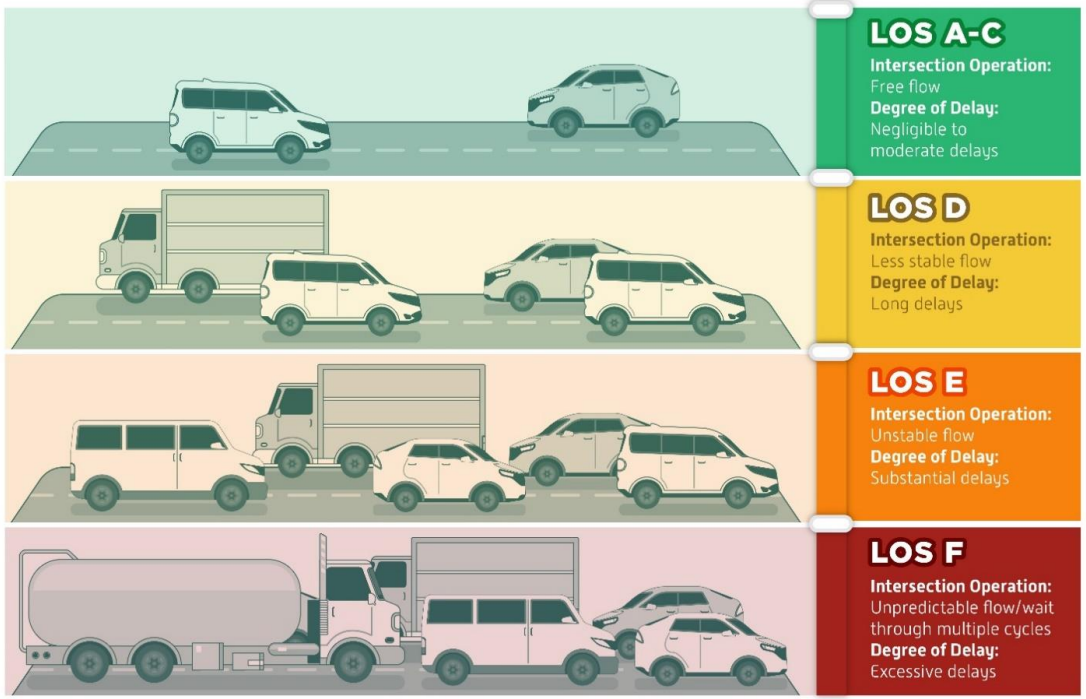




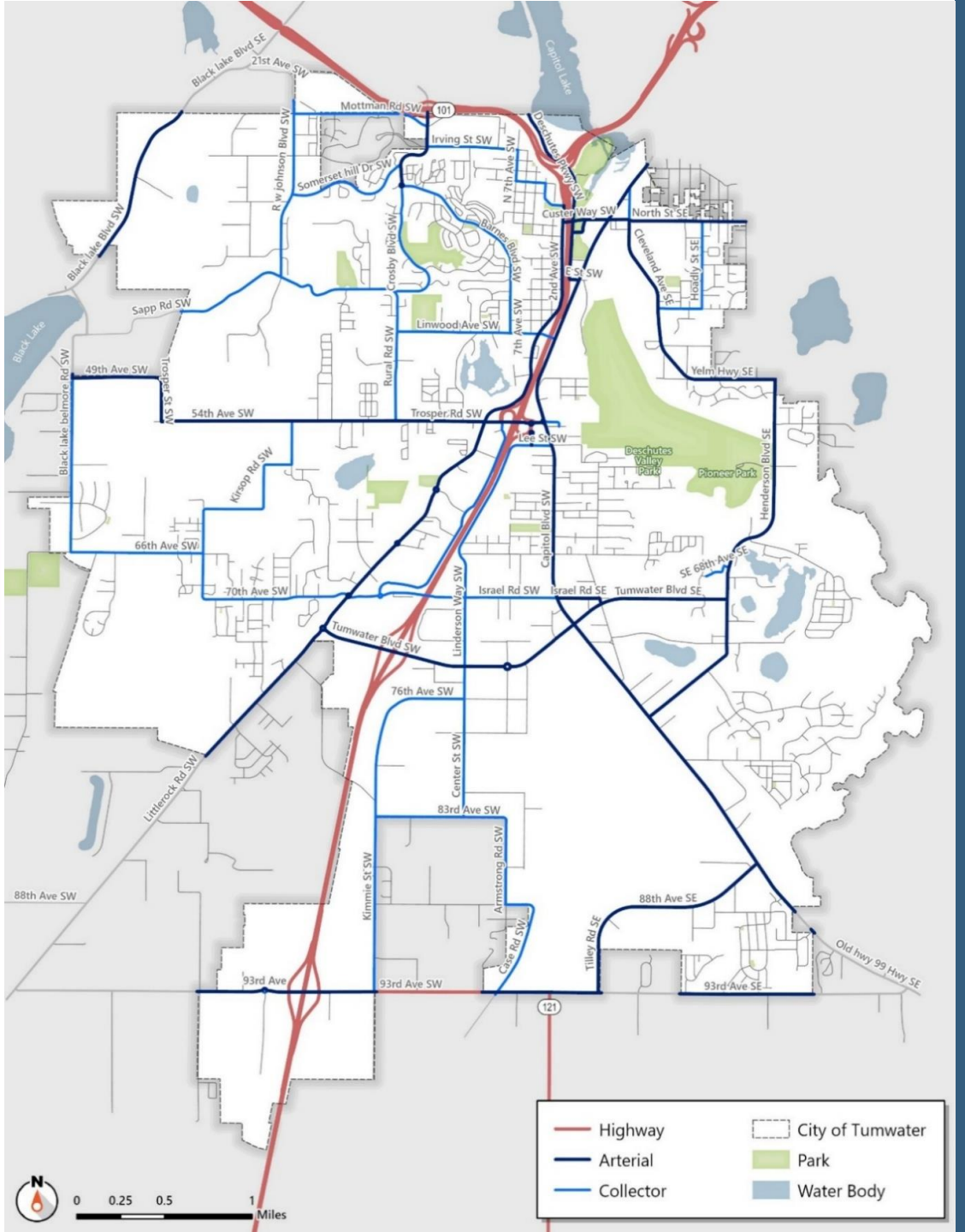
Draft 2025 Transportation Plan Goals

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

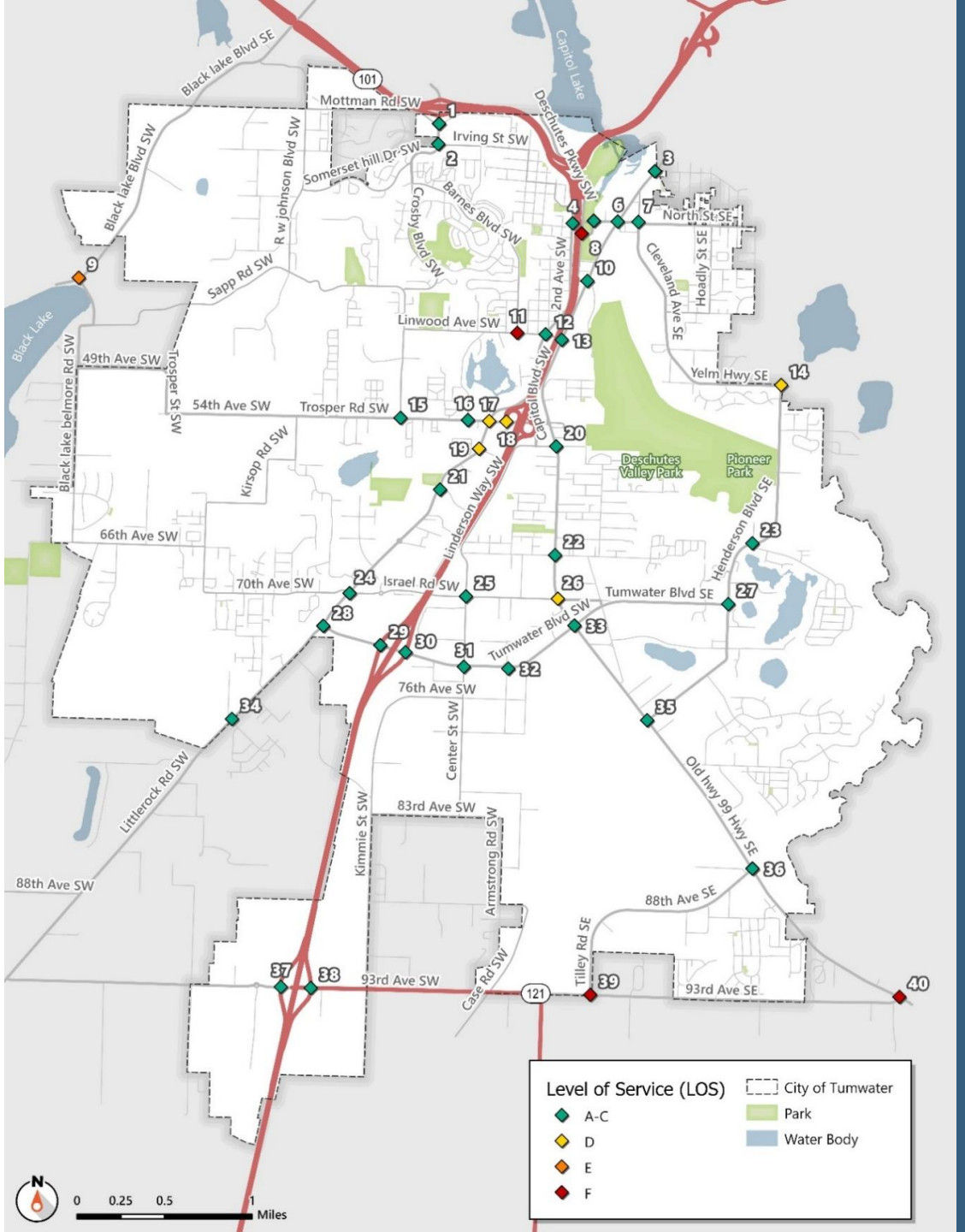


The City has a **level of service standard D**, except within the urban core area, which is allowed to reach **level of service E**

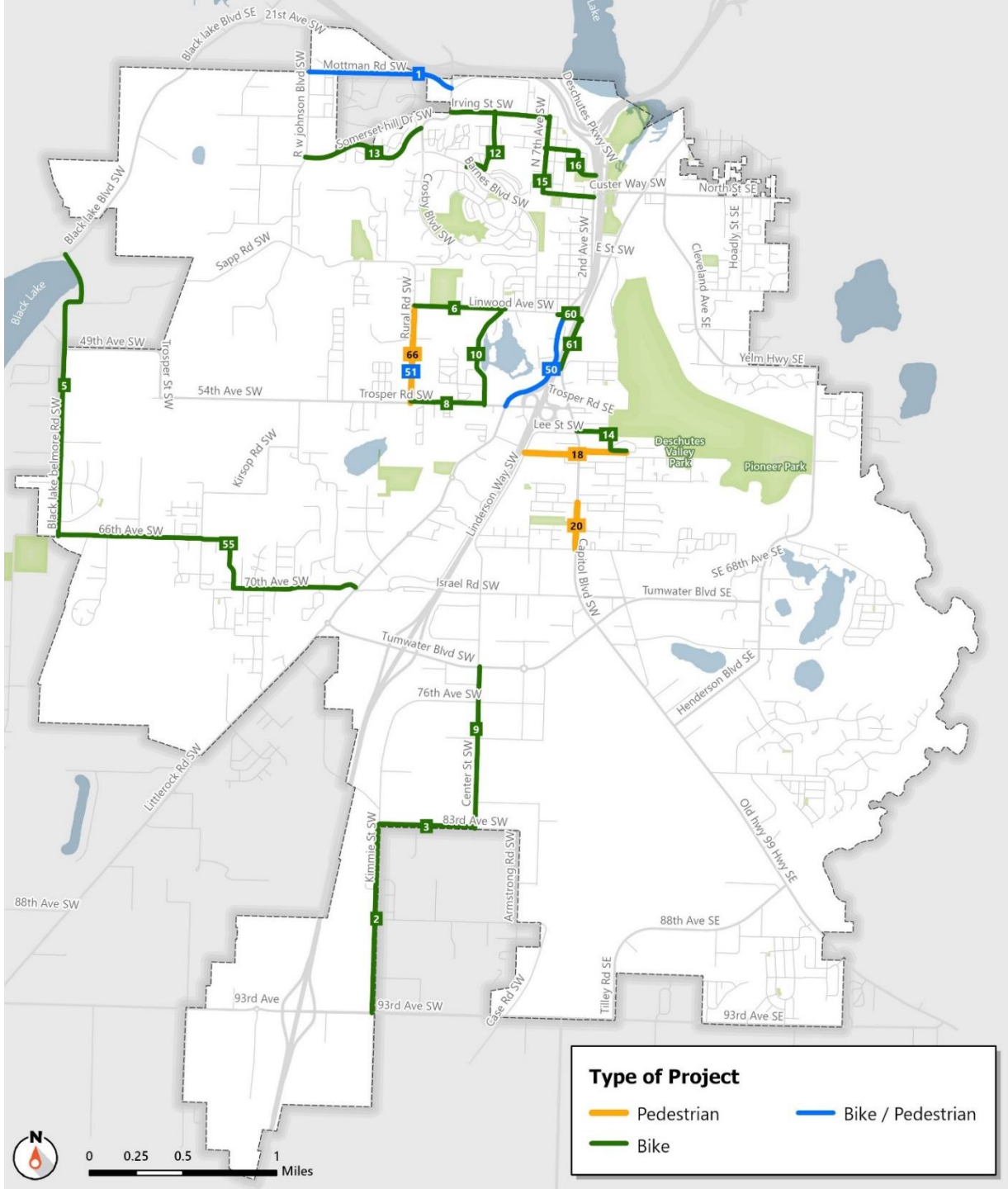


Future Automobile Network

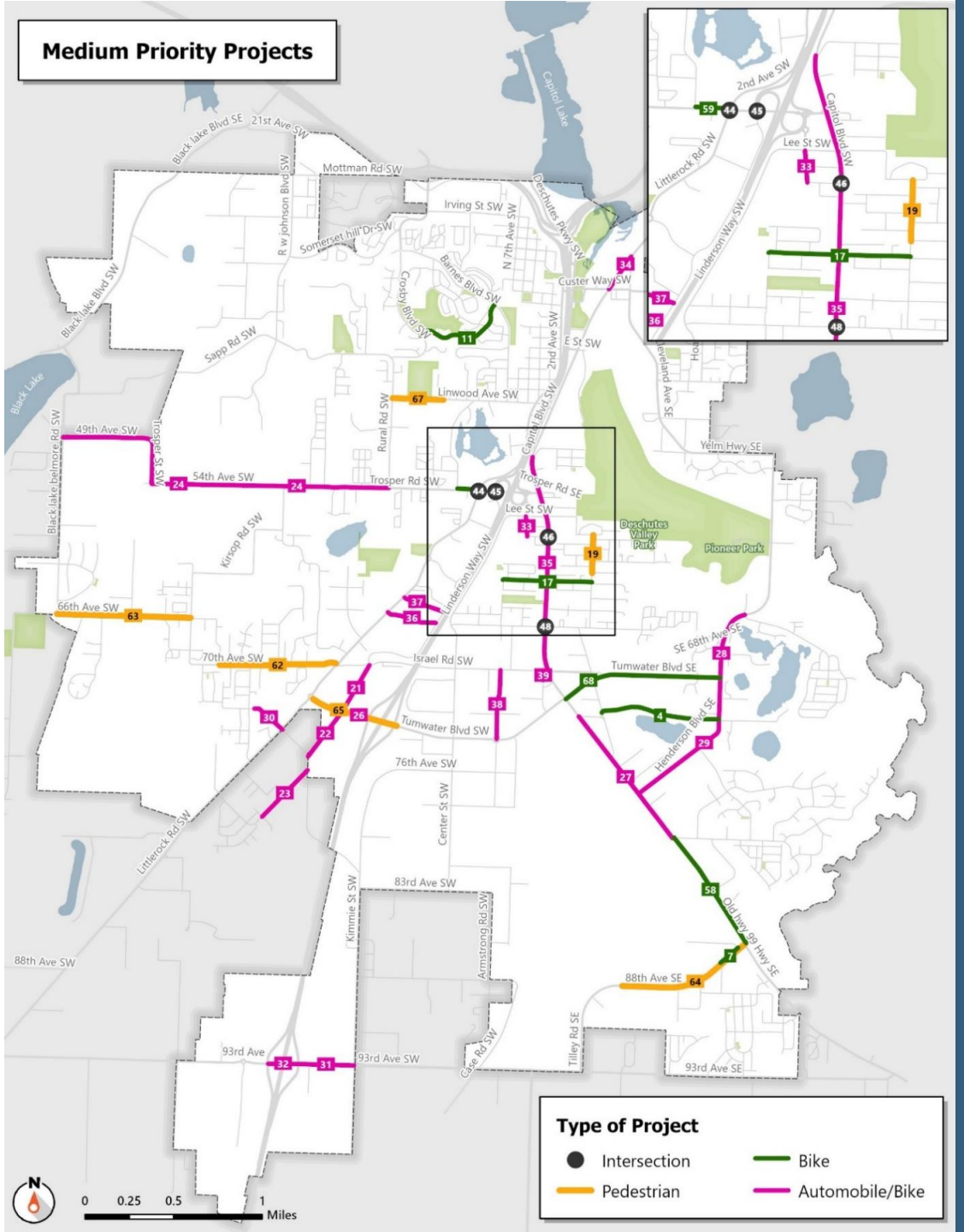
- 40 study intersections
- 11 intersections are planned roundabouts
- 5 intersections expected to exceed level of service standards without improvements



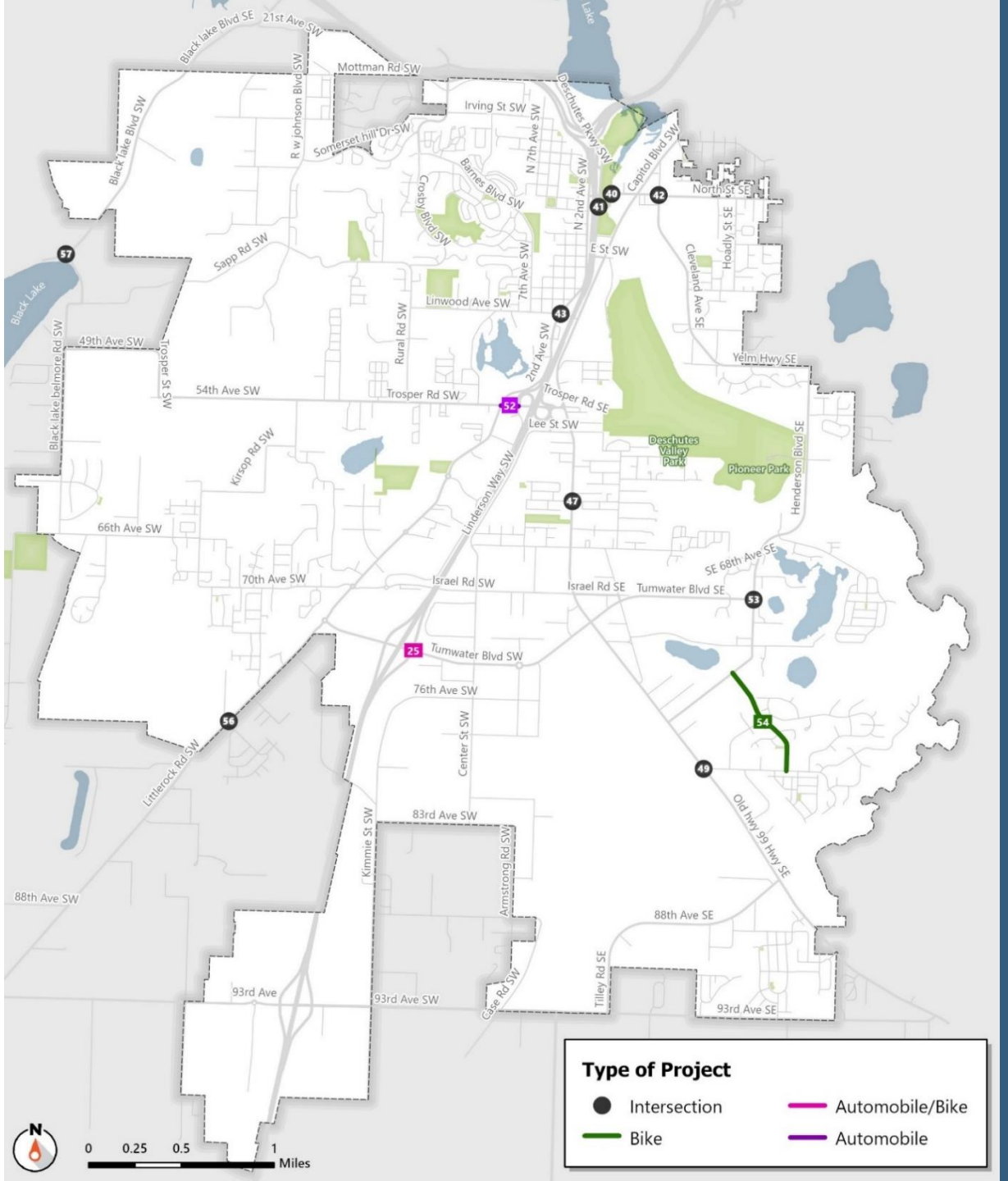
High Priority Projects



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

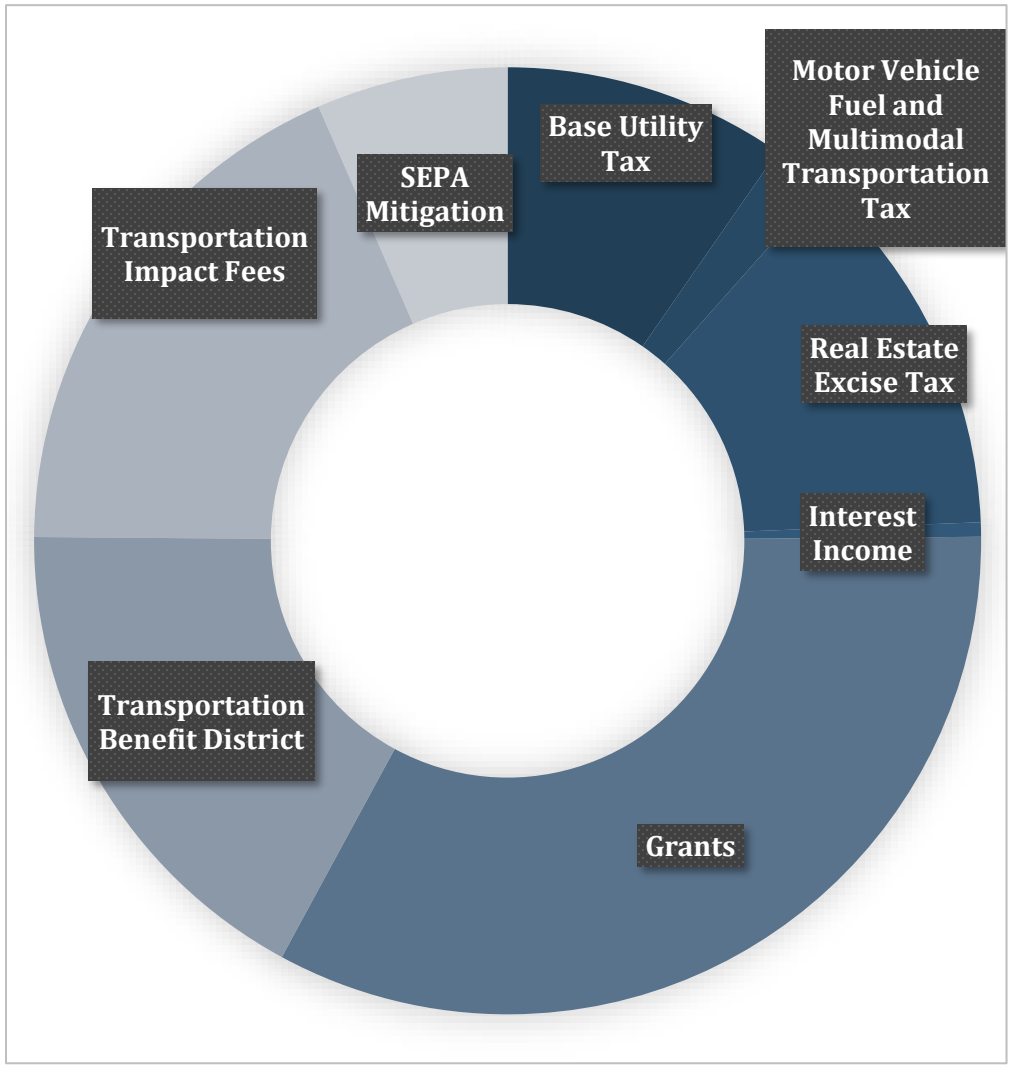
Project ID	Title	Description	Mode	Cost ($)	Priority
44	Trosper Rd at 2nd Ave/Littlerock Rd	Install Roundabout.	Intersection	6,000,000	Medium
45	Trosper Rd at Tyee Dr/SB I-5 Ramps	Install Roundabout.	Intersection	6,000,000	Medium
46	T St at Capitol Blvd	Install Roundabout.	Intersection	6,000,000	Medium
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

- 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

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B. Growth Management Goals 7
Appendix A Draft Implementation Actions 14
A. How to Read These Tables 14

Abbreviations Used in Document

CDD – Community Development Department

PRD – Parks, Recreation, and Facilities Department

RCW – Revised Code of Washington

TED – Transportation & Engineering Department

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1. Introduction

A. Background

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

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

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

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

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

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

B. How to Read this Part of the Transportation Plan

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

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

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

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

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

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2. Growth Management Act – Plan Goals

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

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

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

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

12. ***Public facilities and services.*** *Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*

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

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

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

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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.

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4. Transportation Plan Goals and Policies

A. How to Read These Tables

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

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

1) Department Leads

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

CDD Community Development

TED Transportation & Engineering

2) Period

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

B. Growth Management Goals

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

Why is this Goal Important?

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

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

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

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

	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.

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

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

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

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

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

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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

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WB – Westbound

WBL – West Bound Left

WBR – West Bound Right

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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

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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.

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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.

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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,

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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.

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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)

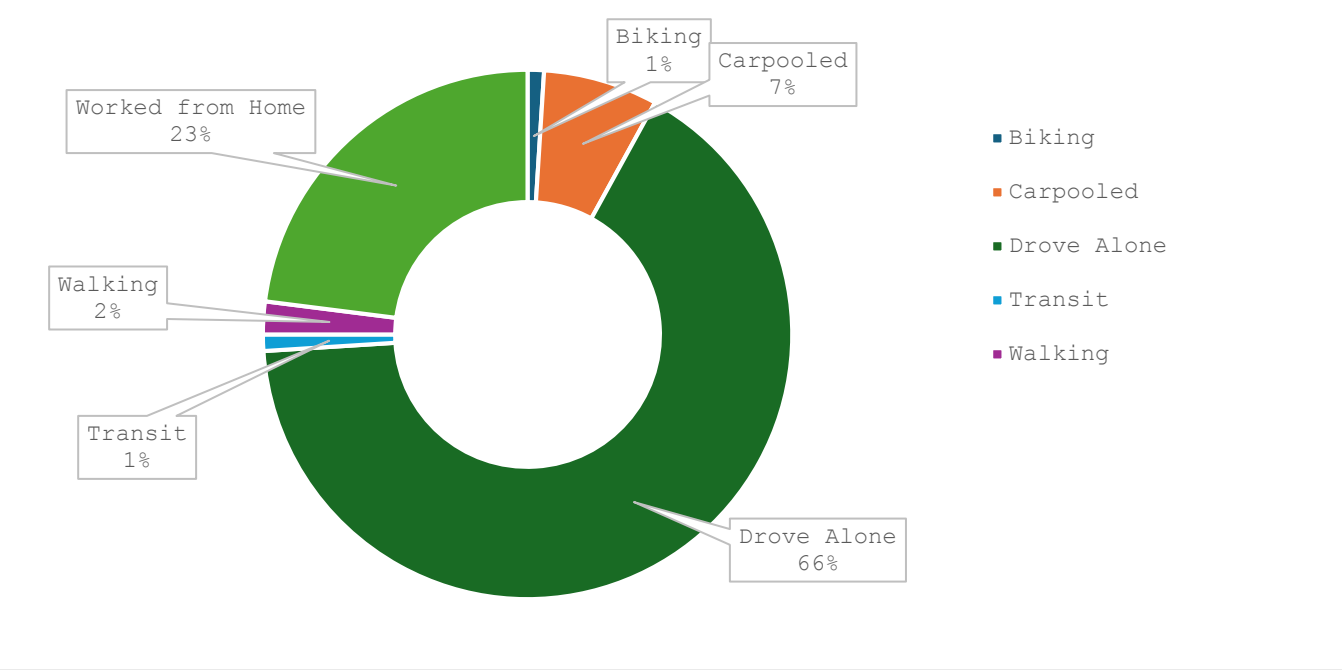
C. Transportation Network Overview

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.

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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.

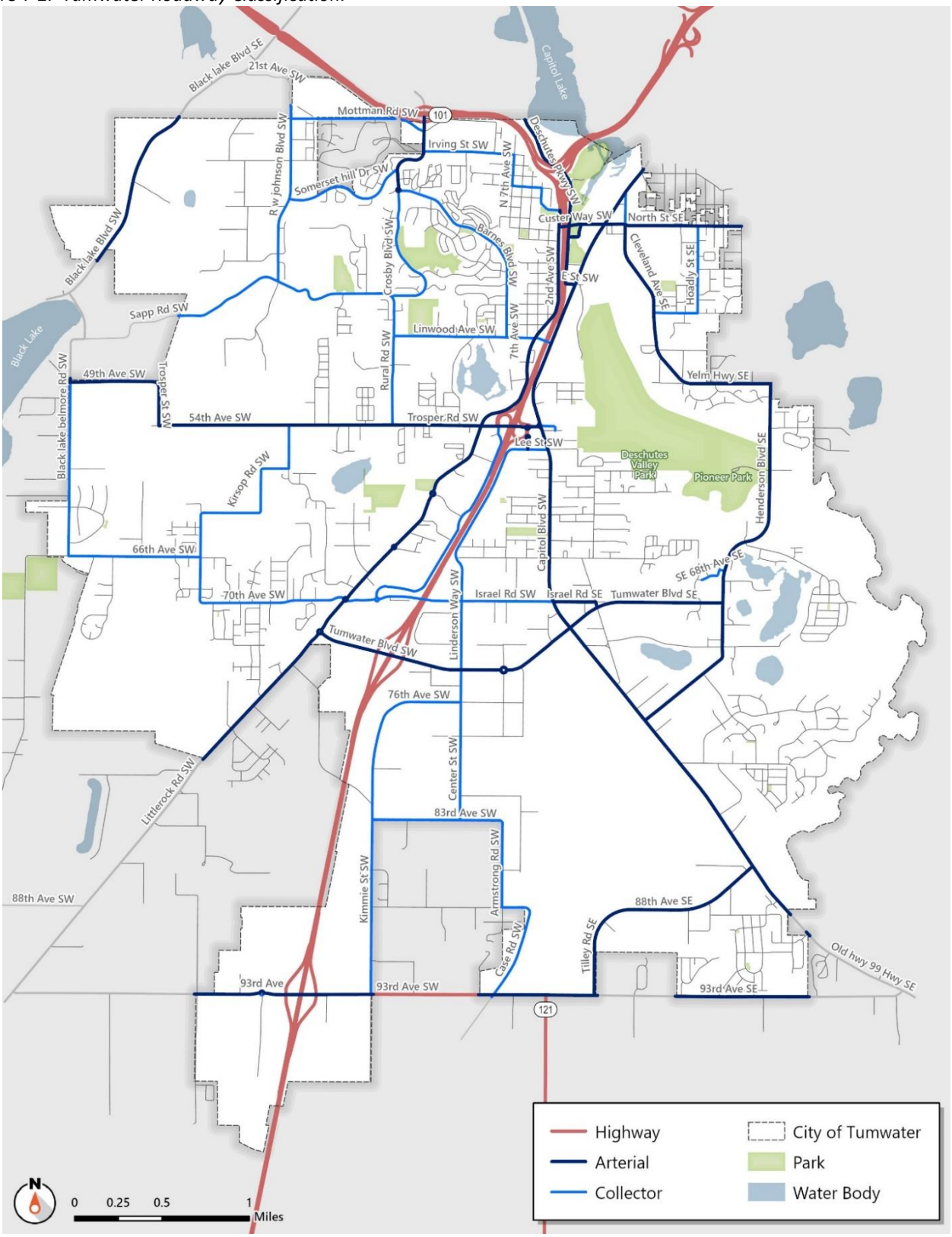
The Bicycling, Walking, & Rolling Plan evaluates the current transportation system, defines priorities, and provides a project list to increase the capacity of the system to allow active transportation that is safe and accessible for all users.

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.

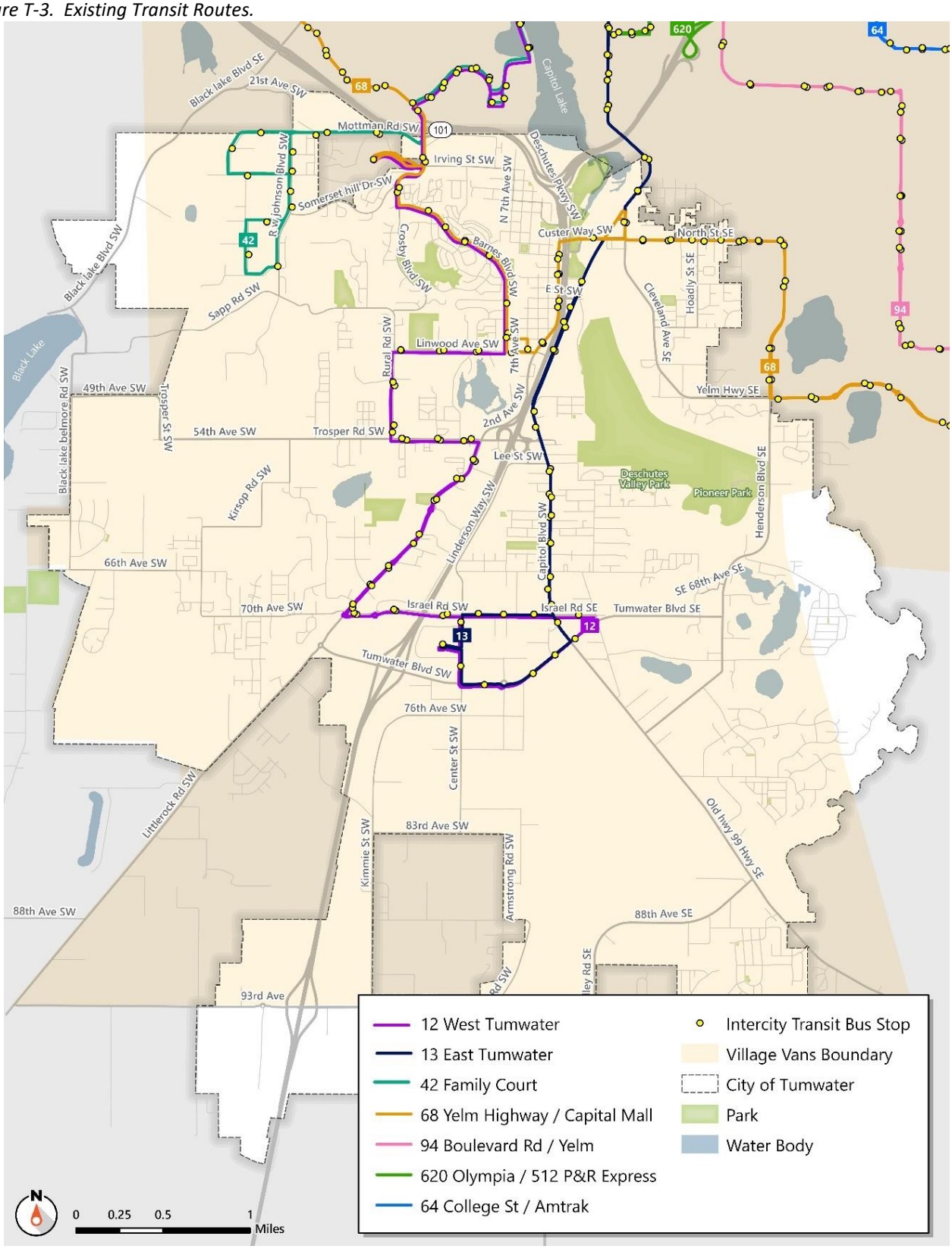
Intercity Transit also maintains an extensive Village Vans program that helps those with transportation barriers to travel between work and home.

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.

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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.

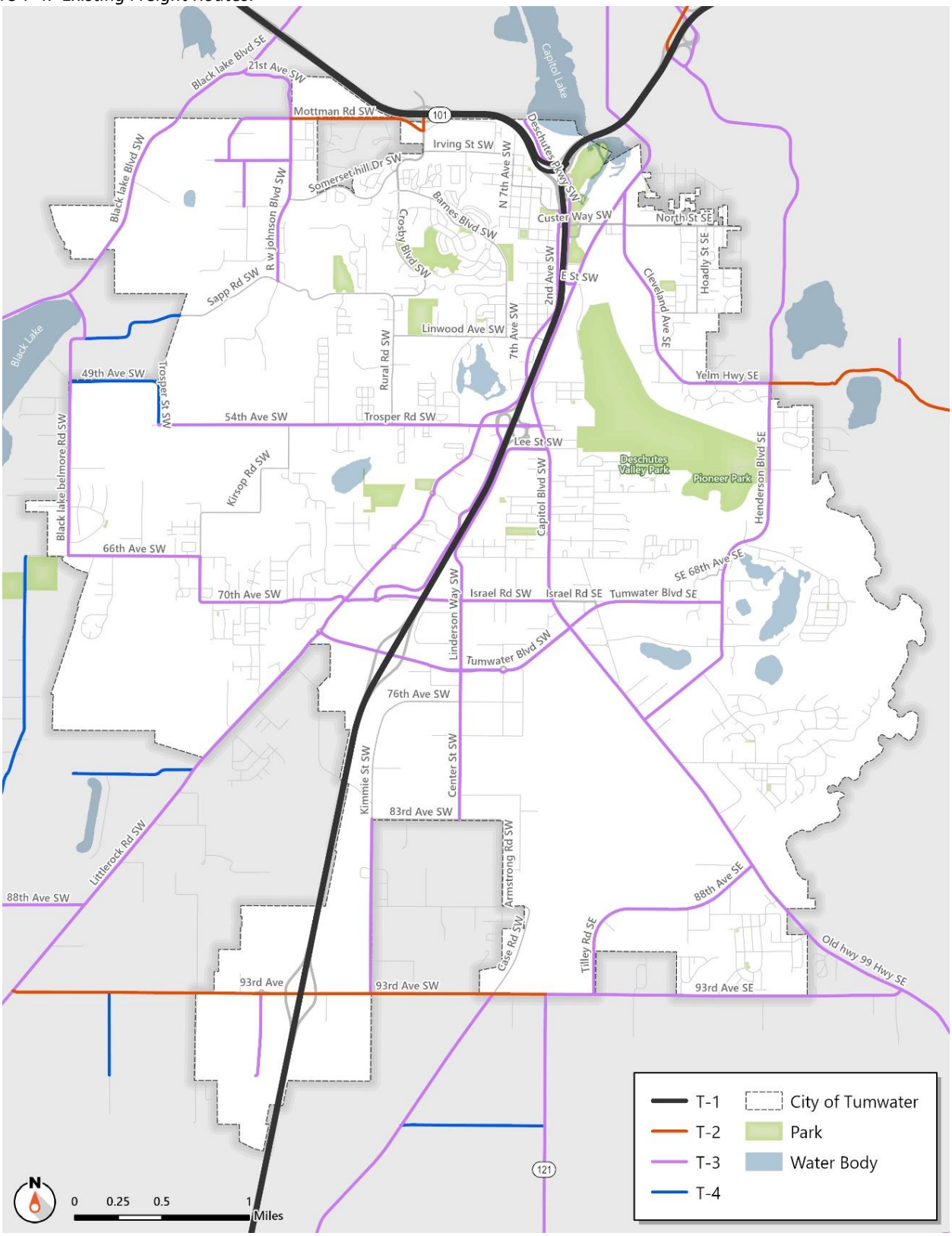
Tumwater partners with the Washington State Department of Transportation and regional agencies to maintain these freight routes and ensure system capacity standards are met. Designated Freight and Goods Transportation System routes aim to prevent heavy truck traffic on lower-volume streets and promote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

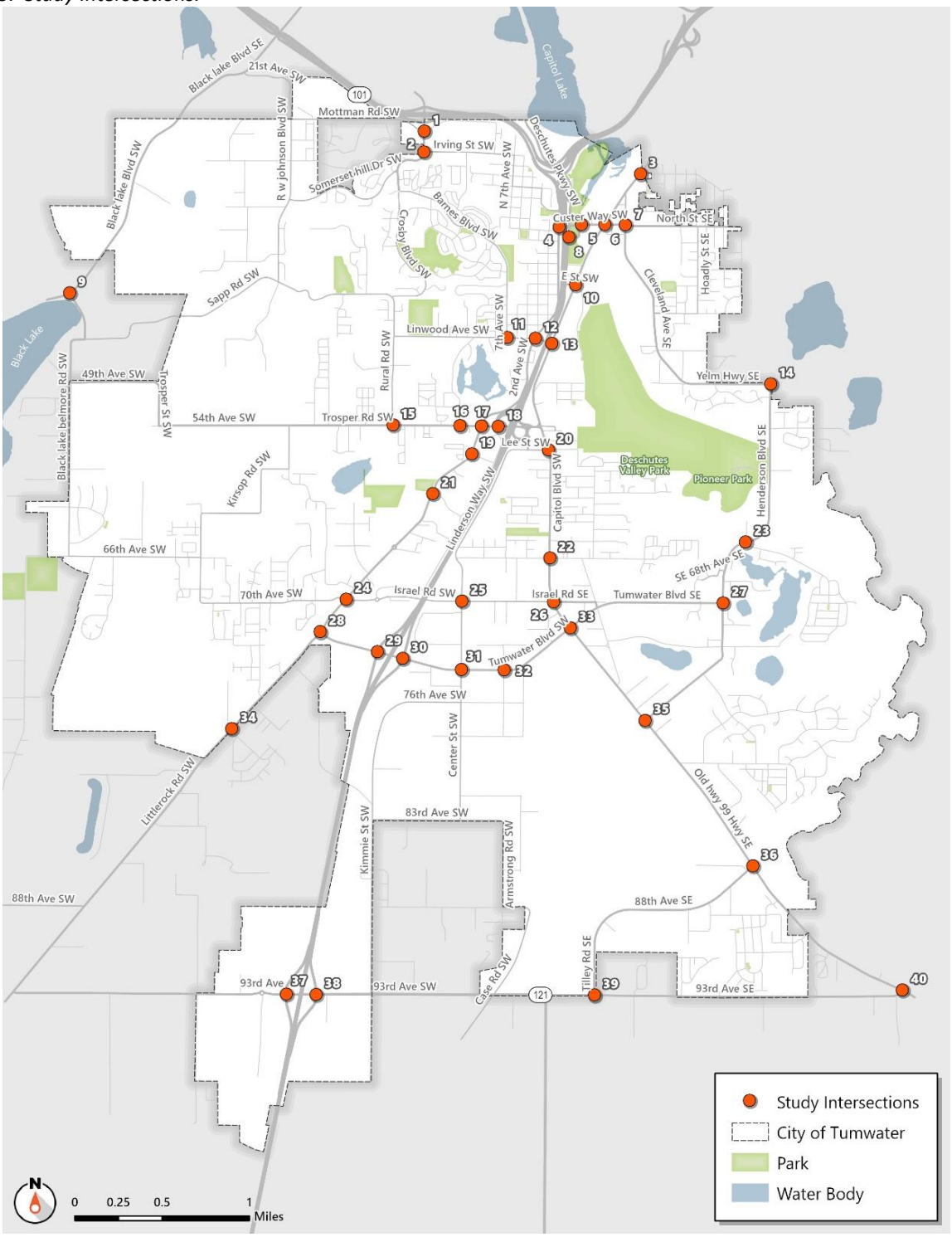
- Level of Service E for intersections and segments within the designated urban core area.
- Level of Service D for all other intersections and segments in Tumwater.

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

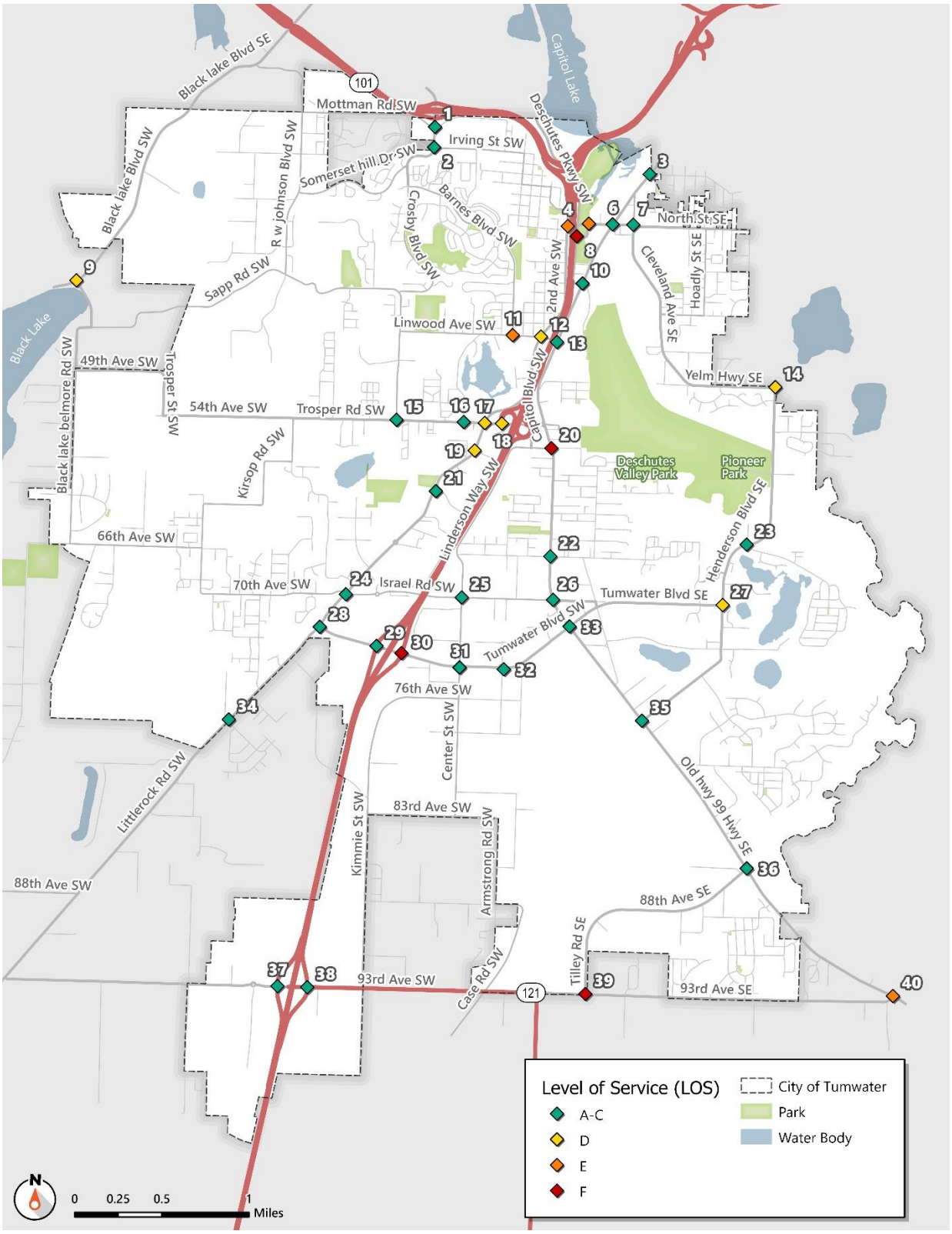
#	Intersection Name	Control	Level of Service (LOS) Standard	Existing LOS/Delay (seconds/vehicle)
20	Capitol Blvd SE/ Lee St SW	Signal	E	**F/88**
21	Littlerock Rd SW / Kingswood Dr SW	RAB	D	A/3
22	Capitol Blvd SE / Dennis St	Signal	E	B/15
23	65th Ave SE / Henderson Blvd SE	Signal	D	A/7
24	Littlerock Rd 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.

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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%

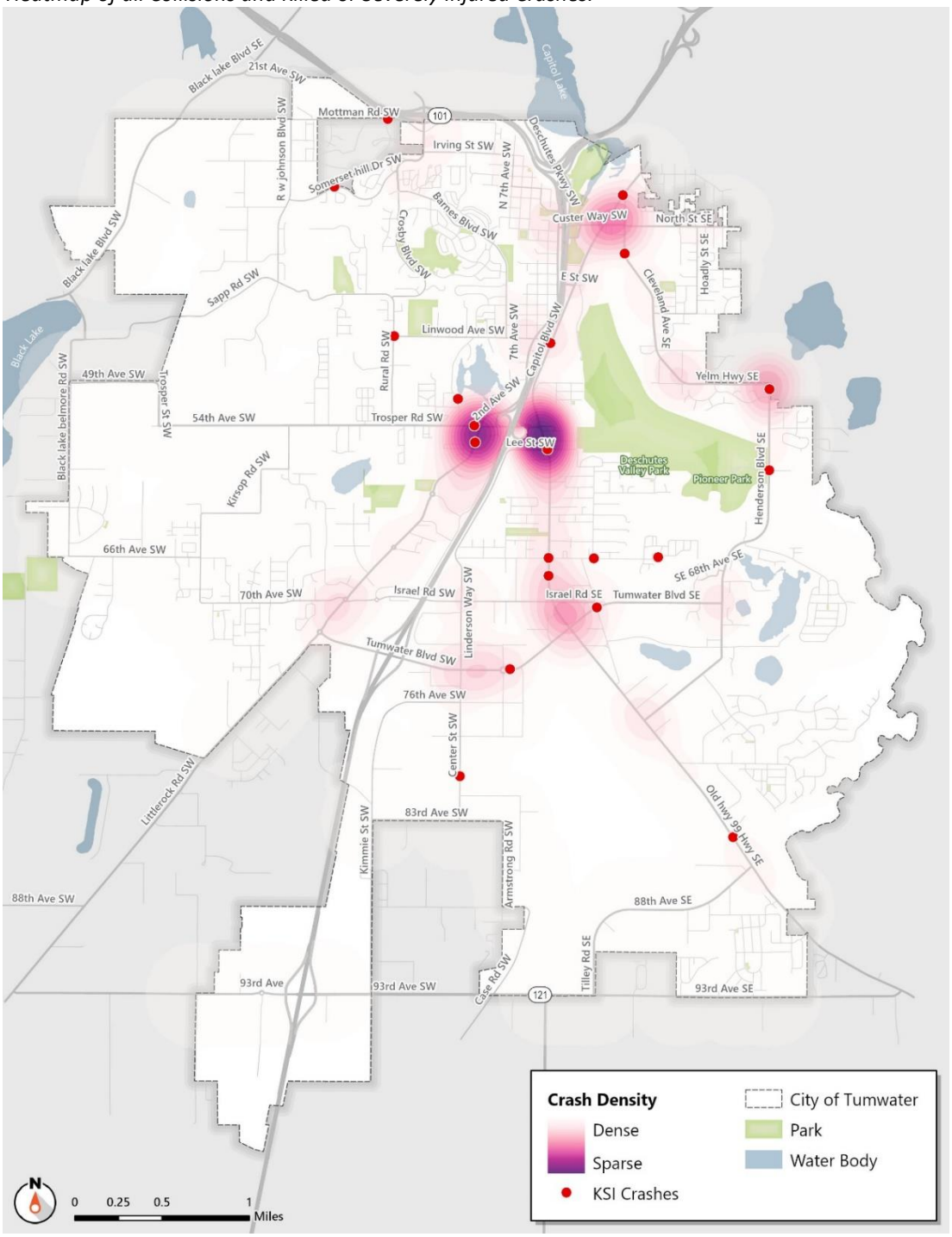
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Severity	Number of Collisions	Percentage of Collisions
Pedestrian Collisions	**24**	**1%**
Serious Injury Pedestrian Collisions	6	<1%
Fatal Pedestrian Collisions	4	<1%
Bicycle Collisions	**28**	**1%**
Serious Injury Bicycle Collisions	1	<1%
Fatal Bicycle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

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

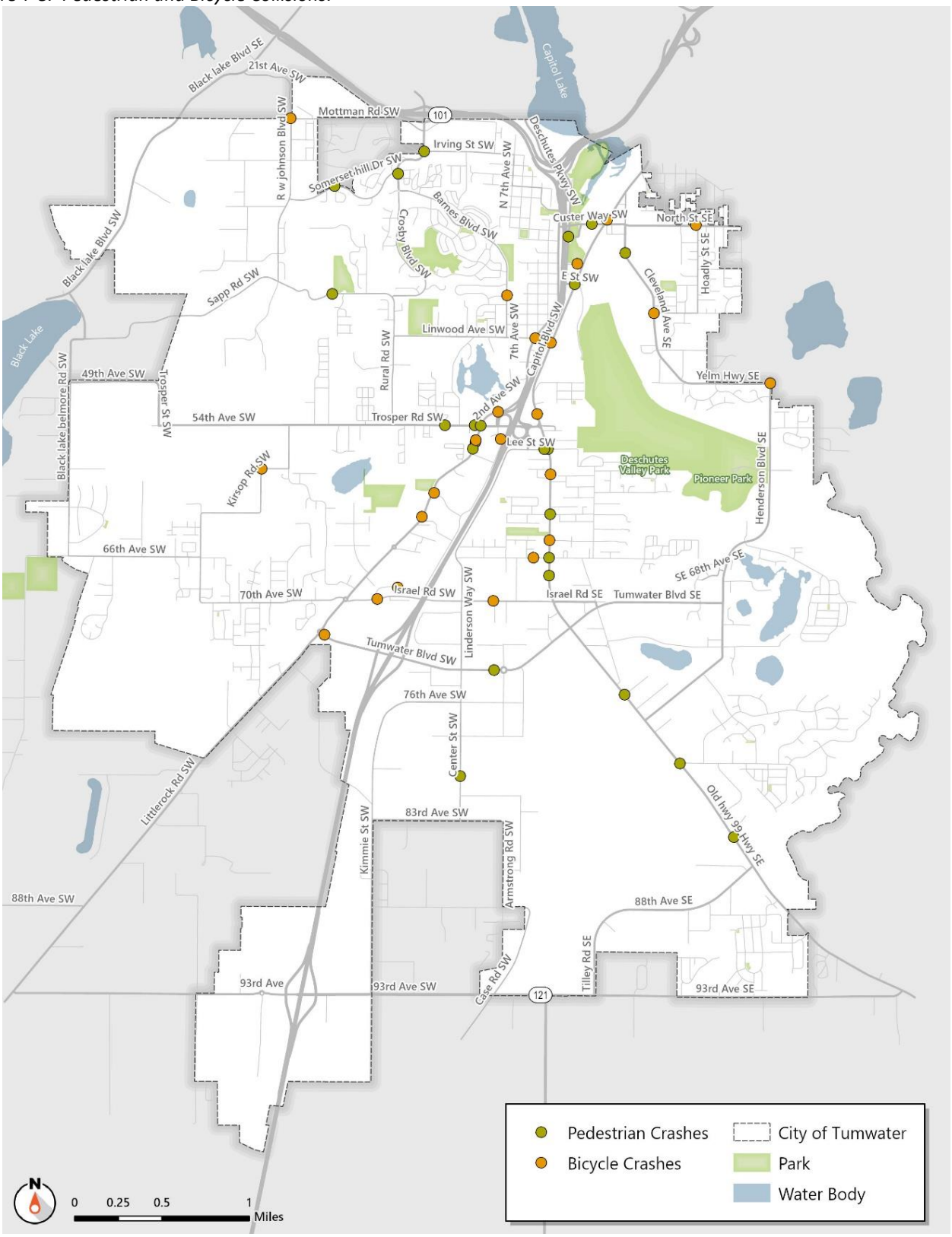
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Figure T-7. Heatmap of all Collisions and Killed or Severely Injured Crashes.



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

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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.

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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,

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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.

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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.

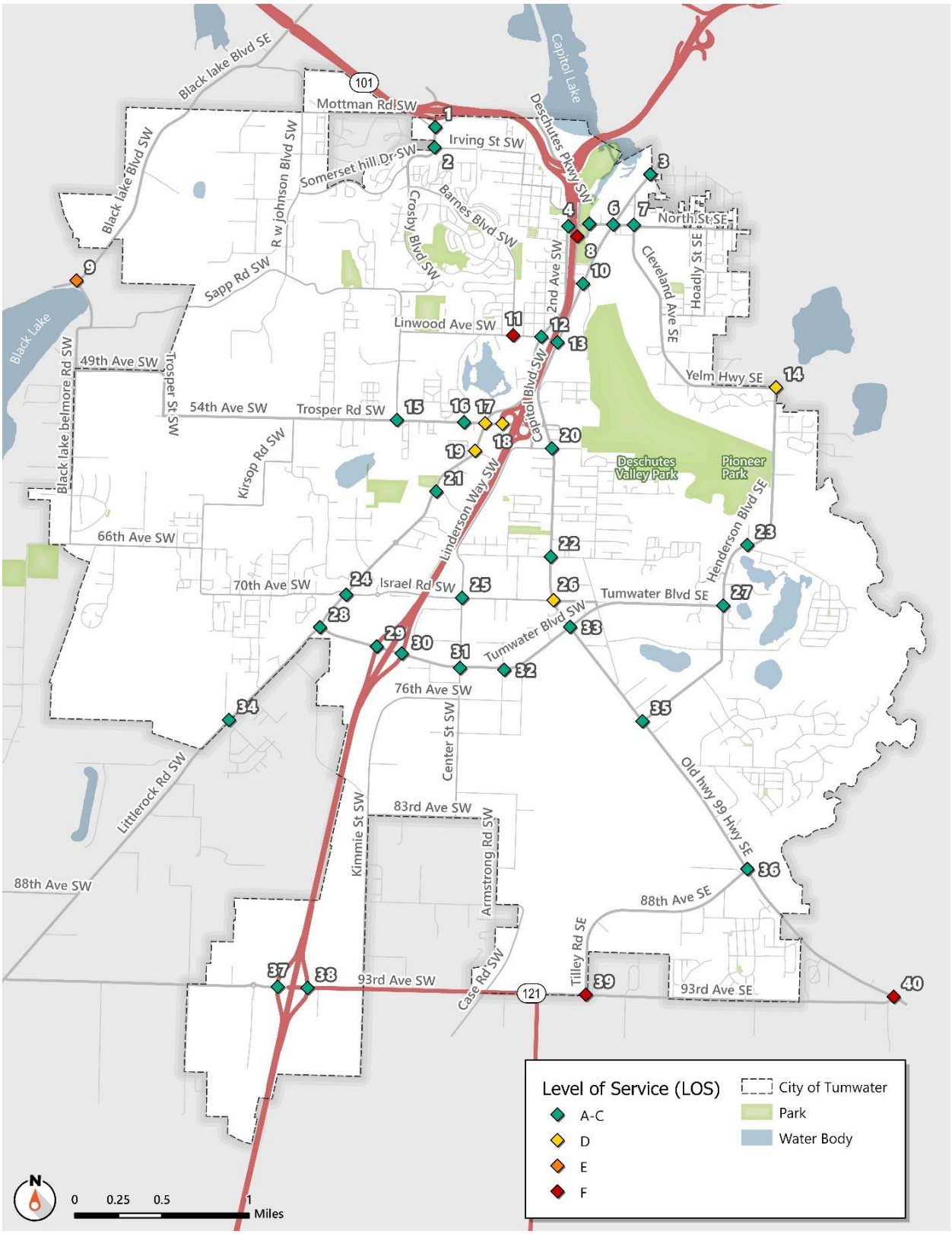
- Deschutes Way SW / Boston St SW

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.

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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

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#	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.

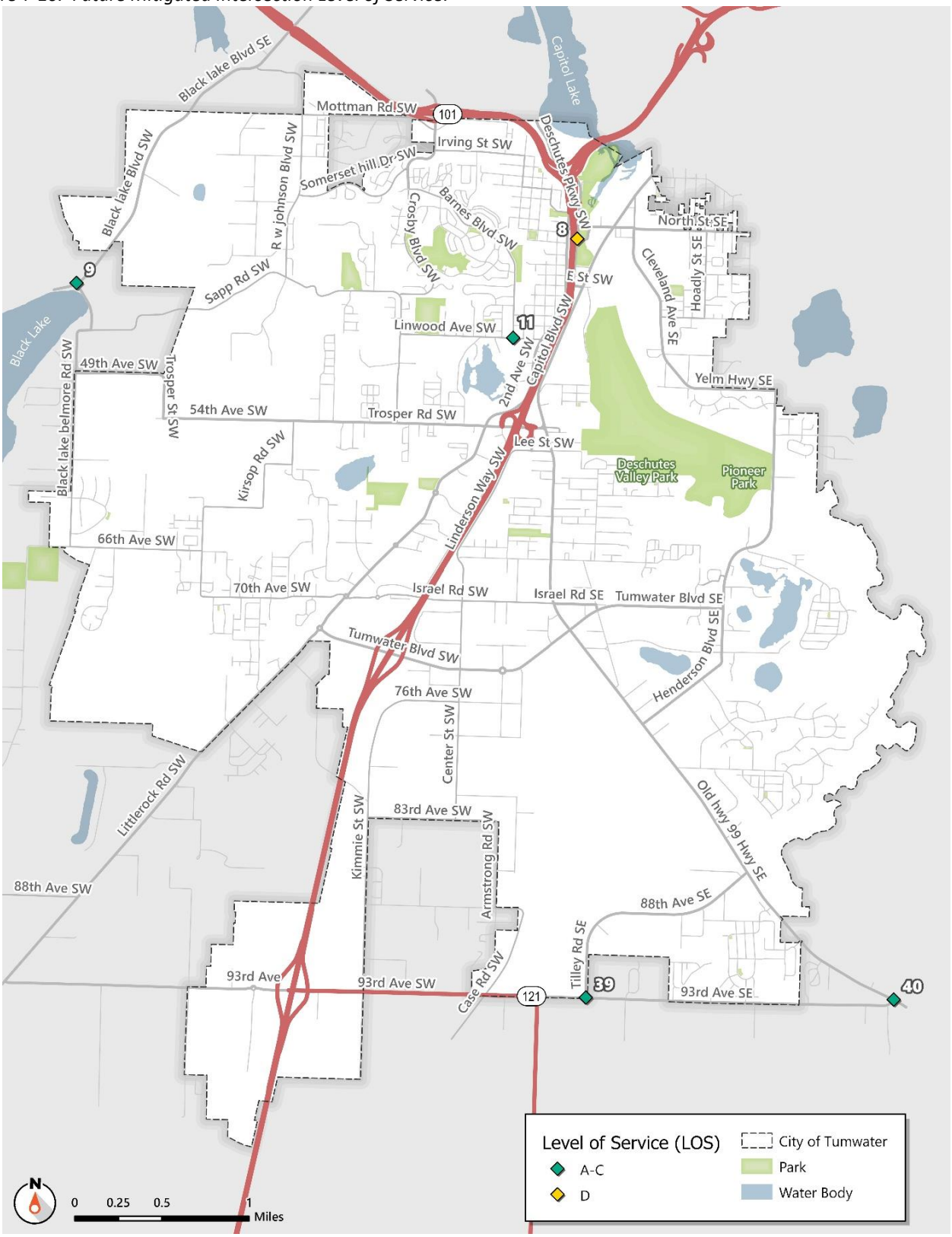
#	Intersection Name	Control	Level of Service Standard	Future Baseline LOS/Delay (seconds/vehicle)	Future Mitigated LOS/Delay (seconds/vehicle)
8	Deschutes Way / Boston St	Signal**	D	**F/97**	D/53
9	Black Lake Blvd / Black Lake Belmore Rd	RAB**	D	**E/57 (WBL/WBR)**	A/6
11	7th Ave / Linwood Ave	RAB**	D	**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

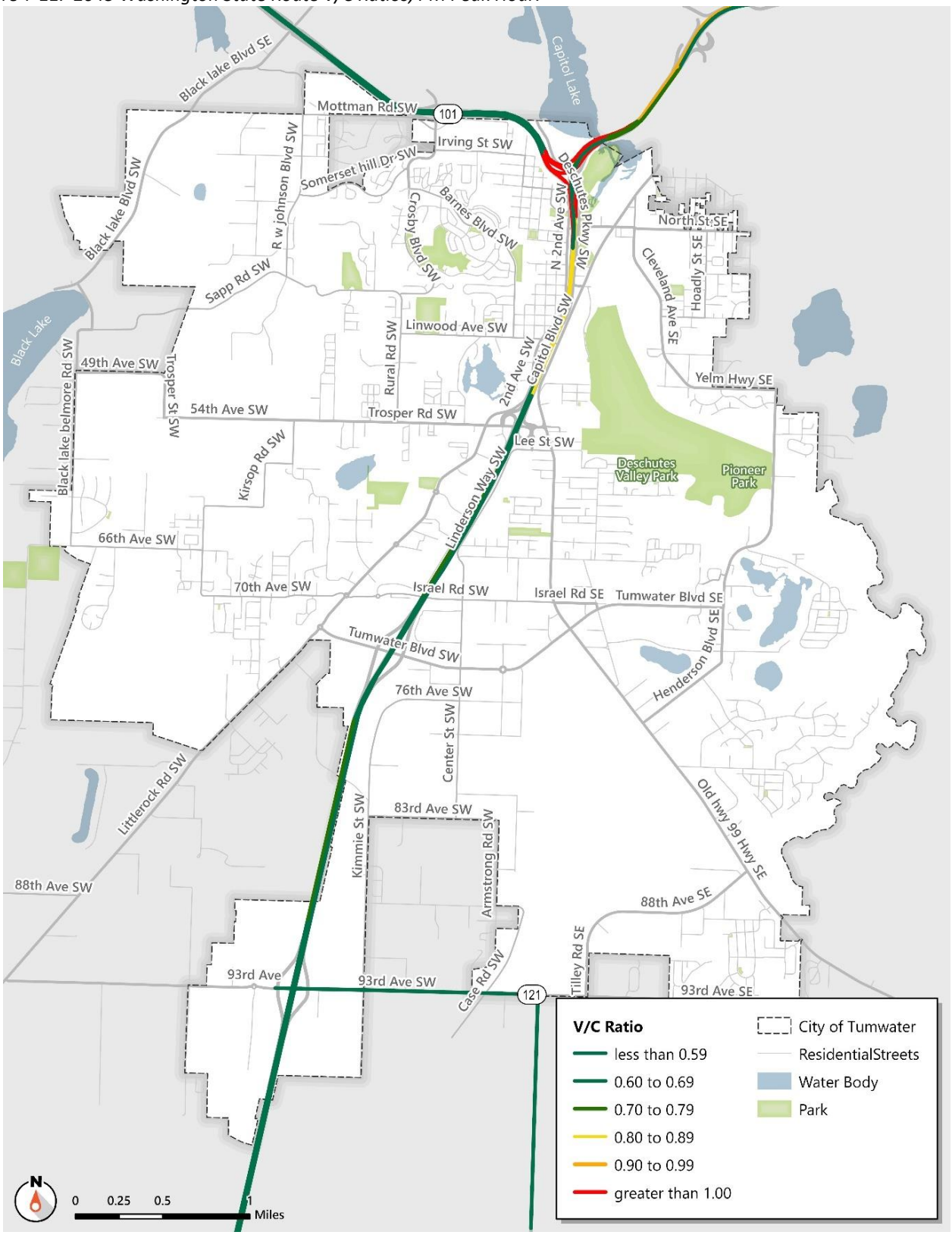
1) Segment Capacity Analysis

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.

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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

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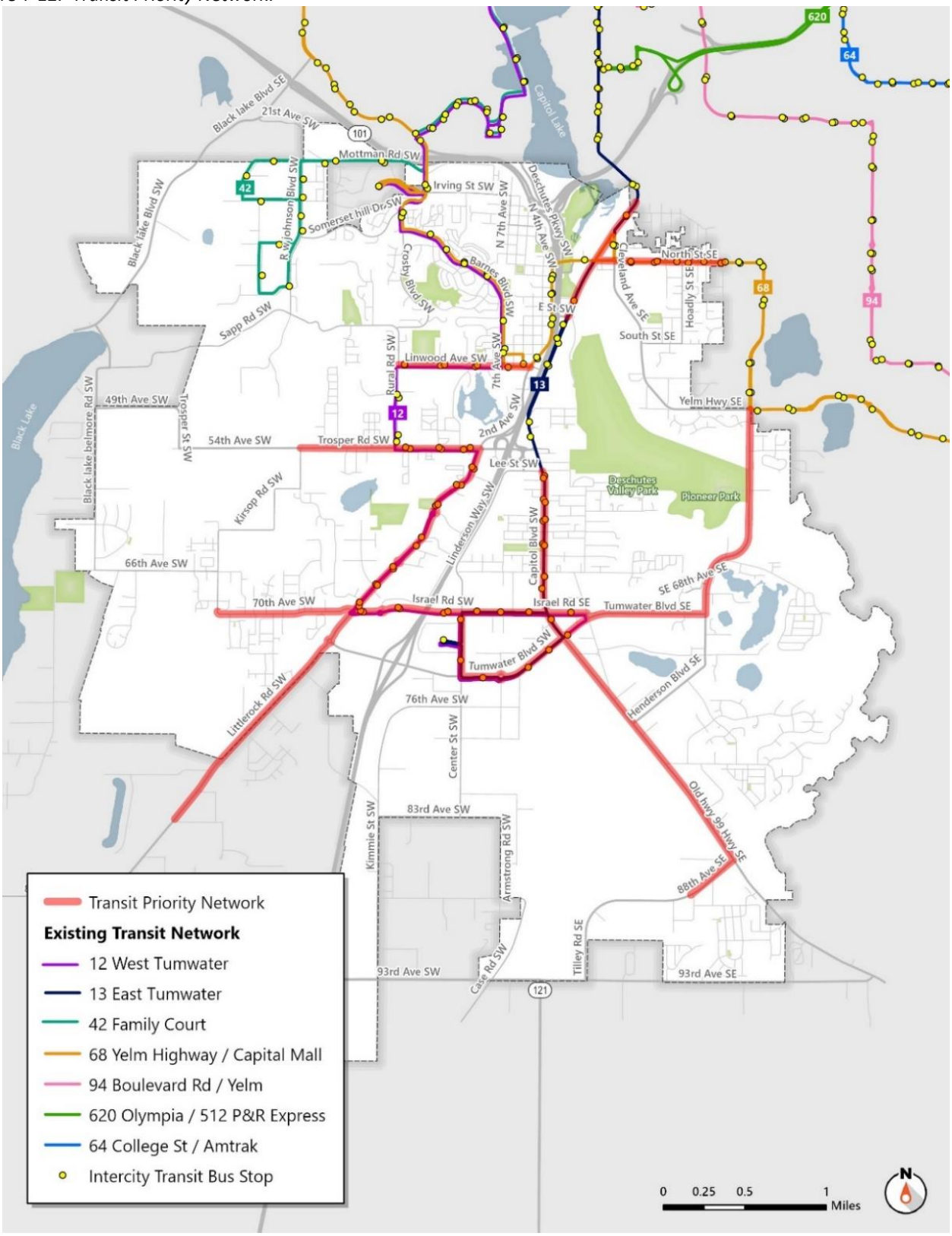
and help fill in missing gaps so that more people can travel safely.

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.

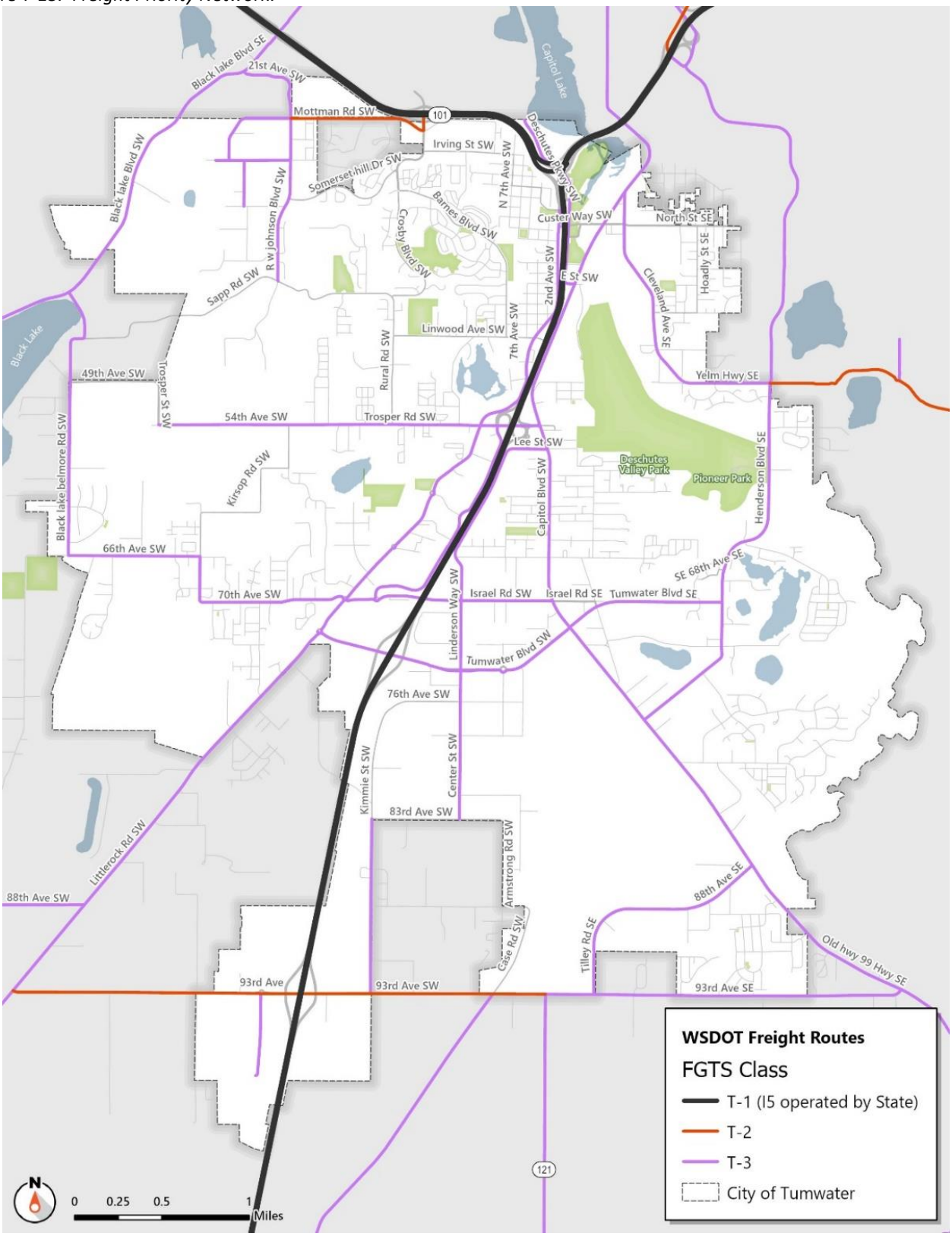
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Figure T-12. Transit Priority Network.



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

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Transportation Plan

Part 2 – Technical Information

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.

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

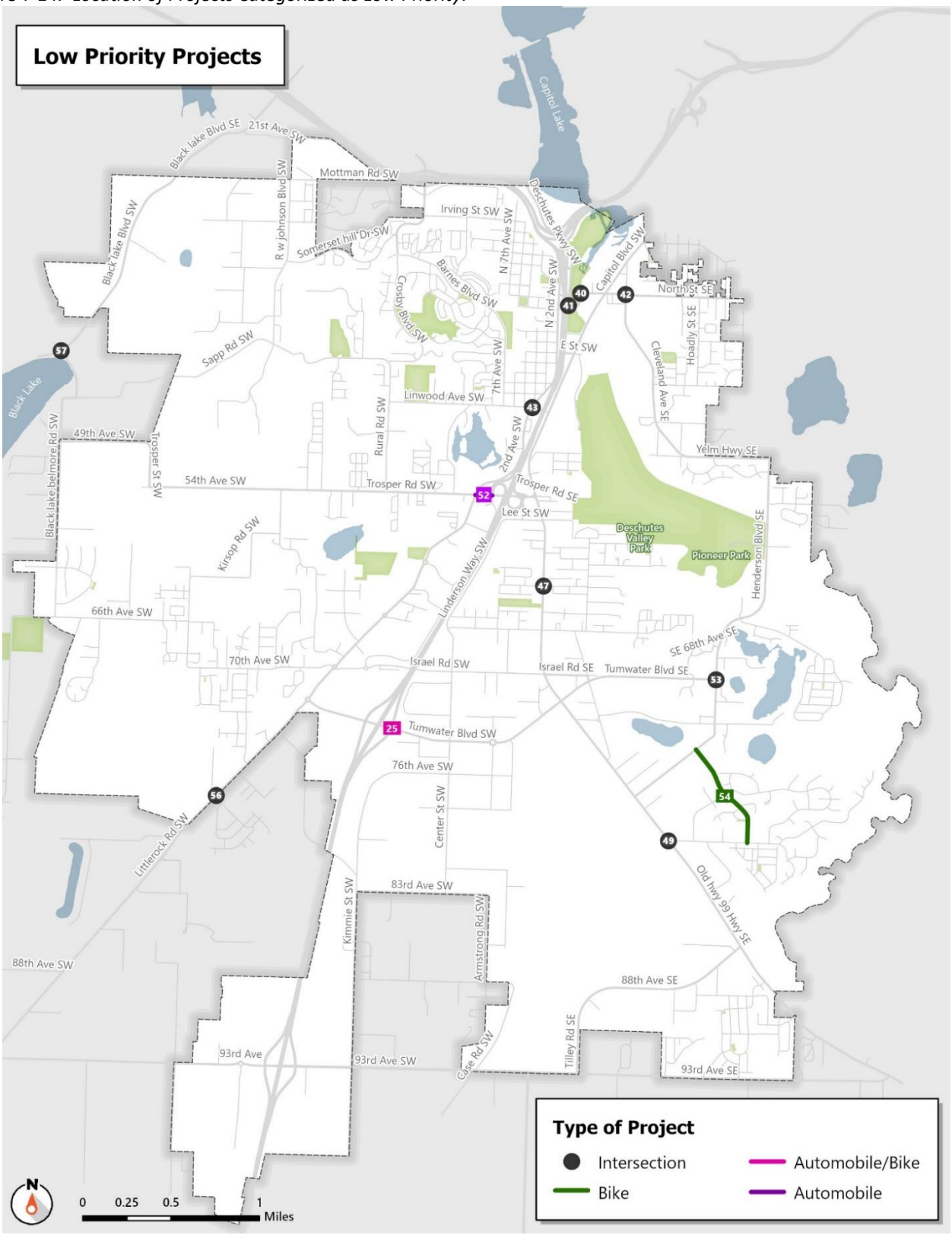


Figure T-15. Location of Projects Categorized as Medium Priority.

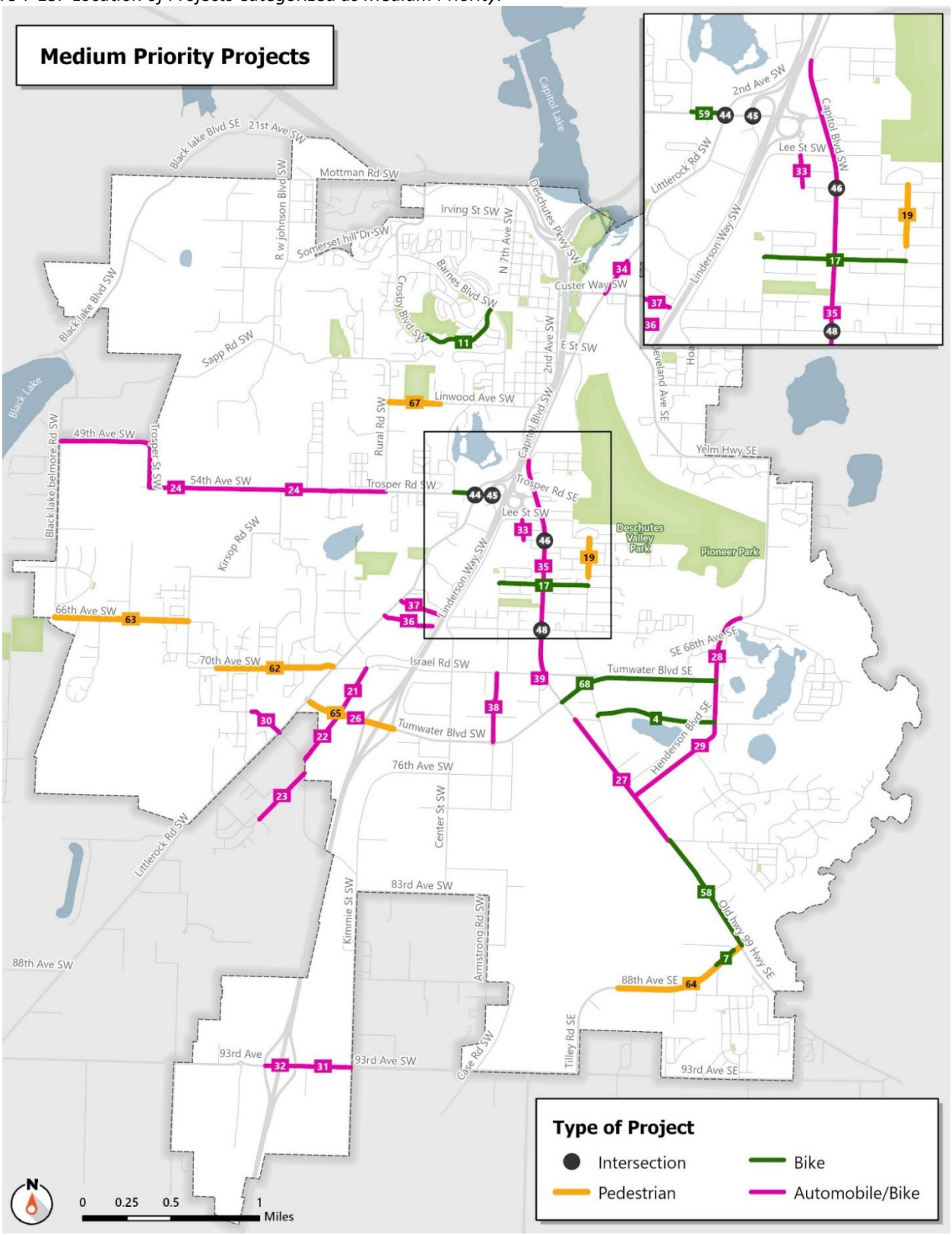
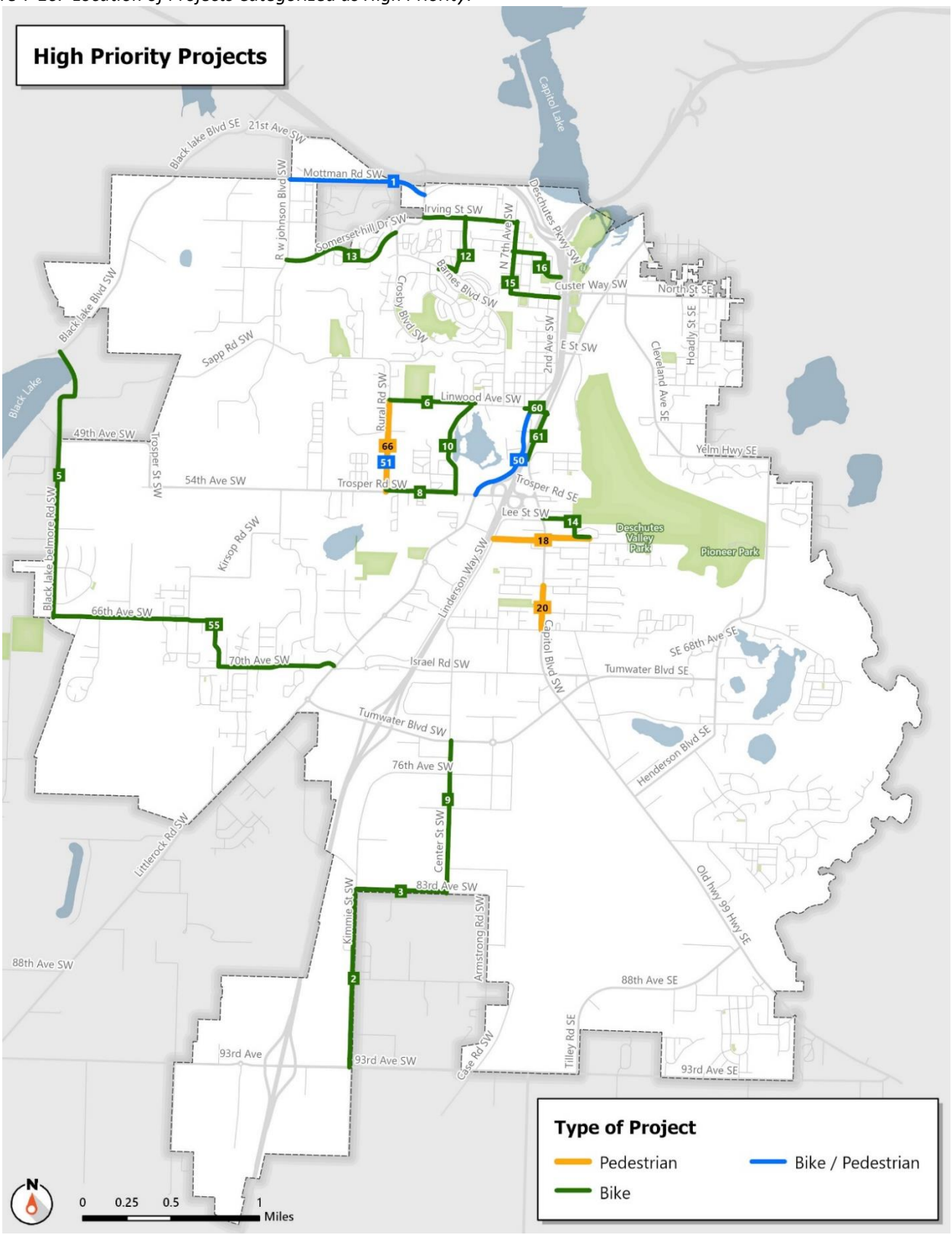


Figure T-16. Location of Projects Categorized as High Priority.



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.

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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.

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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.

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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

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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.

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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.

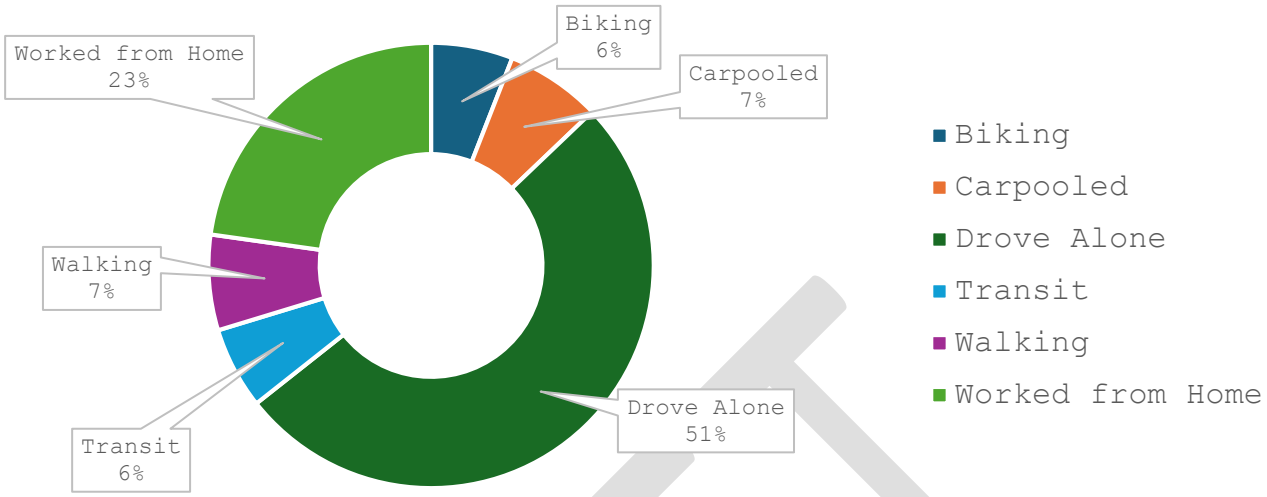
Current data from the Census Bureau as shown in Figure T-1 illustrates that most work trips in Tumwater are taken by car, with most being single occupancy vehicles.

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/

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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.

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Appendix A – Traffic Operations Analysis

The Traffic Operation Analysis is attached as a separate document.

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Appendix B – Bicycling, Walking, & Rolling Plan

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

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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

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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.

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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

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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

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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.

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- 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.

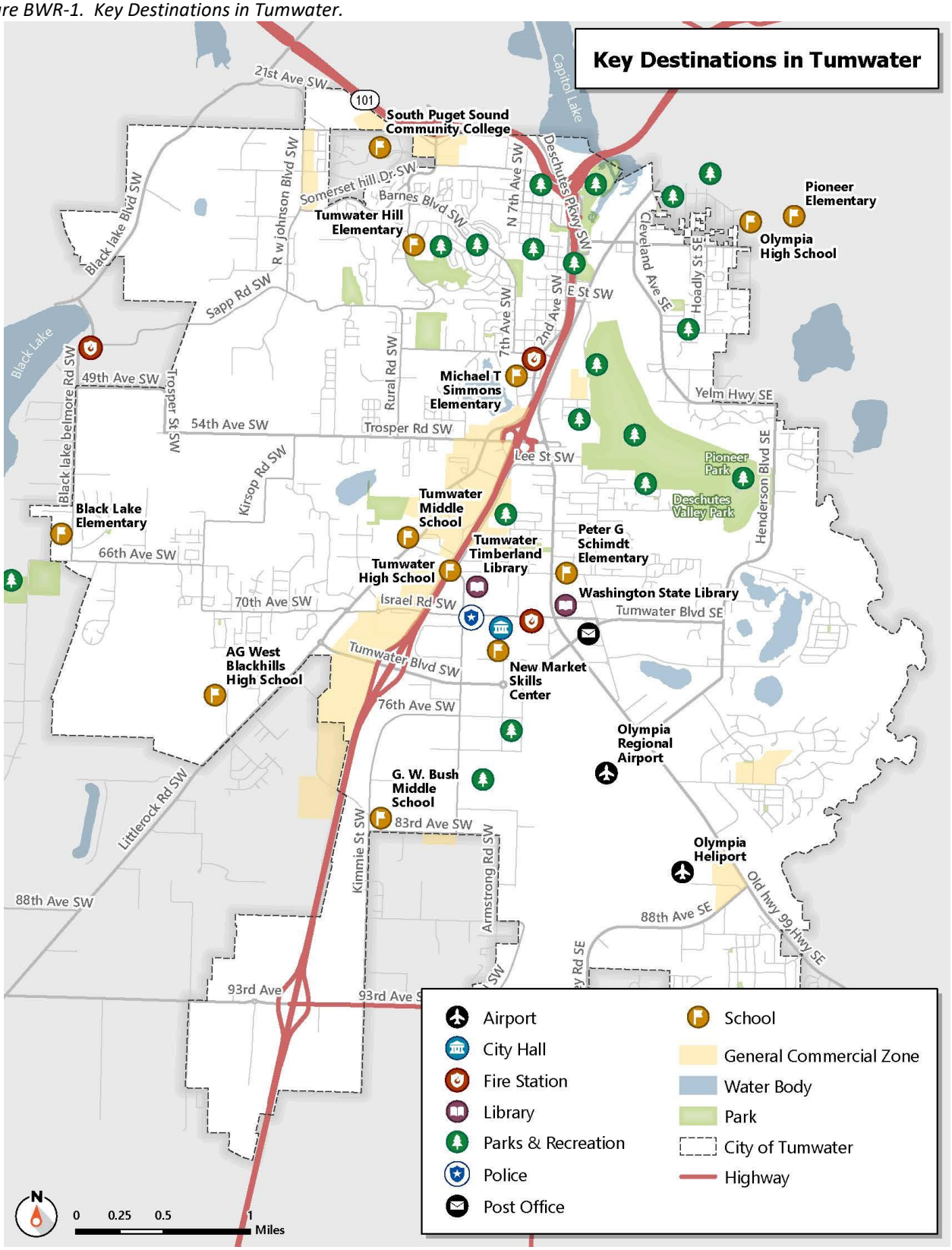
- A.G. West Black Hills High School
- Black Lake Elementary School
- Cascadia High School
- George Bush Middle School
- Michael T. Simmons Elementary School
- New Market Skills Center
- Peter G. Schmidt Elementary School
- Tumwater High School
- Tumwater Hill Elementary School
- Tumwater Middle School

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.

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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/.

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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.

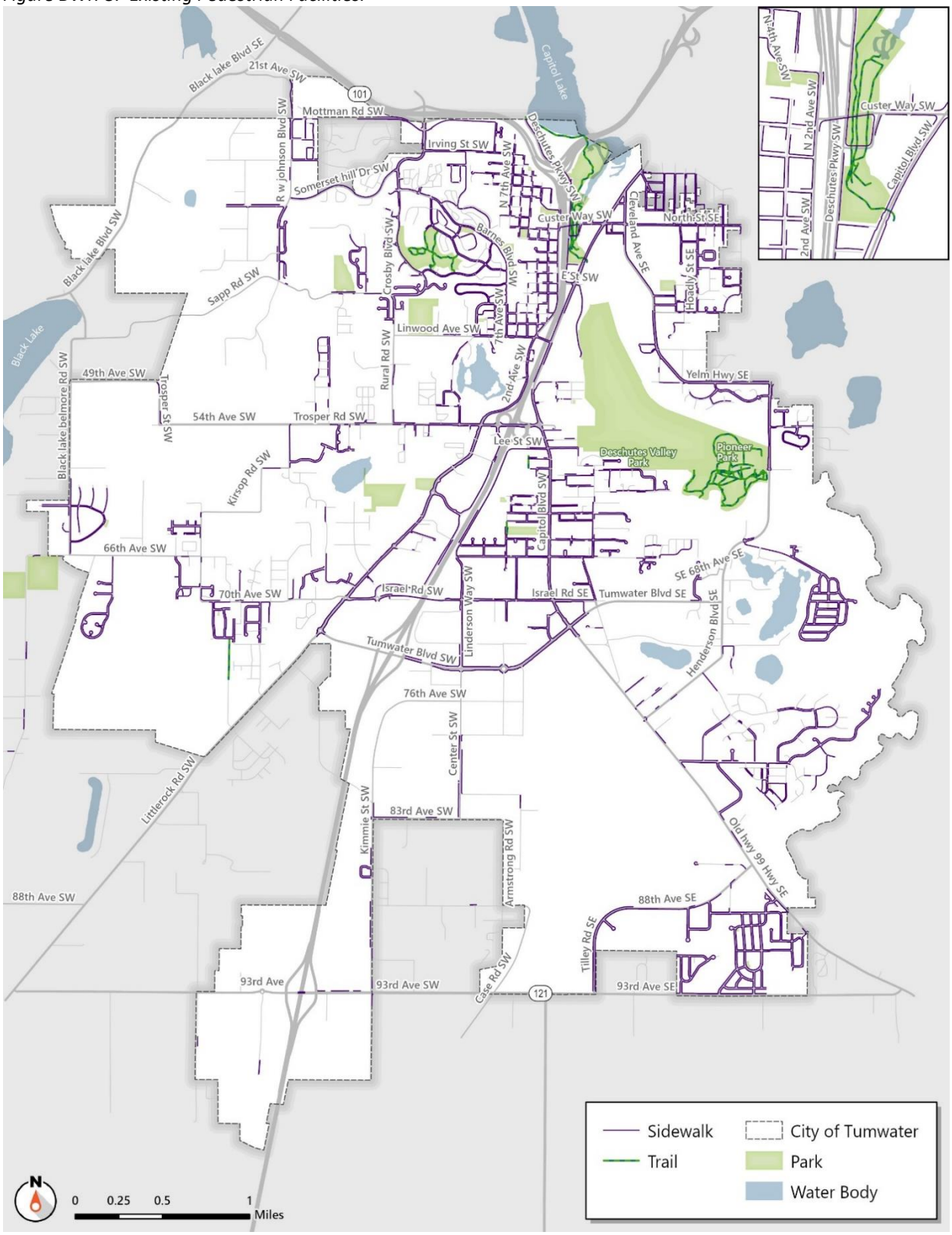
D. Pedestrian Network Analysis: Gaps

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.

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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.

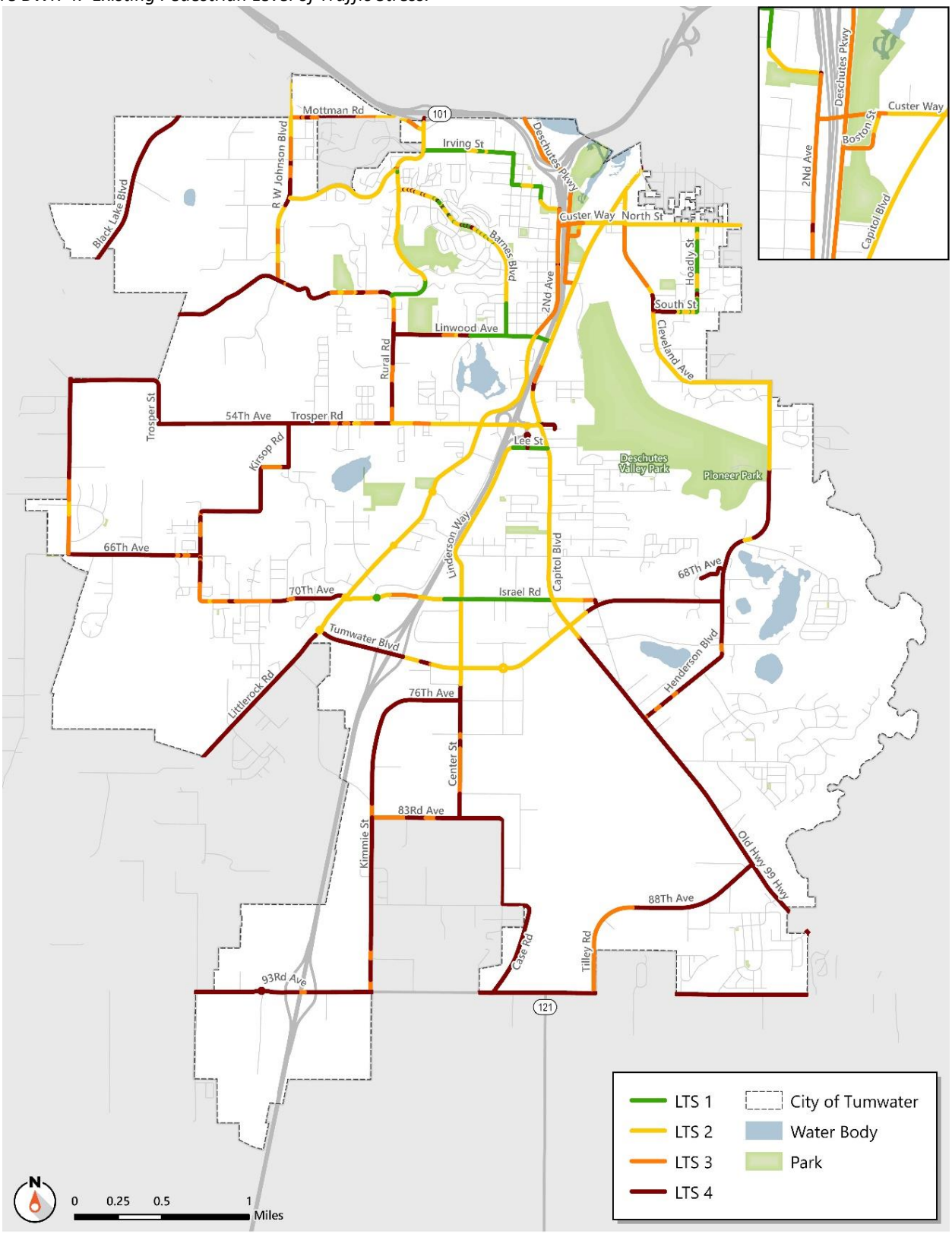
Table BWR-1. Pedestrian Level of Traffic Stress Classifications for Different Facilities.

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.

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

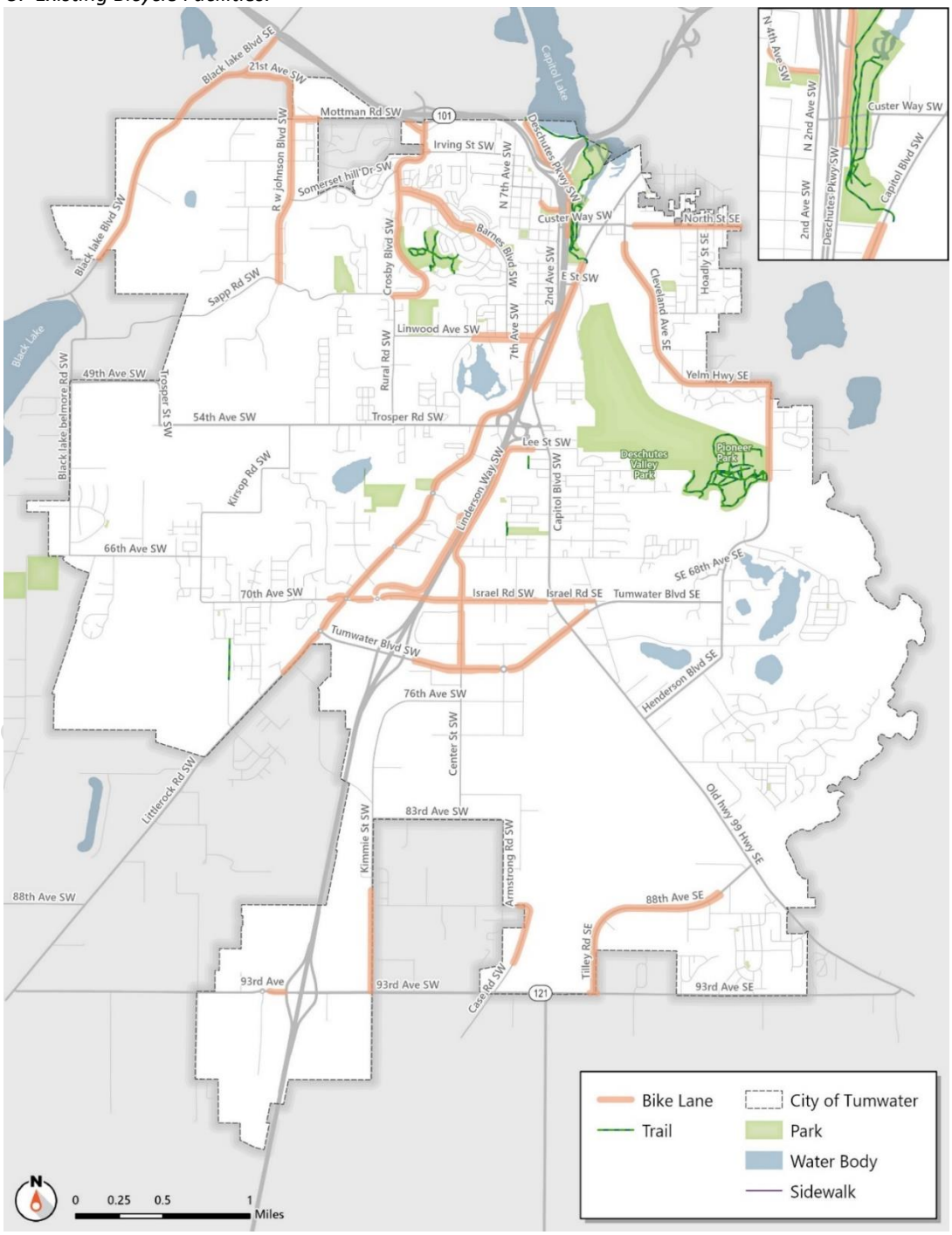


Source: Fehr & Peers, 2025.

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

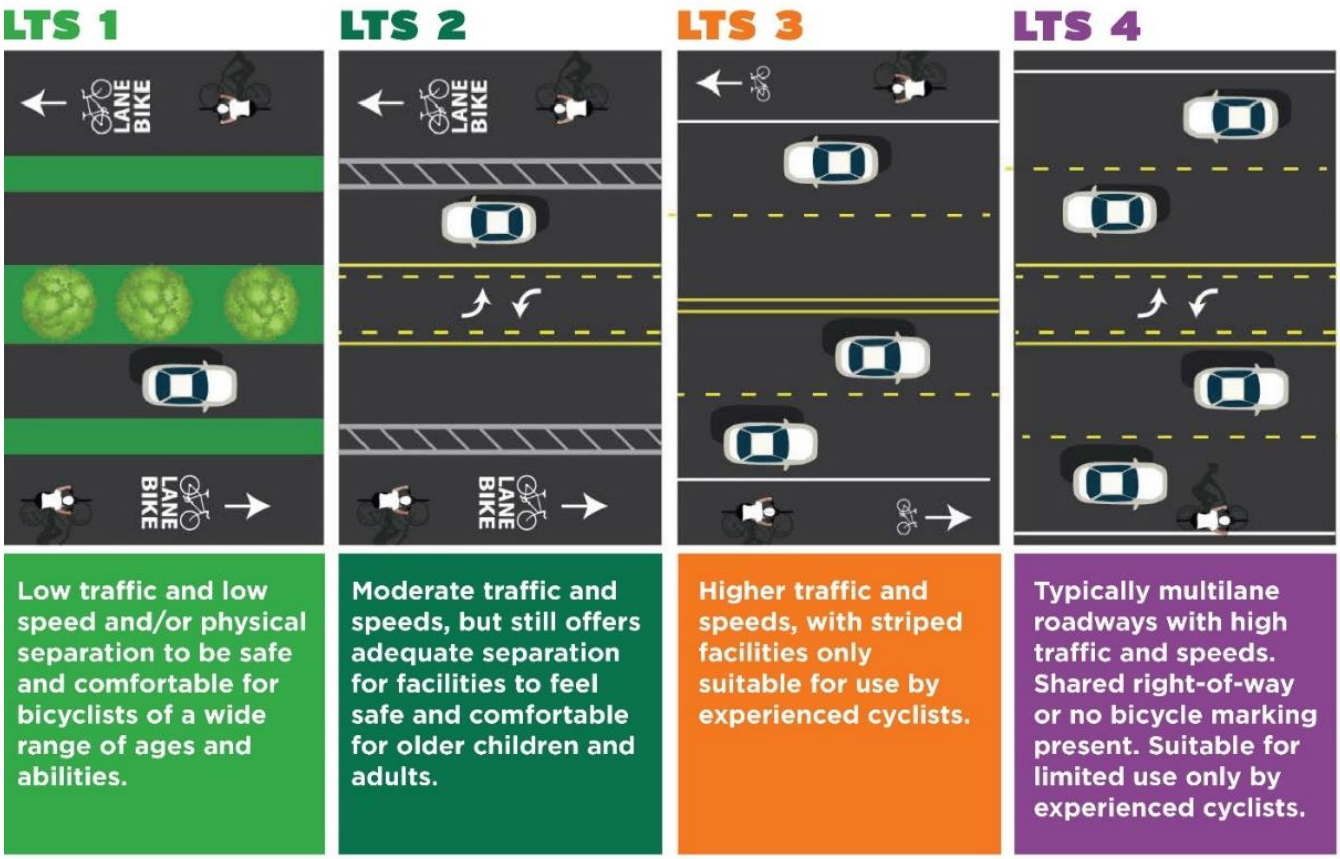
The way bicycle Level of Traffic Stress is determined is shown in Figure BWR-6**.** It incorporates factors such as posted speed limit, annual average daily vehicle traffic volume, and type of bicycle facility. Although features like buffered bike lanes and separated bike lanes are absent in Tumwater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

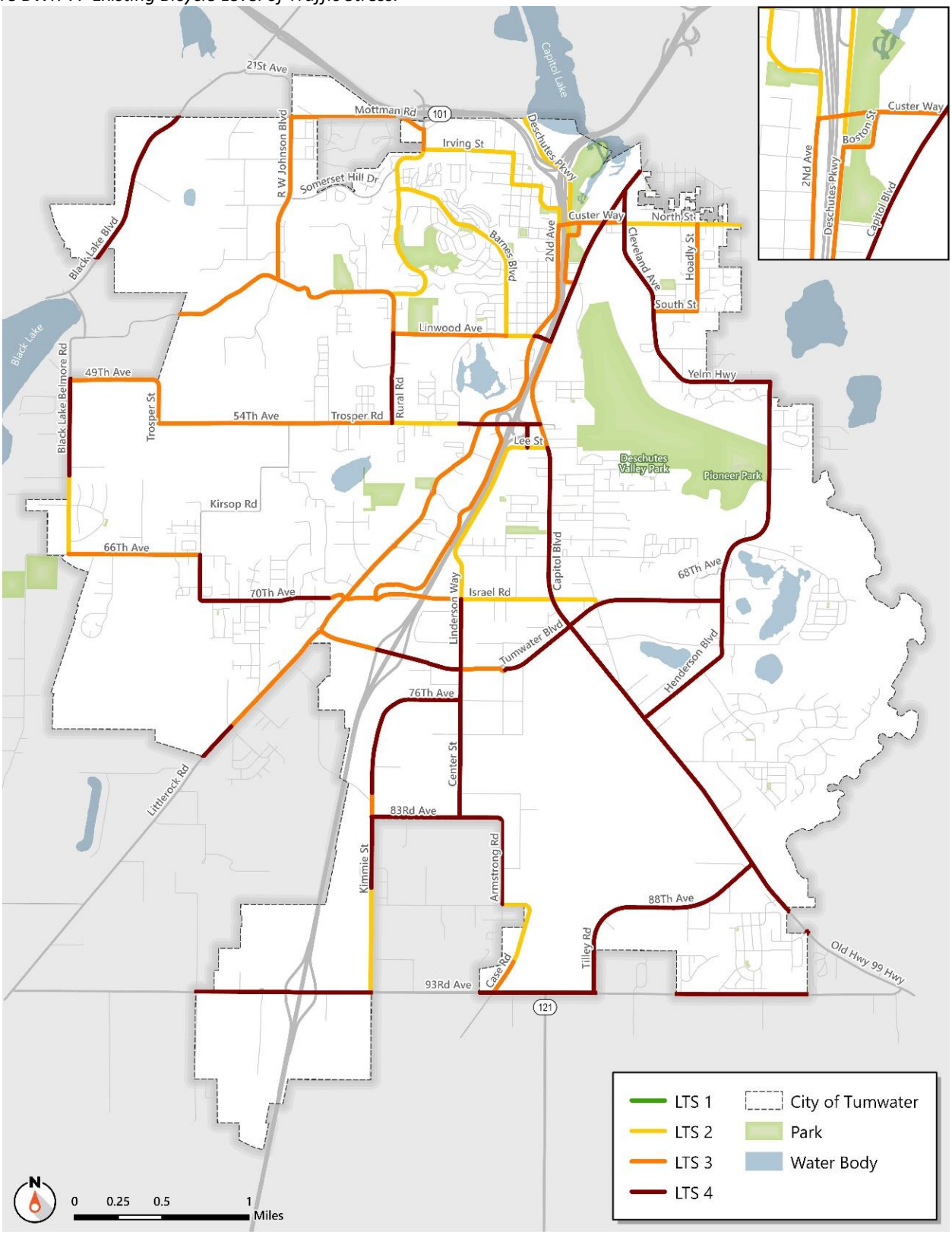
Facility Type	Description	Example
Off-Corridor Bike Network	Bike boulevards are low-volume and low-speed streets that prioritize bike travel. They incorporate signage, pavement markings, and traffic calming tools to improve the comfort and connectivity of the bike roadway network. Bike boulevards offer 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.

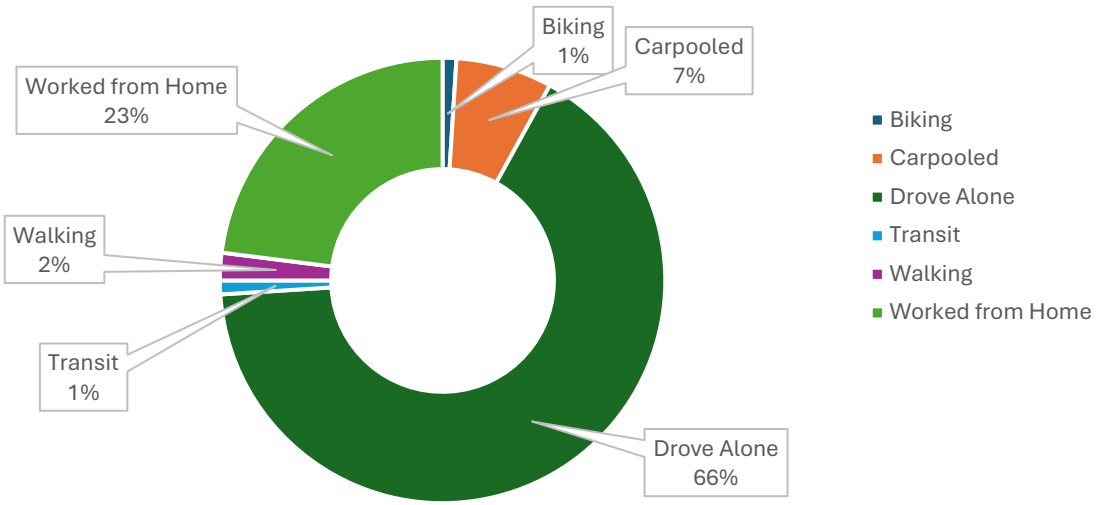
C. Mode Shift

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.

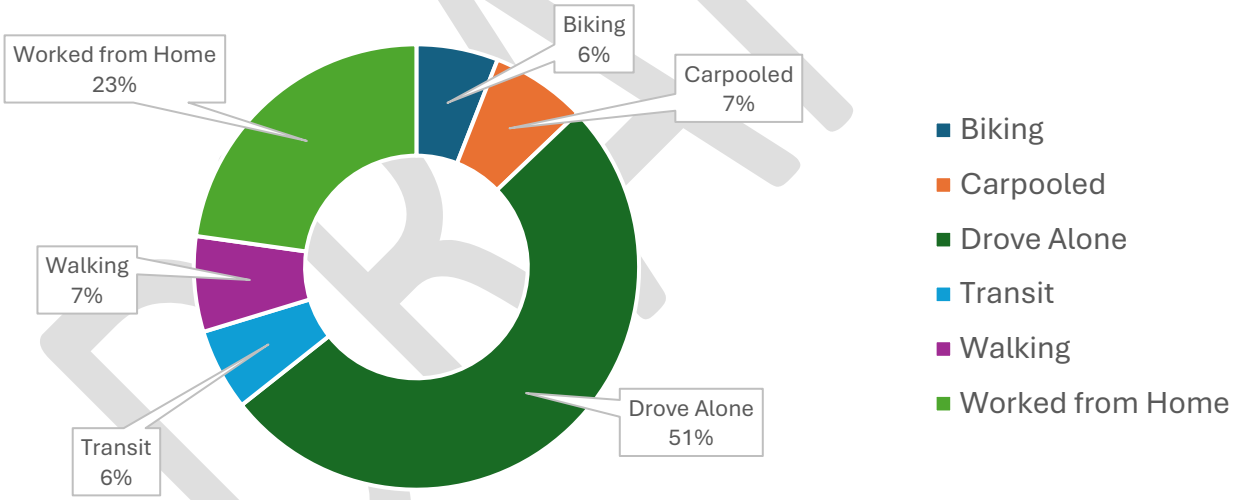
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Figure BWR-8. Share of Primary Travel Options for Commuting to Work.



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:

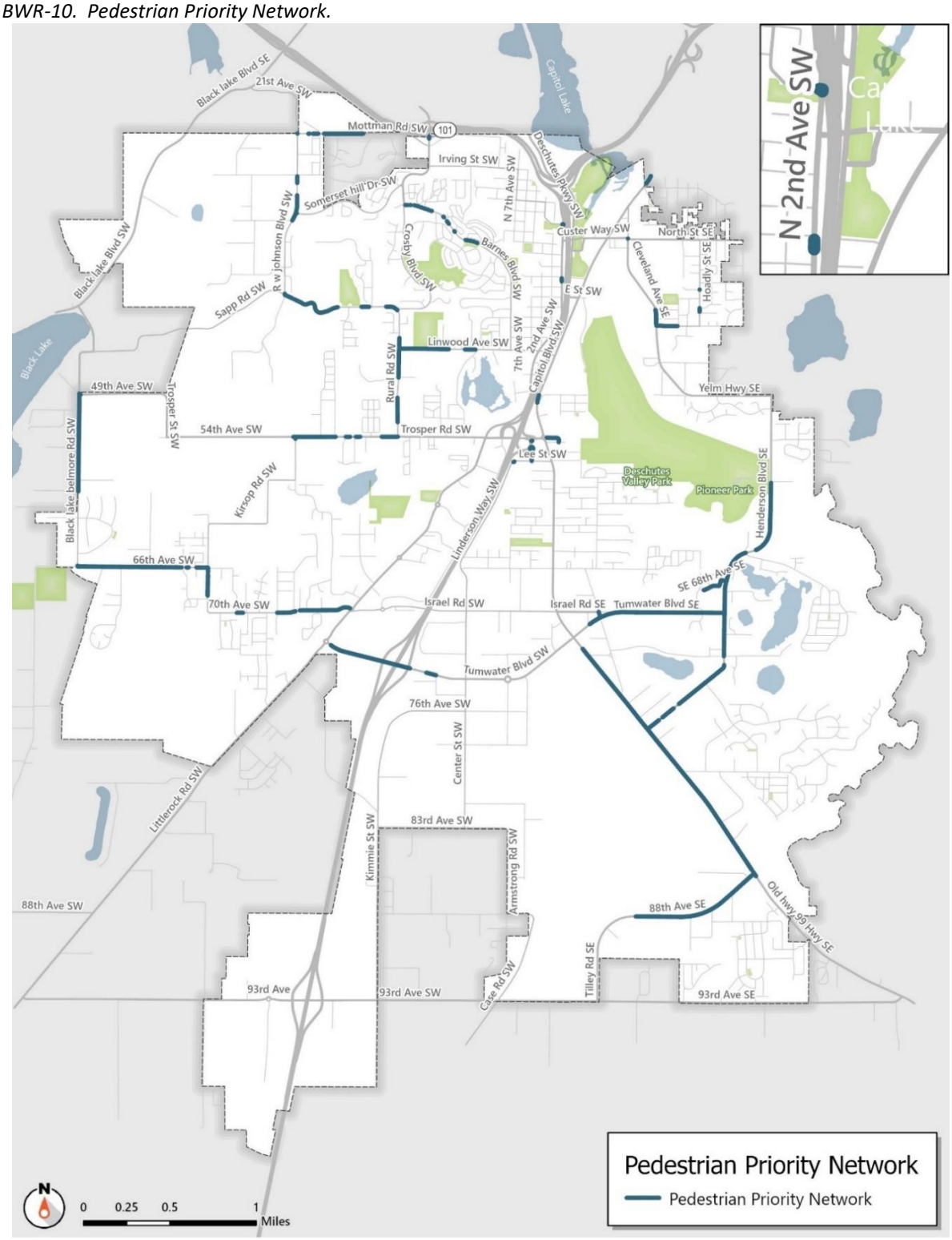
1. **Pedestrian and bicycle levels of traffic stress.** This data was analyzed for existing conditions to understand deficiencies. Streets with a Level of Traffic Stress of 3 or 4 will be further refined using locations with prominent network gaps and projected land use growth.
2. **Land use growth projected 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

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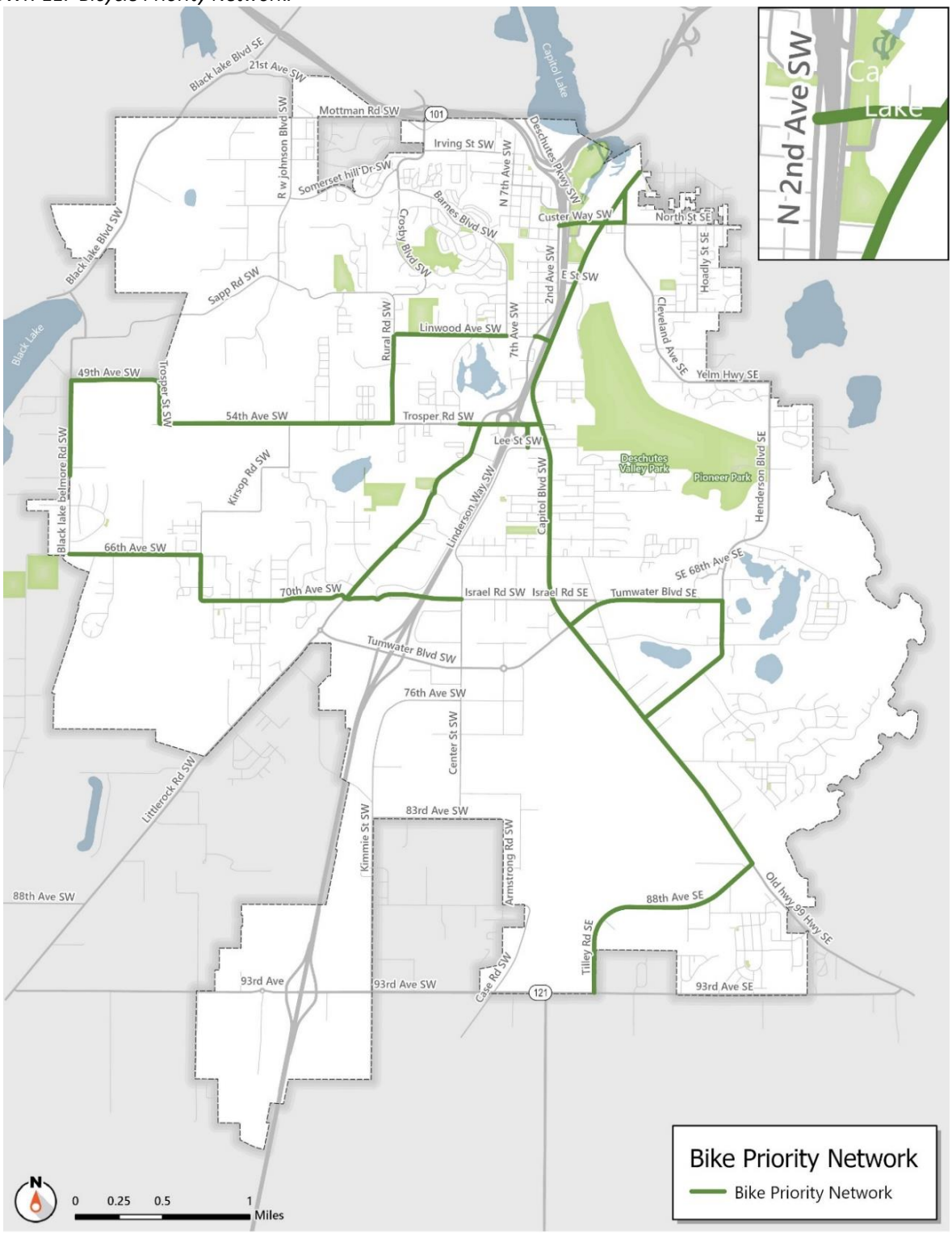
so that more people can safely travel outside of vehicles. The pedestrian priority network is shown in Figure BWR-10. The bicycle priority network is shown in Figure BWR-11.

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

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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

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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.

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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.

DRAFT

TO: Planning Commission

FROM: Alyssa Jones Wood, Sustainability Manager

DATE: August 26, 2025

SUBJECT: 2025 Comprehensive Plan Periodic Update – Climate Element

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1) Recommended Action:

This is a discussion item about the new Climate Element 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.

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 materials and information about the update.

The intent of this work session item is to gather feedback from the Planning Commission on meeting state requirements, public feedback received and incorporated into the draft Climate Element, and the draft implementation action prioritization.

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3) Policy Support:

City Council Strategic Priorities and Council Goals 2025 - 2026

- Be a leader in Environmental Health and Sustainability
  - Outreach the community on the benefits of environmentally sustainable practices, community involvement, and highlight local career pathways.
  - Assess climate change vulnerabilities of City infrastructure and resources.

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4) Alternatives:

❑ None.

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5) Fiscal Notes:

The City was awarded grant funding from the Washington Department of Commerce in the amount of $420,000 towards the development of the Climate Element. $320,000 has been allocated for the development of the Climate Element and an additional $100,000 of the grant award has been allocated towards creating a bicycle and pedestrian plan in the Transportation Plan which will help meet state requirements related to climate.

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6) Attachments:

A. Staff Report
B. Presentation
C. Draft Climate Element Part 1 Goals, Policies, & Implementation Actions
D. Draft Climate Element Part 2 Technical Information
E. Register of Comments
F. Open House Notes

STAFF REPORT

Date: August 26, 2025
To: Planning Commission
From: Alyssa Jones Wood, Sustainability Manager

2025 Comprehensive Plan Update – Climate Element

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 addresses diversity, equity, and inclusion throughout the Plan and incorporates the State required changes addressing housing, climate change, and other topics, as well as Tumwater amendments identified through the public engagement process.

The intent of the Planning Commission meeting on Tuesday, August 26, 2025, is to recap state requirements, discuss how staff received and incorporated public feedback, and discuss action prioritization as suggested by the Climate Advisory Policy Team (CPAT).

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1 – State Requirements

On May 3, 2023, Governor Inslee signed into law HB 1181, which added a new climate change and resiliency goal to the Growth Management Act. Tumwater will need to adopt a new Climate Element as part of 2025 Comprehensive Plan periodic update by December 31, 2025, to meet the state deadline.

The legislation includes the following key changes:

- Adds as climate mitigation sub-element to address greenhouse gas (GHG) emissions reduction as part of a Climate Element that is mandatory for Tumwater which calls for actions to reduce overall GHG emissions and vehicle miles traveled.
- Requires that Tumwater use 2022 as their emissions baseline year and set incremental targets that lead to achieving net zero emissions in 2050, consistent with Washington's statewide target.
- Adds a climate resilience sub-element as part of a Climate Element that is mandatory for Tumwater.
- Requires consideration of environmental justice as part of the development of a Climate Element to avoid worsening environmental health disparities.

The new state legislation also requires that the Climate Element prioritize:

- Greenhouse gas reductions in overburdened communities.
- Climate resilience in communities that will disproportionately suffer from compounding environmental impacts.

In addition, HB 1181 requires that as part of the required Comprehensive Plan periodic update process that:

- The Land Use Element avoids worsening environmental health disparities.
- The Transportation Plan ensures multimodal levels achieve environmental justice goals.

A. Growth Management Act – Climate Change and Resiliency Goal

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 new Climate Element will need to meet the goal related to climate change and resiliency. The state legislature added this goal in 2023.

14. ***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 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 health habitats, and supporting clean air and water.

B. Sub-Elements

The Climate Element will need to incorporate two sub-elements: climate mitigation, which addresses GHG reduction, and climate resilience.

1) Greenhouse Gas Reduction Sub-Element

Climate mitigation addresses GHG emission reductions that involve actions taken to reduce or eliminate GHG emissions to reduce the rate and extent of climate change damage.

Greenhouse gases include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and any other gas or gases designated by the State Department of Ecology.

Increasing carbon dioxide and other GHG emissions are changing Tumwater's climate in ways that will impact both human and natural systems. In general, we can expect to experience hotter, drier summers and warmer, wetter winters. These changes are anticipated to worsen existing hazards—like floods, landslides, and wildfires—and introduce new threats—like invasive plants, insects, and infectious diseases.

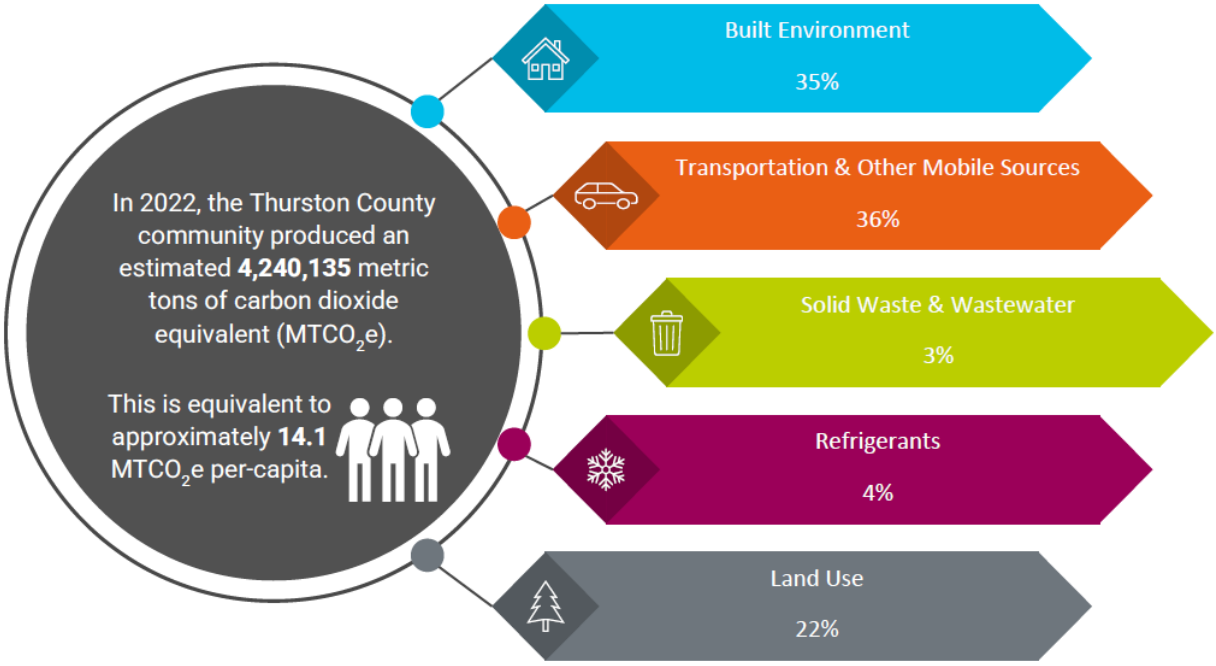
To ensure that Tumwater significantly reduces local contributions to climate change, the Thurston Regional Planning Council, Thurston County, and the cities of Lacey, Olympia, and Tumwater adopted the following GHG emissions reduction targets in 2021 as part of the Thurston Climate Mitigation Plan (TCMP):

- Forty-five percent reduction below 2015 levels by 2030; and
- Eighty-five percent below 2015 levels by 2050.

Tumwater adopted the TCMP in 2021, the actions of which will be updated and incorporated into the climate mitigation sub-element of Tumwater's new Climate Element. Note that the Plan's goals and baseline are not consistent with the new statewide requirements for a 2022 baseline year and net-zero by 2050 goal.

The figure below is from the Thurston County 2022 GHG Emissions Inventory by the State Department of Commerce (Commerce) and show current GHG emissions and the breakdown of GHG emissions by sector.

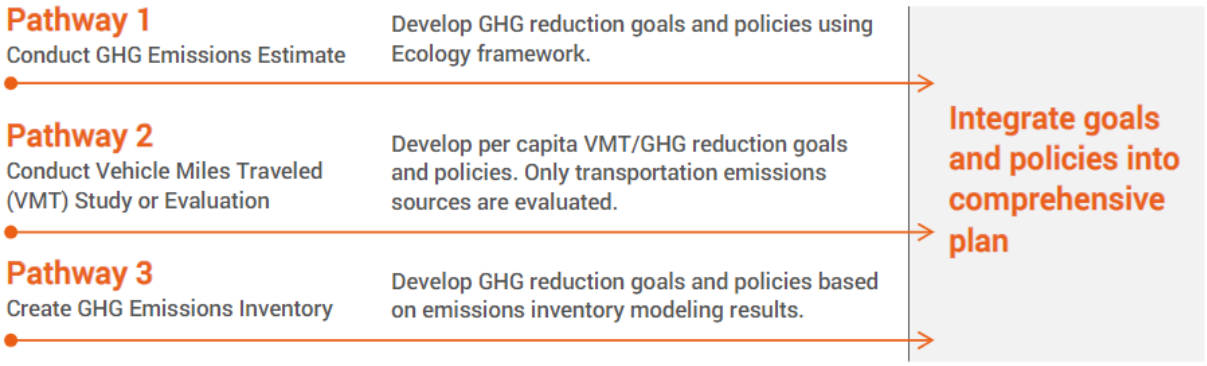
Figure 1. 2022 Emissions by Sector.



This inventory is consistent with the inventories completed by the Thurston Climate Mitigation Collaborative in that the two largest emitting sectors are the built environment and transportation. As such, the bulk of our focus in the GHG Reduction Sub-Element is made up of goals and policies that address these emission sources.

Commerce identified the following three pathways to meet the new state requirement for a climate mitigation sub-element.

Figure 2. Pathway Summary for Greenhouse Sub-Element.



Staff pursued Pathway a and supplement the Tumwater GHG estimate with the 2022 Thurston County GHG Emissions Inventory provided by Commerce. Commerce staff have confirmed that this method is acceptable for meeting requirements.

2) Climate Resilience Sub-Element

RCW 70A.65.010 defines climate resilience as:

> *"…the ongoing process of anticipating, preparing for, and adapting to changes in climate and minimizing negative impacts to our natural systems, infrastructure, and communities. For natural systems, increasing climate resilience involves restoring and increasing the health, function, and integrity of our ecosystems and improving their ability to absorb and recover from climate-affected disturbances. For communities, increasing climate resilience means enhancing their ability to understand, prevent, adapt, and recover from climate impacts to people and infrastructure."*

Commerce identified the five step process shown in Figure 3 to meet the new state requirement for a climate resilience sub-element.

Figure 3. Steps and pathways to Integrate Resilience into Comprehensive Plan.



Commerce developed and recommended a workbook to follow the steps shown above. When completing Step 2, Tumwater's consultants audited 107 plans and policies and conducted a gap analysis and then utilized the Climate Impacts Workgroup's Climate Mapping for a Resilient Washington tool to conduct a basic vulnerability assessment (Step 3). The results from those steps were then utilized to develop new goals and policies that complement the work already done in existing City plans and policies, such as the Thurston Hazards Mitigation Plan – City of Tumwater Annex (Step 4).

Commerce also encouraged jurisdictions to include at least one goal and policy for each of the eleven sectors in its resilience sub-element including:

- Agriculture & Food Systems
- Buildings & Energy
- Cultural Resource & Practices
- Economic Development
- Emergency Management
- Health & Well-being
- Ecosystems
- Transportation

- Waste Management
- Water resources
- Zoning & Development.

2 – Community Outreach Results

A. Climate Policy Advisory Team

Guidance issued by Commerce suggests that jurisdictions assemble a Climate Policy Advisory Team (CPAT): an interdisciplinary group of planners, public works professionals, and community members with a focus on helping to prepare the Climate Element. More specifically, the CPAT is intended to do the following:

- Support the analysis of climate information and provide recommendations on short- and long-term goals;
- center equity in the creation of policy and the implementation of the Climate Element; and
- represent stakeholders across the community, particularly communities that are or will be overburdened by the impacts of climate change.





CPAT members Morris McKellery (top) and Janine Linsey (bottom) at the Climate Element Open House.

Since established staff review was already established into the project scope and schedule, staff decided to focus on community members in the development of the CPAT. Tumwater issued invitations to interested parties within and outside of the City, aiming to capture a mix of representation from the following groups:

- Government: Local, regional, and Tribal;
- Community groups and organizations (e.g., local businesses, non-profit and community-based organizations, charities, etc.);
- Subject matter experts from colleges, universities, research organizations, and consultants; and
- Affected populations (e.g., Black and Indigenous communities of color, youth and elderly populations, low-income communities, workers and labor unions, disabled and/or immunocompromised individuals, monolingual non-native speakers, etc.).

The CPAT was assembled in May 2024 with 13 members representing the above groups.

Table 1. CPAT Members and Affiliation.

Name	Category	Affiliate Organization, if any
Rachel Childs	Affected populations	Homes First
Anna Stusser	Affected populations	Service Employees International Union*
Taylor Werner	Affected populations	IBEW 46 Rank and File member
Morris McKellery	Affected populations	Tumwater resident, visually impaired
Jessie Simmons	Community groups/organizations	Olympia Master Builders
Lynn Fitz-Hugh	Community groups/organizations	Restoring Earth Connections, Friends of Trees
Graham Clumpner	Affected populations	Tumwater resident, combat veteran
Anthony Levenda	Subject matter expert	Director of the Center for Climate Action and Sustainability at the Evergreen State College
Gordon Wheat	Subject matter expert	Physician, Physicians for Social Responsibility
Bernie Gertje	Subject matter expert	Transportation engineer
Kerri Wilson	Community groups/organizations	Tumwater resident, Intercity Transit Walk N Roll program supervisor
Janine Linsey	Community groups/organizations	Tumwater landlord, Thurston Climate Action Team (TCAT)
Clint Bryson	Affected populations	IBEW 76 Assistant Business Manager

Note: *Had to step down due to capacity issues during the Climate Element process but was involved in the beginning.

The CPAT members provided feedback on each draft of the Climate Element and worked with City staff in small working groups to develop specific policy and implementation action language, as well as review language recommended by Tumwater.

The CPAT directly wrote or requested language for seven of the Climate Element's 69 policies and 30 of the Element's implementation actions. They reviewed, revised, and approved of all other policies and actions.

Members of the CPAT have requested to continue to provide advisory on an as-needed basis to Tumwater as it moves forward with implementing the measures in this Climate Element

B. In-Person Open House



Lin Crowley and Jim Farris at the Climate Element Open House

On August 14th, 2024, a public workshop and open house was held in-person at the ASHHO Cultural Community Center in Tumwater with over 60 community members attending. The open house was advertised extensively by City staff and designed to promote inclusiveness and encourage participation from community members who might not always feel welcome or choose to participate in City-led engagement efforts.

The workshop featured a program with welcome remarks, three rotating table stations for smaller focus groups, group report-outs debriefing learnings and ideas, opportunities to ask questions and provide feedback, and closing remarks for event takeaways and next steps.

1) Key Themes

Across all focus groups, participants called for greater collaboration and engagement citywide, as well as a need to identify funding sources and provide financial incentives, safeguards, and subsidies to ensure equitable climate adaptation and mitigation. In addition, the three rotating table stations focused on three primary topic areas where participants could learn about and share their lived experiences and perspectives: (1) GHG emissions reduction strategies, (2) climate hazards and resilience, and (3) local governance and implementation.

GHG Emissions Reduction Strategies

- Multimodal Transportation System Improvements: requested actions ranged from expanding public transit access, enhancing bike accessibility and walkability, reducing car dependence, and increasing electric vehicle (EV) charging capabilities.
- Sustainable Land Use: participants urged for preservation of green spaces and urban canopies, denser urban development, and elimination of minimum parking requirements.
- Energy: participants suggested measures that would improve energy efficiency in buildings and encourage renewable energy generation. One participant expressed concern acute over the energy consumption of AI data centers if they were to develop in Tumwater and how that would undermine all efforts.

Climate Hazards and Resilience

- Equity & Environmental Justice: Building resilience in low-income, historically disadvantaged areas that are disproportionately impacted by climate change.
- Climate Hazards: Actions that will address issues like wildfire smoke, power grid interruptions, and drought.
- Sustainable Practices: Managing water resources for Tumwater's future communities through water conservation methods and integrating and expanding the use of renewable energy sources.
- Urban and Land Use Planning: Improving connectivity, walkability, and bike infrastructure, implementing strategies to increase shade and mitigate urban heat islands, and managing Tumwater's projected population growth and housing needs sustainably and equitably.
- Wise Resource Management: Reducing reliance on resource-intensive industries and promoting and supporting sustainable businesses.

Local Governance and Implementation

- Building Public Trust: Participants noted some erosion of trust due to previous perceived failures to address community needs by Tumwater in past efforts, particularly highlighting skepticism of long-term residents.
- Improving Communication: Finding ways to continuously and effectively communicate with diverse age groups and demographics, including targeted outreach to youth and underrepresented groups.
- Clarity and Transparency: Present community members with clear cost-benefit analyses of proposed actions and ensure Climate Element development is transparent and accessible.

C. Online Open House

Tumwater developed a virtual open house featuring an online StoryMap requesting community member comments and questions on various key topics highlighted in the Climate Element. The online open house included the same information and asked the same questions that were presented at the in-person open house.

1) Summary of Responses

Tumwater received over 70 responses through its Virtual Open House and StoryMap. Across topic areas, many comments focused on the importance of creating effective regulations to achieve Tumwater's climate goals. Specific comments related to key topics are summarized below.

Equity

- **Question(s):**

- What would you like Tumwater to do to address environmental justice issues and ensure that all residents have equal quality of life both before and after climate disasters?

- **Response Summary:** Respondents shared the importance of programs and incentives that support low-income, young, and elderly populations specifically, ranging from safe active transportation, cooling/heating centers, shade, tree canopy, housing affordability protections, and proactive planning for climate hazards like wildfires.

Greenhouse Gases

- **Question(s):**
  - What is your lived experience with climate change? Does it change seasonally?
  - Have you made any changes to your home or routine due to climate change or its effects?
  - What greenhouse gas mitigation would you like to see improved, enhanced, or created if it does not exist now?
  - Take a look at the committed goals and actions identified in the Thurston Climate Mitigation Plan. Do you feel there are goals and actions missing? Are the goals and actions identified in the TCMP still what the community wants to commit to?
- **Response Summary:** Some respondents shared they have experienced more extreme heat events, experiences with wildfires/smoke, and periods of increased drought. Some respondents added they have added changes to their homes or routines like installing heat pumps, using more air conditioning, transitioning to carbon-free transportation, recycling more, eating plant-based diets, and traveling less to reduce carbon emissions. Respondents shared a variety of ideas for further reducing GHG emissions, ranging from building electrification, education and outreach, improved EV charging, increased housing density, and active transportation infrastructure.

Resilience Mapping (Flooding, Heat)

- **Question(s):**
  - What has been your experience with extreme heat in Tumwater?
  - Have you had access to all of the resources you needed during an extreme heat event? Is there anything you would like to have available to you in the future?
- **Response Summary:** Respondents shared they have experienced impacts from extreme heat events, with particular emphasis on disproportionate impacts for vulnerable populations, as well as the need for resources to better withstand future events such as air conditioning units, heat pumps, and cooling shelters.

Governance

- **Question(s):**
  - What does a resilient Tumwater look like to you?

- What do you hope will be true about Tumwater in the future?
- Are there areas within the City you are most concerned about regarding climate change impacts? If so, what are those areas?
- How would you like the City to engage with you around climate change?
- What could the City do to improve your trust in it/them?
- How would you like to see equity addressed in the climate element?
- What could the City do to improve your trust in it/them?
- Have you felt distrust or a lack of transparency in any of your interactions with the City?
- Are there current community equity efforts you know about that can be built upon for climate action?
- Are there communities in the City you are particularly concerned about regarding climate change impacts? If so, who are those communities?

- **Response Summary:** Respondents shared a variety of perspectives related improved governance efforts in the future, including the importance of safe active and public transportation, protections against flooding, increased density and mixed-use zoning to reduce sprawl, protections for natural resources, clean water, housing affordability, tree canopy, solar panel installations, building electrification, transitioning to electric vehicles, increased City staff engagement with community members on these issues, and an emphasis on supporting vulnerable populations.

D. Public Comment

Tumwater posted a draft of the Climate Element on its website for 30 days between January 2 and January 31, 2025, for public comment. This draft reflected public feedback and ideas submitted to date from a range of stakeholders and community members including city staff, external experts, the South Sound Asian Pacific Islander Coalition, TCAT, the Thurston Climate Mitigation Collaborative's Community Advisory Workgroup, and CPAT.

Tumwater's online posting provided the opportunity for all community members and those who spend time in Tumwater to review the draft and share formal feedback for Tumwater to further improve the document. Community members shared feedback by completing an online feedback form or emailing the Comprehensive Plan team.

1) Summary of Responses

Tumwater received 44 responses during the public comment period. These comments focused on a range of topics, summarized below. Tumwater maintained a detailed log of comments, noting its response and the extent to which the comment was appropriate for integration into the final draft.

Effective Regulation

- Effective Regulation: Respondents shared the importance of streamlined municipal regulation that encourages and incentivizes behavior change.
- Effective Assessment and Monitoring: Respondents noted the value of assessing and comparing the effectiveness of municipal climate investments over time to encourage ongoing iteration and refinement of climate actions.

GHG Emissions Reduction

- Minimum Levels of Efficiency in Buildings: Respondents underscored the importance of building energy efficiency strategies, including baseline levels of efficiency in rental units, climate-resilient building standards and/or elements (e.g., south-facing roof orientation, cool roofs, living walls), and guidelines for sustainable deconstruction and materials salvage.
- Education and Outreach: Respondents highlighted how effective outreach and education with community members play a key role in emissions reduction.

Transportation and Mobility

- Improved Cycling Infrastructure: Respondents emphasized how improved cycling paths and trails not only makes traveling without a car easier but provides environmental and health benefits to community members.
- Vehicle Electrification: Respondents shared ideas for encouraging vehicle electrification community-wide, including incentivizing multifamily housing EV charging, EV car-sharing, and EV industry improvements and consumer protections.

Climate Adaptation and Resilience

- Tree Canopy: Respondents noted the benefits of sustained and increased tree canopy, particularly in canopy-poor areas like parking lots.
- Conservation: Respondents underscored the value of accessible natural spaces and wildlife corridors for both community member enjoyment and the health of local ecosystems.
- Emergency Preparedness: Respondents shared the importance of emergency preparedness in the face of future climate hazards and the important role of effective fire, water, medical, and land management practices in climate emergencies.

Land Use

- 15-minute Neighborhoods: Respondents shared support for more compact housing and strategic reductions in the need to drive to access amenities, while cautioning against investments that negatively impact the ability for children, elderly people, and people with disabilities to access critical services.

E. Other Outreach

1) Thurston Climate Mitigation Collaborative Community Advisory Workgroup

Early on in the process of developing the Climate Element, Tumwater staff engaged the Thurston Climate Mitigation Collaborative's Community Advisory Workgroup for some visioning to guide the Climate Element. The Community Advisory Workgroup was consistently updated about the status of the Climate Element at each of their meetings and was invited to continue participating in the public process.

Figure 4. Thurston Climate Mitigation Collaborative Community Advisory Workgroup Values Board.



2) Community Organizations

City staff also reached out to more than sixty local agencies, non-profits, and community-based organizations inviting participation in the development and refinement of the Climate Element. Some responded to this request and either requested meetings or presentations to their organizations. Staff followed through to provide the engagement in the method requested. Comments from those organizations are included in the comment register included in this meeting packet.

City staff also participated in Community Assemblies organized by TCAT, including presenting at one. The notes from these Community Assemblies are still in process with TCAT staff.

3) Food Bank and Library Tabling

City staff also tabled multiple times at the Tumwater Mountainview Church satellite location of the Thurston County Food Bank and at the Tumwater Timberland Library. This varied in format

from asking questions about what is important to people to asking people to pull actions from a hat and share their reactions or how the action might impact their lives.





City staff tabling efforts

This outreach was especially useful to ensure the goals and policies in the draft Climate Element were interpreted as intended and that the Climate Element would benefit all members of the community. For instance, a number of food bank clients live in campers, vans, or RVs and pointed out that they were left out of the buildings and energy actions. This was unintentional and because we received this feedback, staff added an action specifically to benefit residents of Tumwater who live in RVs or at campgrounds. Staff continued to ensure that any feedback requests were posted at local campground bulletin boards.

F. Incorporating Feedback

Most feedback that was within Tumwater's jurisdiction to carry out and remain aligned with the state requirements of the Climate Element was incorporated. Many comments made about the Climate Element were most appropriate to be incorporated into other Elements, such as the Land Use Element and Transportation Plan. Additionally, some comments made were related to other City planning work, such as the upcoming revision to the Tree and Vegetation Protection Ordinance (TMC 16.08), which will be incorporated into that project.

The comment register shows each comment made, city staff's response, and whether the feedback was incorporated or not.

3 – Prioritization

Between February and July 2025, the CPAT was asked to define a framework to prioritize the many implementation actions in the draft Climate Element. They created the following categories, into which the draft implementation actions are categorized:

- **High Impact Climate Actions.** CPAT prioritized actions because they will drive the greatest amount of emissions reductions and/or reduce casualties due to climate hazards immediately or in the near term.
- **Easy Wins.** CPAT prioritized actions because they will be easier to accomplish, allowing the Tumwater community to feel motivated by real and visible progress.
- **Futureproofing for Everyone.** CPAT prioritized actions because they will help to untangle potential future conflicts and allow Tumwater to create policies and legislate on the side of climate action.
- **Everyday concerns (equity).** CPAT prioritized action because they create a more equitable and just community immediately or in the near-term, addressing issues of economic injustice and making it possible for Tumwater's community members to access basic needs.
- **Building longevity.** CPAT prioritized action because they create a more equitable, just, and resilient community in the long term but require action now to build that future.

Staff will utilize the draft implementation action list (Part 1, Appendix A), prioritizing those items prioritized in the list to develop annual work plans that will be approved by the City Council.

Appendix A – Guidance

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

Commerce has a webpage for Climate Element guidance.

https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/climate-change-2/

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 as well as webpage addressing the new legislative requirements.

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

MRSC - New Legislation Related to Climate and the Natural Environment

2025 Comprehensive Plan Update
Climate Element

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

Alyssa Jones Wood, Sustainability Manager
Planning Commission August 26, 2025

Overview

- State requirements
- What was heard
- How feedback was incorporated
- Prioritization

New State Climate Element Requirements

1. A **climate mitigation sub-element** to address actions to reduce overall greenhouse gas (GHG) emissions and vehicle miles traveled (VMT)
2. A **climate resilience sub-element** to address climate adaptation
3. Consideration of **environmental justice** to avoid worsening environmental health disparities

GHG Emission Reduction Sub-Element

- Reduce overall GHG emissions generated by transportation and land use within Tumwater without increasing emissions elsewhere in Washington
- Reduce per capita vehicle miles traveled within Tumwater without increasing GHG emissions elsewhere in Washington
- Prioritize reductions that benefit overburdened communities to maximize the co-benefits of reduced air pollution and environmental justice
- Use 2022 as a baseline year and set incremental targets that lead to achieving net zero GHG emissions in 2050, consistent with Washington's statewide target

Resilience Sub-Element

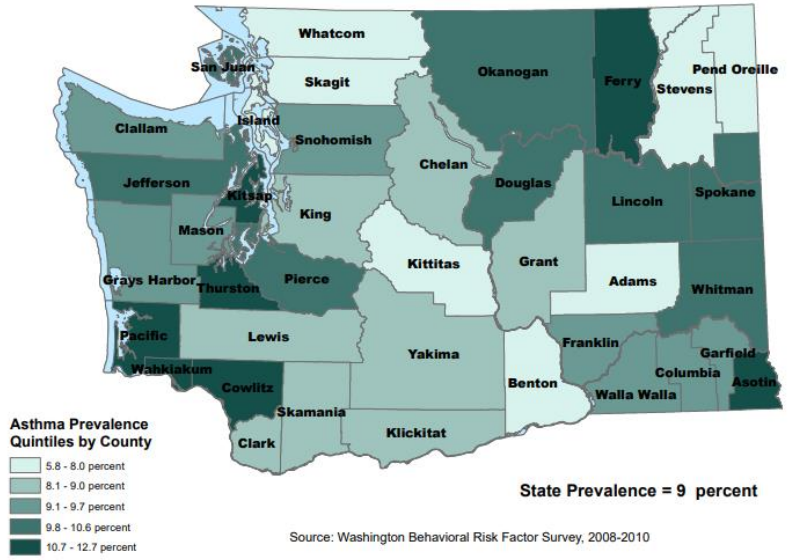
- Address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns
- Identify, protect, and enhance natural areas to foster climate resilience, as well as areas of vital habitat for safe species migration
- Identify, protect, and enhance community resilience to climate impacts, including social, economic, and built-environment factors, which support adaptation to climate impacts consistent with environmental justice

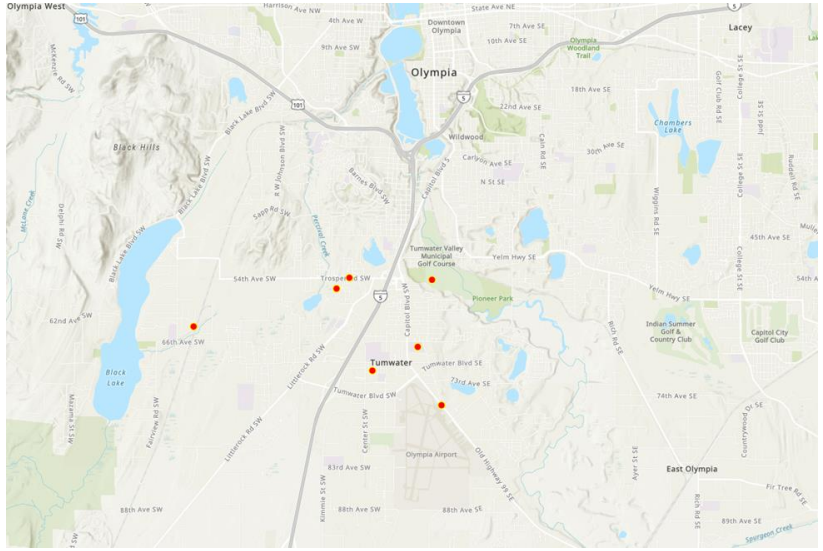
Resilience Sub-Element

- Equitably enhance the resilience of communities and ecological systems to climate change
- Be consistent with best available science and scientifically credible climate projections and impact scenarios
- Prioritize and benefit overburdened communities that will suffer disproportionately from environmental impacts and climate-exacerbated natural hazards

Environmental Justice in Tumwater

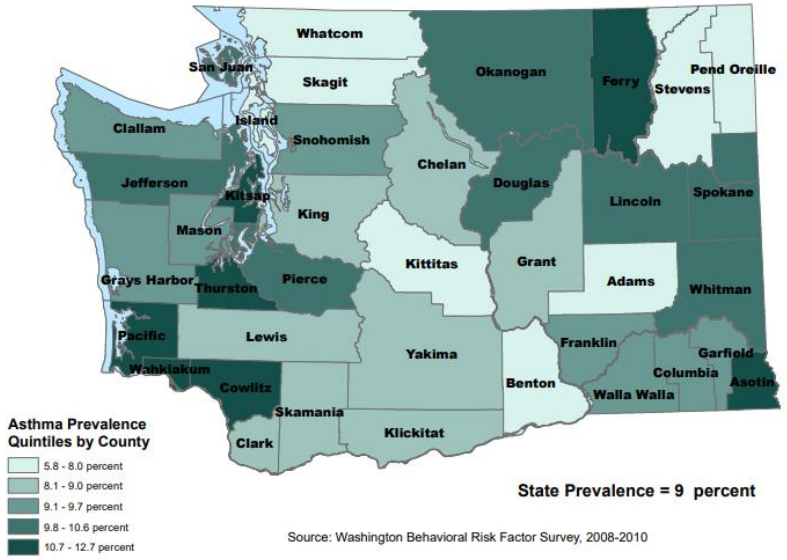
- Tumwater ranks an 8/10 in diesel exhaust PM 2.5 emissions, likely due to Interstate 5
  - ➢ 10% of Washington adults and 6% of children have asthma (2014 data DOH)
- Tumwater ranks a 10/10 for proximity to Superfund Sites (Palermo, cleaned up)

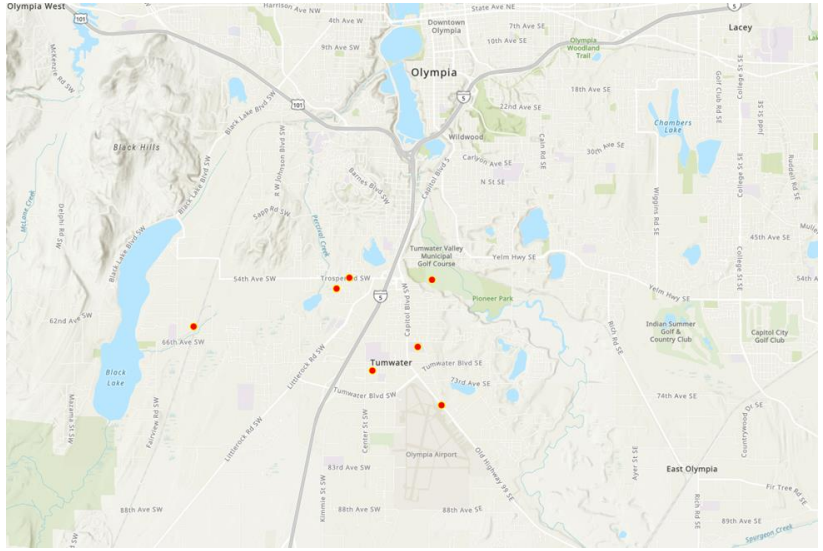




Environmental Justice in Tumwater

- One western Tumwater census tract ranks
  - 8/10 for population with disability
  - 8/10 for cancer deaths
  - 9/10 for death from cardiovascular disease
  - 9/10 for premature death
- The City is actively working on assessments of two brownfields
  - Former Brewery and WSDOT properties





Ways We Reached Out

- Climate Policy Advisory Team
- In-Person Open House
- Online Open House
- Public Comment Period
- Thurston Climate Mitigation Collaborative Community Advisory Workgroup
- Meetings and presentations with/to Community Based Organizations, non-profits, and local agencies
- Tabled at the Tumwater Library and Tumwater Mountainview Church satellite Thurston County Food Bank location



What We Heard

- We received more than 240 comments



What We Heard

- Support for climate action
- Demand for multimodal transportation system improvements and EV charging
- Preservation of green space and urban canopy
- Concern about heat and smoke
- Erosion of trust in City government
- Desire to engage diverse age groups and demographics
- Support for programs that benefit low-income, young, & elderly populations
- Building energy efficiency
- Conflicting viewpoints especially on the topics of incorporating equity and growth



Comment Register

Method of receiving feedback	Comment	Author	Staff Response	Feedback incorporated?
Email	Buildings & Energy Phase out natural gas use in existing publicly owned facilities by [insert target date] and retrofit with electric heat pumps. Prioritize the preservation and weatherization of housing in overburdened communities, particularly at higher densities, to reduce emissions and increase resilience. Maximize renewable energy sources for the supply of electricity and heat to new and existing buildings. Install distributed renewable energy generation and battery infrastructure at public facilities to store renewable electricity generated on site and provide emergency power that ensures continuity of operations. Provide overburdened communities subsidies to offset potential cost increases associated with conversion to non-fossil-fuel energy sources. Zoning Consider climate change, including sea-level rise, extreme precipitation, increased winter streamflow, and other impacts, in floodplain management planning. Identify and protect agricultural and forested lands that provide climate resilience benefits from conversion to more developed land use types. Consider future climate conditions during siting and design of capital facilities, including changes to temperature, rainfall, and sea level, to help ensure they function as intended over their planned life cycle. Ecosystems Adopt a forest master plan and implementing ordinances to maintain and expand tree canopy cover, improve tree and watershed health, prioritize carbon sequestration, and build climate resilience. Econ Ensure that the local economy is resilient to climate disruptions and fosters business opportunities associated with climate mitigation and adaptation.	Mason Rolph Executive Director, Olympia Community Solar	Because of Initiative 2066, we cannot prohibit, penalize, or discourage the use of gas for any form of heating or for any uses related to any appliances or equipment in any building. Policy CL-9.4 intends to expand weatherization. CL-9 and CL-5 seeks to expand renewable energy generation. CL9.2 addresses renewable and battery storage for existing city facilities. Goal CL-10 and CL-13 seek to address considering climate change's impacts in zoning and planning. The City of Tumwater already has an Urban Forestry Management Plan and is in the process of implementing it, including canopy measures. Goal CL-13 addresses the local economy and climate resilience.	☑
Email	I think the “Summer Maximum Temperature" row in Table 2 on p. 22 is supposed to include “increase” after the numbers. Page 22 says, "Although Tumwater is not projected to experience drastic sea level rise in this period…" What does the City expect about the effects of significant high tides on the old Brewery and the adjacent park after the dam is removed and various amounts of sea level rise occur?' The labels for Table 5 and Table 6 have ended up shifted to the next page.	Thad Curtz	Edits made.	☑
Email	CFMP update integration?	Thad Curtz	We will incorporate the Climate Element into the	

CPAT Prioritized Actions

High Impact Climate Actions. Drive the greatest number of emissions reductions and/or reduce casualties due to climate hazards immediately or in the near term

Easy Wins. Easier to accomplish, allowing the Tumwater community to feel motivated by real and visible progress

Building longevity. Create a more equitable, just, and resilient community in the long term but require action now to build that future

CPAT Prioritized Actions

Futureproofing for Everyone. Help to untangle potential future conflicts and allow Tumwater to create policies and legislate on the side of climate action

Everyday concerns (equity). Create a more equitable and just community immediately or in the near-term, addressing issues of economic injustice and making it possible for Tumwater's community members to access basic needs



Discussion & Questions

Climate Element

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 5, 2025

December 2025

Ordinance No. O2025-0XX

CITY OF TUMWATER

Climate Element

Part 1 – Goals, Policies, and Implementation Actions

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Acronyms and Abbreviations Used in Document

ASD – Administrative Services Department.

CBO – Community Based Organization.

CCA – The Climate Commitment Act (CCA) (Chapter 310, Laws of 2021) caps and reduces greenhouse gas emissions from Washington's largest emitting sources and industries, allowing businesses to find the most efficient path to lower carbon emissions. This program works alongside other critical climate laws and policies to help Washington achieve its commitment to reducing greenhouse gas emissions by 95% by 2050. The CCA also puts environmental justice and equity at the center of climate policy, making sure communities that bear the greatest burdens from air pollution today breathe cleaner, healthier air as the state cuts greenhouse gases. Finally, funds from the auction of emission allowances support new investments in climate-resiliency programs, fund clean transportation, and address health disparities across the state.

CDD – Tumwater Community Development Department

City – City of Tumwater

Commerce – Washington State Department of Commerce

County – Thurston County

CPAT – Climate Policy Advisory Team

DAHP – Washington State Department of Archaeology and Historic Preservation

EDC – Thurston Economic Development Council

EV – Electric Vehicle

EXD – Tumwater Executive Department

Fire & EMS – Fire and Emergency Medical Services Department.

FIN – Tumwater Finance Department

GHG – Greenhouse Gas

PRFD – Tumwater Parks, Recreation, & Facilities Department

RCW – Revised Code of Washington

TCAT – Thurston Climate Action Team

TED – Tumwater Transportation & Engineering Department

TMC – Tumwater Municipal Code

Tribes – Nisqually Indian Tribe, Squaxin Island Tribe, and the Confederated Tribes of the Chehalis Reservation

TRPC – Thurston County Regional Planning Council

UFMP – Urban Forestry Management Plan

WRS – Tumwater Water Resources & Sustainability Department

WSDOT – Washington State Department of Transportation

Key Terms and Definitions

15-minute neighborhood: An urban planning concept referring to neighborhoods in cities in which most daily necessities, services, and amenities (e.g., work, education, health care, shopping, recreational opportunities) can be reached by a 15-minute walk, bicycle ride, or public transportation trip. These neighborhoods tend to be relatively walkable and support a greater baseline of residential density.

Climate: The "average weather" generally over a period of three decades. Measures of climate include temperature, precipitation, and wind.

Climate change: Any significant change in the average climate of a region lasting for decades or longer. Can be measured through substantial changes in temperature, precipitation, or wind. Climate change may result from natural factors and from human activities that change the atmosphere's composition and land surface.

Climate refugia: Areas that continue to resist the impacts of anthropogenic climate change, allowing valued and culturally significant physical, ecological, and socio-cultural resources to continue to survive and even thrive amidst a changing landscape.[1]

Environmental Justice (EJ): The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to environmental laws, rules, and policies according to RCW 70A.02.010(8). Environmental justice includes

[1] Morelli, T.L.; Millar, C. 2018. Climate Change Refugia. USDA Forest Service Climate Change Resource Center. https://www.fs.usda.gov/ccrc/topics/climate-change-refugia

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addressing unfair environmental and health impacts in all laws, rules, and policies by:

- prioritizing vulnerable populations and overburdened communities;
- the equitable distribution of resources and benefits; and
- eliminating harm.

Food Justice: Assumes consistent access to nutritious, affordable, and culturally relevant food to be a human right that should be secured and protected.

Frontline Community[2]: Those communities that experience the effects of climate change "first and worst" while also having significantly lower capacity to adapt and reduced access to resources and political power to respond to those risks. Though not limited to these groups, frontline communities generally include communities of color, Indigenous peoples, and low-income communities. These communities have also not historically had access to City decision making processes.

Green stormwater infrastructure: Stormwater management systems that mimic natural systems, capturing and absorbing or diverting rainwater where it falls.

Greenhouse gas (GHG): Any gas that absorbs heat in the atmosphere; examples include carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

Managed retreat: The voluntary movement and transition of communities away from regions that are likely to become unsustainable for life due to climate change impacts. Primarily a tool used in coastal regions to move communities away from sea level rise impacts, but increasingly a tool used in planning for other climate hazards.

Native species: Any plant, fungus, or animal species native to our area. In the US, this only includes species present in the region prior to the arrival of European settlers.[3]

Overburdened Community[4]: According to RCW 70A.02.010(11), denotes a geographic area where vulnerable populations face combined, multiple environmental harms and health impacts, and includes, but is not limited to, highly impacted communities as defined in RCW 19.405.020.

Passive survivability: Building to ensure that residences will remain at a safe temperature for occupants if the power goes out and that they will overall require less power to keep at a regulated temperature. It can also entail building single-family residences with one room designed to maintain comfortable temperatures or multifamily residences with a designated common area designed to serve this same

[2] In the Climate Element the term "frontline community" is preferred as it does not carry the disempowering and othering connotations of the terms "overburdened community" and "vulnerable population." However, the latter terms carry legislative meaning, with precise definitions in Washington State law and policies that direct funding for and engagement with these groups. All three terms will be used throughout the goals, policies, and implementation actions contained in this Element. "Frontline communities" will be the preferred term where the legislative context is not relevant, while "overburdened community" and "vulnerable population" will be used where the precise definitions are key to enacting the policy.

[3] United States Department of Agriculture, n.d. "What is a native plant?" https://www.usda.gov/peoples-garden/gardening-advice/why-native-species-matter

[4] See Note 1

function. Building for passive survivability also reduces demand on local energy infrastructure.

Vulnerable Populations[5]: According to RCW 70A.02.010(14), includes population groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, due to: adverse socioeconomic factors, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and sensitivity factors, such as low birth weight and higher rates of hospitalization. Vulnerable populations can include but are not limited to racial or ethnic minorities, low-income populations, populations disproportionately impacted by environmental harm, and populations of workers experiencing environmental harm.

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[5] See Note 1

1. Introduction

The Climate Element is part of Tumwater's Comprehensive Plan and was created to meet the State Growth Management Act (Chapter 36.70A RCW) requirements to adapt to and mitigate the effects of a changing climate.

Tumwater's Vision, Mission, and Belief Statements that provide overarching direction for the future of Tumwater are found in the Plan Introduction.

The Climate Element aligns and is consistent with the other elements of the Comprehensive Plan.

Part 1 – Goals Policies, and Implementation Actions establishes Tumwater's goals and policies to address greenhouse gas reduction and climate resilience.

The goals and policies of the Climate Element are guided by the state Growth Management Act and the Thurston County-Wide Planning Policies and the vision of a Tumwater that is a vibrant city that fosters a sense of place, active transportation, local business prosperity, and provides a safe environment for our coming climate challenges. The Element's goals and policies are coordinated with the other Elements and regional plans.

The Climate Element's goals and policies are the policy basis for the draft implementation actions in Climate Element 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 greenhouse gas reduction and climate resilience.

Part 2 – Technical Information provides the background information on the development of the Climate Element.

A. How to Read this Part of the Element

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

Chapter 4 presents each goal with introductory text, and an explanation of the lead and timeline for each policy.

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 Climate Element.

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 Climate Element's goals and policies.

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2. Growth Management Act

The State Growth Management Act (Chapter 36.70A RCW) requires that Tumwater shows 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 new Climate Element addresses the goal related to climate change and resiliency. The state legislature added this goal in 2023.

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 address this new goal in coordination with the new Climate Element.

The Climate Element addresses the dual goals of increasing climate resiliency and mitigating Tumwater's contributions to climate change by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.

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3. County-Wide Planning Policies

The Growth Management Act requires that comprehensive plans be consistent with Thurston County's County-Wide Planning Policies, as amended in 2015.

The following is a list of the relevant policies that apply to this Element. The sections of the County-Wide Planning Policies relevant to this Element are cited below. All County-Wide Planning Policies are adopted as Appendix B to the Comprehensive Plan.

I. General Policies

The Climate Element has goals, policies, and actions that address County-Wide Planning Policies 1.1 through 1.14. These goals, policies and actions support a regional vision for sustainable communities which will thrive in the face of climate change impacts and lead efforts to mitigate future impacts.

VII. Economic Development and Employment

Resource uses and resource land protection are addressed in the goals, policies, and actions of the Climate Element.

X. Environmental Quality

The Climate Element is based upon the themes of equity, sustainability, and resilience.

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4. Element Goals and Policies

A. How to Read These Tables

The Climate Element 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 Climate Element's goals and policies.

1) Department Leads

Implementation of the Climate Element's policies is associated with eight different Tumwater departments:

CAO	City Attorney's Office
CDD	Community Development Department
EXD	Executive Department
FIN	Finance Department
PRD	Parks, Recreation, and Facilities Department
TED	Transportation & Engineering Department
TFD	Fire Department
WRS	Water Resources & Sustainability Department

In most cases, the work will require multiple Tumwater departments working together. Each of the Climate Element's policies include a lead department or departments.

2) Period

Each of the Climate Element's policies 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 for the term of the Comprehensive Plan with no set target completion date.

B. Overarching Climate Goals

Goal CL-1 Increase Tumwater's capacity to implement climate action and adaptation priorities.

The goals and policies contained in this Element will only lead to effective climate mitigation and adaptation if Tumwater devotes appropriate resources to implement all aspects of the Element.

Policies		Lead	Period
CL-1.1	**Support fully staffing Tumwater positions needed to support the actions outlined in the Climate Element.**	**WRS EXD**	**Start:** 2026

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Policies		Lead	Period
CL-1.2	**Develop a program funding strategy to support equitable access to climate mitigation and adaptation programs developed by Tumwater.**	**WRS** EXD	**Start:** 2026
CL-1.3	**Educate Tumwater staff and community on the Climate Element's goals, policies, and actions.**	**WRS**	**Start:** 2026

Goal CL-2 Advance environmental justice by providing all Tumwater community members with an equitable opportunity to learn about climate impacts, influence policy decisions, and take actions to enhance community resilience.

Environmental justice must be central to any effort to mitigate and adapt to climate change. Tumwater will create opportunities for all members of the community to make meaningful changes to climate policy and must also strive to ensure frontline communities have access to resources to adapt to climate impacts.

Policies		Lead	Period
CL-2.1	**Work with community based organizations and community organizers to conduct intentional outreach with frontline communities to create opportunities for equitable engagement in climate adaptation, mitigation, and education.**	**WRS** EXD	**Start:** 2026 Term of the Plan
CL-2.2	**Prioritize the people of Tumwater and their needs, values, and goals in all future climate planning efforts by developing and implementing all adaptation and mitigation tasks in collaboration with equitable representation from all Tumwater communities.**	**WRS**	**Start:** 2026 Term of the Plan
CL-2.3	**Develop programs and resources to promote equitable financial access to climate resilience and mitigation activities.**	**WRS** **FIN** EXD	**Start:** 2026

Goal CL-3 Address that changing weather and climate patterns driven by human-generated emissions will affect every aspect of life in Tumwater, and plan for impacts such as increased heat, wildfire, and flooding while working to reduce local emissions.

This goal is at the heart of why Tumwater is climate planning. Human-generated emissions are driving unprecedented climate changes, and that fact drives the Greenhouse Gas Reduction

Sub-Element, whose goals strive to curb human emissions. Simultaneously, Tumwater and all communities globally must prepare for the inevitable impacts already set in motion.

Policies		Lead	Period
CL-3.1	**Assess Tumwater's vulnerability to climate change.**	**WRS**	**Start:** 2027
CL-3.2	**Address climate change impacts in all Tumwater planning efforts.**	**WRS** **CDD**	**Start:** 2027

C. Greenhouse Gas Reduction Sub-Element Goals

This sub-element contains five goals that aim to help Tumwater reach its new goal of net-zero emissions by 2045, ahead of the State's emissions target. The policies and actions in the sub-element focus on continuing Tumwater's progress on addressing climate mitigation.

1) Greenhouse Gas Reduction Targets

Under RCW 36.70A.070, Tumwater is required to prepare a sub-element on greenhouse gas emissions reduction as part of its Climate Element. Tumwater's Greenhouse Gas Reduction Sub-Element directs Tumwater's approach to eliminating Greenhouse Gas emissions towards achieving net-zero emissions by 2045.

Tumwater has identified specific interim targets for municipal emissions, such as emissions from Tumwater-owned assets, operations, and services, and community-wide emissions, such as emissions from various sectors across Tumwater, including but not limited to residential, commercial, and transportation sectors.

Community-wide Greenhouse Gas Emissions Targets

- Reduce community-wide emissions by 45% from 2023 levels by 2030, and 70% by 2040.
- Achieve net-zero community-wide emissions by 2045.

Municipal Greenhouse Gas Emissions Targets

- Reduce municipal emissions by 50% from 2023 levels by 2030.
- Achieve net-zero municipal emissions by 2045.

2) Greenhouse Gas Goals and Policies

The goals and policies identified below are designed to move Tumwater towards these emissions reduction targets. As with other components of this Climate Element, these goals and policies were developed based on present information and community feedback, but they are subject to revision over time as regulations and technology evolve.

Goal CL-4 Reduce greenhouse gas emissions from all building types through energy conservation measures prioritizing the deployment of financial resources and programs that help finance or subsidize improvements across Tumwater.

Greenhouse gas emissions from buildings and energy use account for over half of the community-wide emissions across Thurston County. This presents significant opportunities for action and impact, which can include prioritizing energy conservation measures and funding programs and incentives that will reduce Tumwater's municipal and community-wide greenhouse gas emissions.

Community members expressed support for energy efficiency measures to provide financial benefits, particularly for renters and low-income residents.

Policies		Lead	Period
CL-4.1	**Reduce energy use across building types.**	WRS CDD	**Start:** 2026 Term of the Plan
CL-4.2	**Reduce energy use in existing residential buildings.**	WRS CDD	**Start:** 2026 Term of the Plan
CL-4.3	**Reduce energy use in existing nonresidential buildings.**	WRS CDD	**Start:** 2026 Term of the Plan
CL-4.4	**Reduce energy use in new construction, redevelopment, and deconstruction.**	WRS CDD	**Start:** 2027
CL-4.5	**Increase energy efficiency in manufactured home parks and recreational vehicle parks/campgrounds.**	WRS CDD	**Start:** 2027
CL-4.6	**Convert to alternative fuel sources.**	WRS CDD	**Start:** 2026 Term of the Plan

Goal CL-5 Expand the use of on-site renewable energy technology (e.g., solar photovoltaics, battery storage, etc.) across all building types through providing funds, code changes, and educational programs.

Local on-site renewable technology, such as solar photovoltaics and battery storage, will provide increased renewable energy options to Tumwater community members. Additionally, the development of local renewable energy resources strengthens Tumwater's resilience during future extreme weather events. Developing local renewable energy resources

can also strengthen the local economy through job creation.

Policies		Lead	Period
CL-5.1	**Increase the production and storage of local renewable energy.**	WRS CDD	**Start:** 2026

Goal CL-6 Reduce greenhouse gas emissions by making it easier for people to use and shift to low- or zero-carbon transportation modes through policy, programming, and regional collaborations.

Transportation is the second largest source of greenhouse gas emissions in Thurston County. Tumwater can significantly reduce emissions by creating policies and programs that support zero emissions transportation modes, including increasing the number of electric vehicles and charging stations throughout Tumwater and encouraging active transportation such as biking and walking. Community members strongly expressed the desire for improved sidewalks and an increased number of bike lanes to enable active transit.

Policies		Lead	Period
CL-6.1	**Promote increased use of active forms of travel such as bicycling, walking, and other nonmotorized options.**	TED	**Start:** 2026 Term of the Plan
CL-6.2	**Increase adoption of electric vehicles.**	WRS	Term of the Plan
CL-6.3	**Facilitate low-carbon options for movement into and through Tumwater.**	CDD TED	**Start:** 2026 Term of the Plan

Goal CL-7 Reduce vehicle miles traveled by using permitting, regulatory, and other land use tools to promote multimodal transportation options and the use of public transit.

In addition to increasing the adoption of electric vehicles and encouraging active transportation in Tumwater, expanding multimodal options and public transit ridership can greatly affect Tumwater's greenhouse gas emissions.

Promoting public transit ridership includes short term efforts, such as public awareness campaigns and expand transit lines, and long-term efforts, such as urban planning to reduce urban sprawl. Land use tools, such as street network connectivity improvements, can also

contribute to reducing vehicle miles traveled, which in turn lead to reduced emissions, air pollution, and traffic congestion.

Policies		Lead	Period
CL-7.1	**Continue land use policies that support increased urban density and efficient transportation networks and reduce urban sprawl.**	CDD	Term of the Plan
CL-7.2	**Increase efficiency of the transportation system.**	TED	Term of the Plan

Goal CL-8 Strengthen existing policies and regulations to deploy and enhance natural carbon solutions that are ecosystem-appropriate, store carbon, and offer co-benefits such as pollution reduction, wildlife habitat, and climate resilience.

Natural carbon solutions play an important role in the local environment by sequestering carbon through tree canopy and natural open space. In conjunction with reducing greenhouse gas emissions at the source, natural carbon solutions reduce atmospheric carbon, pollution, and reduce urban heat. Community members have expressed strong support of preserving the tree canopy in Tumwater.

Policies		Lead	Period
CL-8.1	**Preserve tree canopy, native prairie habitat, and support habitat restoration and conservation to sequester carbon.**	WRS CDD	Term of the Plan

D. Resilience Sub-Element Goals

This section contains eight goals that aim to help Tumwater guide climate adaptation efforts to protect its communities against unavoidable climate impacts. The policies and actions in this element focus on expanding and improving Tumwater's work on Climate Adaptation.

Goal CL-9 Design, plan, and upgrade buildings and energy infrastructure to accommodate renewable energy opportunities, keep the community safe, and withstand and recover from extreme weather and natural hazards worsened by climate change.

Tumwater's energy infrastructure and buildings need to be protected against projected climate impacts, creating safe and reliable space for community members. Renewable energy does

not just offer climate mitigation benefits: locally generated and stored renewable energy is also more resilient under an uncertain climate future.

Policies		Lead	Period
CL-9.1	Require that planned facilities, utilities, and infrastructure projects and existing vulnerable sites be built or hardened to avoid or withstand climate impacts, including extreme heat, extreme precipitation, and sea level rise.	CDD WRS	Start: 2028
CL-9.2	Plan energy infrastructure to be able to integrate with an increase in renewable energy sources, including increasing energy storage capacity to improve energy grid resilience.	CDD WRS TFD	Start: 2026
CL-9.3	Require buildings in high-risk areas[6] to be designed and built to be resilient to natural hazards and extreme weather worsened by climate change.	CDD WRS	Start: 2028
CL-9.4	Encourage property owners to increase the resilience of existing buildings to natural hazards and extreme weather worsened by climate change.	CDD WRS	Start: 2028
CL-9.5	Work with Puget Sound Energy to improve the safety and reliability of infrastructure vulnerable to climate change.	WRS CDD	Start: 2026

Goal CL-10 Increase preparedness for acute climate impacts and improve the resilience of Tumwater's people and systems against climate hazards.

Research has shown that climate change impacts frontline communities first and worst, while these communities also contribute the least to worsening climate change. System-wide changes need to be implemented to protect all of Tumwater's community members from both chronic and acute climate harm, with particular attention to frontline communities.

Policies		Lead	Period
CL-10.1	Improve community outreach on and response capabilities for climate health and hazard issues, prioritizing frontline communities to address economic, social, and health disparities.	WRS EXD	Start: 2026
CL-10.2	Develop resources to mitigate the risks posed by extreme heat in coordination with regional partners.	WRS TFD	Start: 2026

[6] High risk areas to be identified by Tumwater's Comprehensive Vulnerability Assessment, which should be completed by 2028. Weatherization and hardening building codes should be developed based on identified risks and land use designations of at-risk land parcels.

Policies		Lead	Period
CL-10.3	Increase regional wildfire resilience, preparedness, and response capabilities in Tumwater.	WRS TFD	Start: 2026
CL-10.4	Collaborate with regional partners to develop resources that address projected increases in risks and impacts associated with climate change.	WRS TFD	Start: 2026
CL-10.5	Improve community resilience, health equity, and environmental justice by striving to ensure that all community members can use active transportation to access public green spaces within half a mile and connected by sidewalks or protected walkways.	TED WRS PRD	Start: 2027
CL-10.6	Position Tumwater to qualify for more funding opportunities to adapt to climate impacts.	WRS	Start: 2028
CL-10.7	Work with the Thurston County Public Health Department to increase local understanding of how climate change impacts vector-borne disease outbreaks.	WRS	Start: 2027
CL-10.8	Develop programs that enable and empower community members to protect themselves from poor air quality.	WRS	Start: 2027
CL-10.9	Work with Thurston County Emergency Management to improve access to the resources needed for community members to shelter in place or to adequately reach temporary shelter.	TFD WRS	Start: 2026
CL-10.10	Increase language accessibility of emergency services, plans, and resources.	EXD	Start: 2026

Goal CL-11 Preserve, protect, and sustain cultural sites and resources in alignment with the values and needs of Tribes, traditional stewards, and frontline communities.

Tumwater is built on land traditionally stewarded by the Coast Salish people. Their descendants in the Nisqually, Squaxin Island, Chehalis, and Cowlitz Tribes continue to live on and steward the land today but are also unfairly impacted by climate change and excluded from key climate decision-making. Tumwater must elevate the goals, values, and needs of the region's Indigenous communities.

Policies		Lead	Period
CL-11.1	Enhance partnership between the Tribes and Tumwater, integrating Tribal expertise, opinions, and values into climate planning efforts, projects, and programs.	EXD WRS	Start: 2026

Policies		Lead	Period
CL-11.2	In accordance with Tribal treaty rights, protect, enhance, and restore ecosystems and culturally important consumptive and non-consumptive resources including foods, medicinal plants, places, and materials that could be adversely impacted by climate change.	WRS PRD	**Start:** 2026
CL-11.3	Collaborate with the Tribes to prioritize the preservation of archaeological sites and traditional cultural properties that are vulnerable to climate impacts.	WRS CDD PRD	**Start:** 2026

Goal CL-12 With climate, growth, and environmental changes in mind, identify and elevate the protection of key habitats, ecosystem services, and wildlife corridors.

Protecting Tumwater's local ecosystems is key to building both ecological and community resilience to expected climate impacts. Resilient ecosystems will help vital native species to survive and thrive in the coming decades, while also continuing to provide key ecosystem services to Tumwater's human residents.

Policies		Lead	Period
CL-12.1	Manage Tumwater's urban forest in line with the most recent Urban Forestry Management Plan and current climate projections and guidance.	WRS	**Start:** 2026
CL-12.2	Protect, restore, and connect streams, estuaries, wetlands, floodplains, and other land and habitats that are next to rivers and streams (i.e., riparian ecosystems) to increase resiliency to climate change and reduce flood risk.	WRS CDD	**Start:** 2026
CL-12.3	Manage Tumwater's natural resources to protect, restore, and connect native ecosystems and foster habitats that are resilient to climate change.	CDD WRS	**Start:** 2030
CL-12.4	Increase the climate resilience of native fish species and aquatic ecosystems by reducing the impact of threats such as aquatic invasive species, invasive plants, pollutants, and changes in seasonal water flow.	WRS	**Start:** 2026
CL-12.5	Advocate for prioritizing maintenance of habitat integrity and function when working with regulatory agencies to determine allowed activities and uses within protected wetlands and Fish and Wildlife Habitat Conservation Areas.	WRS	**Start:** 2026

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Policies	Lead	Period
CL-12.6 Take early action to eliminate or control non-native invasive species, including insects and plants that take advantage of climate change, especially where invasives threaten native species or ecosystem function.	WRS PRD TED	**Start:** 2026

CL-13 Promote land use and development decisions that support compact urban development and Tumwater-wide resilience, including a resilient local economy.

Compact, walkable, and transit-oriented cities are vital to building community resilience. Land use decisions should support this future, while also striving to foster equity in decision-making.

Policies	Lead	Period
CL-13.1 Continue to focus high intensity land uses into centers to support community resilience and provide public services more efficiently.	CDD	**Start:** 2026
CL-13.2 Form a working group to secure Tumwater's economic resilience regarding climate impacts.	EXD WRS	**Start:** 2026
CL-13.3 In coordination with the Conservation Element, protect, restore, and maintain critical areas, non-regulated open space areas, and the floodplain to maximize climate resilience and ecosystem benefits.	WRS	**Start:** 2026
CL-13.4 Identify and implement strategies for reducing development pressure in the wildland-urban interface.	CDD	**Start:** 2027
CL-13.5 Encourage the location of new development in areas where exposure to climate hazards is low and ecological impacts are minimized.	CDD	**Start:** 2026
CL-13.6 Support efforts of local businesses to bolster climate preparedness and continuity of operations.	EXD WRS	**Start:** 2035
CL-13.7 In areas with significant vulnerability to climate hazards, facilitate and support long-term community visioning including consideration of managed retreat.	CDD WRS	**Start:** 2026

Goal CL-14 Strive to create a local transportation system, including infrastructure, routes, and active travel modes, which fosters connectivity and can withstand and recover quickly from climate impacts.

It is important to address the intersection of transportation planning and climate resilience in the Transportation Plan framework for an equitable, accessible, and multimodal future for Tumwater.

Policies	Lead	Period
CL-14.1 Improve street connectivity, transit accessibility, and walkability, including sidewalks and street crossings, to ease emergency evacuation.	TED	Term of the Plan
CL-14.2 Prioritize access to and restoration of water bodies and water-adjacent sites when designing and siting new and expanded transportation infrastructure.	TED WRS	Term of the Plan
CL-14.3 Improve habitat connectivity wherever possible when constructing and redeveloping roadways.	TED WRS	**Start:** 2028
CL-14.4 Facilitate quick recovery of the whole multimodal transportation system after disruption from disasters or extreme weather events.	TED	**Start:** 2028

Goal CL-15 Protect and improve water quality and availability.

Climate change will cause drastic and uncertain impacts to regional watersheds. Tumwater needs to prepare for potential droughts, changes in seasonal water flow, and impacts to aquatic life.

Policies	Lead	Period
CL-15.1 Manage Tumwater's water sustainably, ensuring there is adequate quantity and quality of water available for future generations.	WRS	Term of the Plan
CL-15.2 Improve Tumwater's drought resilience through water reclamation and conservation measures, drought-tolerant landscape design, and advocacy.	WRS CDD	**Start:** 2026
CL-15.3 Develop and implement a comprehensive drought resilience strategy that factors in projected climate impacts and sets action levels for different drought stages.	WRS	**Start:** 2027
CL-15.4 Increase use of green stormwater infrastructure projects that help capture, filter, store, and reuse stormwater runoff.	WRS	**Start:** 2026

Goal CL-16 Expand local food justice to address climate impacts and increase access to nourishing, affordable, culturally appropriate, and climate-friendly foods while expanding local use of composting.

Climate change will have inevitable impacts on access to nourishing and culturally appropriate foods, but Tumwater has an opportunity to secure a sustainable food future. At the same time, Tumwater can address waste reduction goals by shifting food waste into composting waste streams.

Policies	Lead	Period
CL-16.1 Improve local food justice through collaboration, education, and advocacy.	WRS CDD	**Start:** 2026
CL-16.2 Increase composting in urban agriculture and by private residences.	WRS	**Start:** 2026
CL-16.3 Expand consistent access to food for Tumwater community members.	WRS CDD	**Start:** 2026

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Appendix A Draft Implementation Actions

Each of the 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 Climate Policy Advisory Team, the community, Tumwater staff, and other agencies. The implementation actions in the tables below are intended to serve as a vetted resource for developing annual Tumwater work programs to address climate change across multiple departments.

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. These draft implementation actions currently represent best available science, best practices and lessons learned from other jurisdictions in North America.

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

Draft implementation actions that can only be undertaken by other entities are not included in the Climate Element.

A. How to Read These Tables

The Climate Element goals and policies, and draft implementation actions are not in priority order.

1) Department Leads

Implementation of the Climate Element's policies and draft implementation actions are associated with eight different Tumwater departments:

CAO	City Attorney's Office
CDD	Community Development Department
EXD	Executive Department
PRD	Parks, Recreation, and Facilities Department
TED	Transportation & Engineering Department
TFD	Fire Department
TPD	Police Department
WRS	Water Resources & Sustainability Department

Each of the Climate Element's policies and draft implementation actions include the lead department. In most cases, the work will require multiple Tumwater departments working together.

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2) Period

Each of the Climate Element's policies and 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 and draft implementation actions are for the term of the Comprehensive Plan.

3) Prioritization

Each of the Climate Element's draft implementation actions have been prioritized by the Climate Policy Advisory Team into the following categories:



High Impact Climate Actions. Drives the greatest amount of emissions reductions immediately or in the near term.



Easy Wins. Easier to accomplish, allowing Tumwater community members to feel motivated by real and visible progress.



Futureproofing for Everyone. Helps to untangle potential future conflicts and allow Tumwater to create policies and legislate on the side of climate action.



Equity. Creates a more equitable and just community immediately or in the near-term, addressing issues of economic injustice and making it possible for Tumwater's community members to access basic needs.



Building Longevity. Creates a more equitable, just, and resilient community in the long term but require action now to build that future.

A. Overarching Climate Goals

Goal CL-1 Increase Tumwater's capacity to implement climate action and adaptation priorities.

Policies and Implementation Actions		Lead	Period	Prioritization
CL-1.1	**Support fully staffing Tumwater positions needed to support the actions outlined in the Climate Element.**	WRS EXD	**Start:** 2026	

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Climate Element

Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Prioritization
CL-1.1.1 Identify future staffing needs to implement the Climate Element and reach state mandated targets.	WRS EXD	**Start:** 2026 Every 2 years for the term of the Plan	
CL-1.1.2 Fill existing vacant positions that will allow implementation of Climate Element actions, and any positions identified in CL-1.1.1.	WRS EXD	**Start:** 2026 Every 2 years for the term of the Plan	
CL-1.1.3 Utilize creative staffing solutions such as AmeriCorps, Climate Corps, Civic Spark, and fellowships.	WRS EXD	**Start:** 2027	
CL-1.2 Develop a program funding strategy to support equitable access to climate mitigation and adaptation programs developed by Tumwater.	WRS EXD	**Start:** 2026	
CL-1.2.1 Identify the cost to implement the Climate Element and determine funding opportunities and needs.	WRS EXD	**Start:** 2026 Every 2 years for the term of the Plan	
CL-1.3 Educate Tumwater staff and the public on the Climate Element's goals, policies, and actions.	WRS	**Start:** 2026	
CL-1.3.1 Develop training materials for Tumwater employees on the Climate Element to provide opportunities for instruction.	WRS	**Start**: 2026 Term of the Plan	
CL-1.3.2 Develop educational outreach materials on the Climate Element for Tumwater community members to learn how they will be impacted by climate change, can be involved in future climate planning efforts, and be empowered to help implement the Climate Element.	WRS	**Start**: 2026 Term of the Plan	

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Goal CL-2 **Advance environmental justice by providing all Tumwater community members with an equitable opportunity to learn about climate impacts, influence policy decisions, and take actions to enhance community resilience.**

Policies and Implementation Actions	Lead	Period	Prioritization
CL-2.1 Work with community based organizations and community organizers to conduct intentional outreach with frontline communities to create opportunities for equitable engagement in climate adaptation, mitigation, and education.	**WRS** EXD	**Start:** 2026 Term of the Plan	
CL-2.1.1 Build and support partnerships with existing community based organizations that have the capacity and existing relationships needed to convene diverse coalitions of community members and collaboratively empower their communities to develop and implement climate resilience and mitigation actions and work to address underlying disparities that impact these communities.	**WRS** EXD	**Start:** 2026 Term of the Plan	
CL-2.1.2 Create and implement tailored outreach and education initiatives that will empower frontline communities to respond to climate change threats.	**WRS**	**Start:** 2026 **Complete:** est. 2 years[7]	
CL-2.1.3 Attend pop-up events with existing community based organizations and hold focus groups, office hours, and other events to build trust in both group settings and one-on-one with Tumwater's frontline community members.	**WRS**	**Start:** 2026 Term of the Plan	

[7] Estimated times required for completing each action are estimates only based on current projected funding, staff capacity, and alignment with broader City goals. Unforeseen circumstances could cause timelines to be extended beyond estimated completion timelines.

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Policies and Implementation Actions	Lead	Period	Prioritization
CL-2.1.4 Conduct outreach and listening sessions in frontline communities to understand existing needs and opportunities and to educate on projected climate impacts.	WRS EXD	**Start:** 2026 Term of the Plan	
CL-2.2 Prioritize the people of Tumwater and their needs, values, and goals in all future climate planning efforts by developing and implementing all adaptation and mitigation tasks in collaboration with equitable representation from all Tumwater communities.	WRS	**Start:** 2026 Term of the Plan	
CL-2.2.1 Prioritize recruiting frontline community members most impacted by climate change when forming any Tumwater working group, committee, or task force on climate-related issues. Strive to form all working groups and committees with equitable representation.	WRS	**Start:** 2026 Term of the Plan	
CL-2.2.2 Plan and conduct community engagement activities to co-create all policies and tasks with the community and to share new plan information upon completion and update throughout implementation.	WRS	**Start:** 2026 Term of the Plan	
CL-2.3 Develop programs and resources to promote equitable financial access to climate resilience and mitigation activities.	WRS FIN EXD	**Start:** 2026	
CL-2.3.1 Identify funding sources for subsidies for frontline communities to offset costs associated with climate impacts and mitigation actions, which could include potential cost increases associated with changing to non-fossil-fuel energy sources, increased energy usage to maintain livable indoor temperatures, and home hardening projects.	WRS FIN EXD	**Start:** 2026 **Complete:** est. 1-2 years	

Goal CL-3 **Address that changing weather and climate patterns driven by human-generated emissions will affect every aspect of life in Tumwater, and plan for impacts such as increased heat, wildfire, and flooding while working to reduce local emissions.**

Policies and Implementation Actions	Lead	Period	Prioritization
CL-3.1 Assess Tumwater's vulnerability to climate change.	WRS	**Start:** 2027	
CL-3.1.1 Conduct a comprehensive Vulnerability Assessment that considers climate impacts to communities, physical assets, and Tumwater operations and services, including impacts from extreme heat and flooding.	WRS	**Start:** 2027 **Complete:** est. 1 year	
CL-3.2 Address climate change impacts in all Tumwater planning efforts.	WRS CDD	**Start:** 2027	
CL-3.2.1 Review climate impacts to Tumwater operations and existing facilities and implement plans and changes to operations, buildings, and practices to reduce risk. Utilize planning methods that identify and prioritize multiple potential adaptation pathways into all planning efforts to mitigate the risk of bad investments and account for changes in climate projections.	WRS CDD EXD	**Start:** 2027 **Complete:** Term of the Plan	
CL-3.2.2 Develop a systematic review process to assess Tumwater's plan to build and maintain roads, buildings, utilities, and other facilities for potential climate vulnerabilities to planned facilities, utilities, and infrastructure projects (e.g., the Capital Facilities Plan) and address prior to installation.	WRS TED PRD CDD EXD	**Start:** 2027 **Complete:** Term of the Plan, every 2 years	

B. Greenhouse Gas Reduction Sub-Element Goals

Goal CL-4 **Reduce greenhouse gas emissions from all building types through energy conservation measures prioritizing the deployment of financial resources**

and programs that help finance or subsidize improvements across Tumwater.

Policies and Implementation Actions	Lead	Period	Prioritization
CL-4.1 Reduce energy use across building types.	WRS CDD	**Start:** 2026 Term of the Plan	
CL-4.1.1 Provide educational resources and/or technical assistance to industry professionals and building owners and managers on energy-efficient building design, retrofits, and operations for new and existing buildings.	CDD WRS	**Start:** 2026 Term of the Plan	
CL-4.1.2 Develop data methodology to monitor use and impacts of green building incentives (i.e., encouraging buildings that are environmentally responsible and resource-efficient) and inform recommendations for policy or programs.	CDD WRS	**Start:** 2027 Term of the Plan	
CL-4.1.3 Collaborate with Puget Sound Energy and/or other energy providers to promote and/or deploy energy efficiency programs, local funds, and customer enrollment in clean energy projects and programs.	CDD WRS	**Start:** 2026 Term of the Plan	
CL-4.2 Reduce energy use in existing residential buildings.	WRS CDD	**Start:** 2026 Term of the Plan	
CL-4.2.1 Explore the feasibility of incorporating Home Energy Score disclosures for all types of dwelling units at the time of listing for sale to allow prospective buyers to make informed decisions.	CDD WRS	**Start:** 2026 Term of the Plan	
CL-4.2.2 Explore the feasibility of incorporating Home Energy Score disclosures for all types of rental dwelling units at the time of application to allow prospective tenants to make informed decisions.	CDD WRS	**Start:** 2027 **Complete:** est. 1-5 years	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-4.2.3 Explore the feasibility of incorporating policies that require existing dwelling units to undertake an energy audit during a substantial remodel.[8]	CDD WRS	**Start:** 2029 Term of the Plan	
CL-4.2.4 Explore the feasibility of tenant protections and/or landlord incentives to promote energy-efficiency and energy safety in rental housing. These may include rights to request improvements to energy efficiency based on tenant energy burden and/or property tax breaks for installing energy conservation measures.	CDD EXD FIN WRS	**Start:** 2026 Complete: est. 1-5 years	
CL-4.2.5 Explore the feasibility of requiring baseline levels of energy efficiency as part of building permit review.	CDD	**Start:** 2029 Term of the Plan	
CL-4.2.6 Where funding allows, continue programs like Energize Thurston that help reduce emissions of existing residential buildings.	WRS	Term of the Plan	
CL-4.3 Reduce energy use in existing nonresidential buildings.	WRS CDD	**Start:** 2026 Term of the Plan	
CL-4.3.1 Explore feasibility of requiring disclosure of Clean Building Performance Standard EUI when available for nonresidential buildings at the time of application for tenants and at time of listing for sales so that owners, tenants, and prospective buyers are informed before making purchasing or rental decisions.	CDD WRS	**Start:** 2027 **Complete:** est. 1-5 years	
CL-4.3.2 Continue to install LED lighting in Tumwater buildings and infrastructure as funding becomes available.	TED EXD	Term of the Plan **Complete:** est. 1-2 years	

[8] "Substantially rehabilitate," or remodel, refers to extensive structural repair or extensive modeling of premises that requires a permit such as a building, electrical, plumbing, or mechanical permit, and that results in the displacement of an existing tenant (RCW 59.18.200).

Policies and Implementation Actions	Lead	Period	Prioritization
CL-4.3.3 Create an incentive program for the installation of sustainable roof options like green roofs and cool roofs[9] on nonresidential buildings to reduce energy consumption and the urban heat island effect.	CDD WRS	**Start:** 2027 Term of the Plan	
CL-4.3.4 Explore feasibility of expanding the State Department of Commerce's Clean Building Performance Standards energy efficiency performance standards to include existing nonresidential buildings with gross floor areas smaller than 20,000 square feet.	CDD WRS	**Start:** 2028 Term of the Plan	
CL-4.3.5 Explore feasibility of expanding the Clean Building Performance Standards program to multifamily buildings smaller than 20,000 square feet. This feasibility study must examine potential negative impacts on landlords.	CDD	**Start:** 2029 **Complete:** est. 1-2 years	
CL-4.4 Reduce energy use in new construction, redevelopment, and deconstruction.	WRS CDD	**Start:** 2027	
CL-4.4.1 Incentivize projects that meet net-zero carbon certification through land use tools such as floor area ratio, density bonus, height bonus, or parking reductions.	CDD	**Start:** 2027 Term of the Plan	
CL-4.4.2 Support CDD staff pursuing green building accreditations and certifications from green building specialists.	CDD	**Start:** 2026 Term of the Plan	
CL-4.4.3 Explore developing guidelines for deconstruction and salvaging materials for reuse.	CDD	**Start:** 2026 **Complete:** est. 5 years	
CL-4.5 Increase energy efficiency in manufactured home parks and recreational vehicle parks/campgrounds.	WRS CDD	**Start:** 2027	

[9] Roofs designed to reflect more sunlight, thus lowering building temperatures.

Policies and Implementation Actions	Lead	Period	Prioritization
CL-4.5.1 Explore creating an incentive program to weatherize and improve air quality in dwellings not covered in other policies.	CDD	**Start:** 2027 **Complete:** est. 2-3 years	
CL-4.6 Convert to alternative fuel sources.	WRS CDD	**Start:** 2026 Term of the Plan	
CL-4.6.1 Educate community members on options for electric appliances and the benefits of pairing electrification with the installation of renewable energy. Create incentives to support fuel switching.	WRS	**Start:** 2026 Term of the Plan	

Goal CL-5 Expand the use of on-site renewable energy technology (e.g., solar photovoltaics, battery storage, etc.) across all building types through providing funds, code changes, and educational programs.

Policies and Implementation Actions	Lead	Period	Prioritization
CL-5.1 Increase the production and storage of local renewable energy.	WRS CDD	**Start:** 2026	
CL-5.1.1 Install solar photovoltaics on all available and feasible municipal sites such as building rooftops, City Hall, police and fire stations, community centers, parking lots, and municipal water pump sites in collaboration with key community partners, like Olympia Community Solar and/or Puget Sound Energy	TED EXD	**Start:** 2026 **Complete:** est. 1-5 years	
CL-5.1.2 Expand current solar-ready requirements to include incentives for non-residential building types and for building with a southern roof orientation.	CDD	**Start:** 2026 **Complete:** est. 1-5 years	

Policies and Implementation Actions		Lead	Period	Prioritization
CL-5.1.3	Pursue public-private partnerships to accelerate clean energy projects.	WRS	**Start:** 2026 **Complete:** Term of the Plan	
CL-5.1.4	Support existing community solar initiatives from Olympia Community Solar and Puget Sound Energy by providing educational resources, promoting programs, and identifying opportunities for Tumwater residents to participate.	WRS	**Start:** 2026 **Complete:** est. 1-5 years	

Goal CL-6 **Reduce greenhouse gas emissions by making it easier for people to use and shift to low- or zero-carbon transportation modes through policy, programming, and regional collaborations.**

Policies and Implementation Actions		Lead	Period	Prioritization
CL-6.1	**Promote increased use of active forms of travel such as bicycling, walking, and other nonmotorized options.**	TED	**Start:** 2026 Term of the Plan	
CL-6.1.1	Coordinate with the bike and pedestrian plans of other cities to work toward a large regional plan to expand walking and bicycling infrastructure, per goals laid out in the Transportation Plan to maximize funding mechanisms and opportunities.	TED WRS	**Start:** 2026 **Complete:** est. 1-5 years	
CL-6.1.2	Prioritize active transportation in coordination with the Transportation Plan by investing in accessible and attractive street-level elements such as seating, shaded sidewalks, ADA ramps, enhanced signals and crossings, and protected bike lanes.	TED CDD	**Start:** 2026 **Complete:** est. 1-5 years	

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Policies and Implementation Actions		Lead	Period	Prioritization
CL-6.1.3	Explore developing a rebate program for community members who wish to buy a bicycle or electric bicycle, with priority for low-income residents or households with greater barriers to vehicles.	WRS	**Start:** 2026 **Complete:** est. 1-5 years	
CL-6.1.4	Continue support for Intercity Transit's Walk N Roll program that focuses on a walking and bicycling incentive program with safety education for families, in coordination with Tumwater School District.	TED WRS	Term of the Plan	
CL-6.1.5	Update the Transportation Plan and Capital Facilities Plan to prioritize active transportation. Set goals and plans for shifting to active transportation, like developing car-free corridors in commercial and mixed-use areas to encourage mode shift.	TED	**Start:** 2026 **Complete:** est. 3 years	
CL-6.2	**Increase adoption of electric vehicles.**	WRS	Term of the Plan	
CL-6.2.1	Collaborate with industry experts and environmental organizations to increase consumer awareness about electric vehicle options and incentives for use and purchase.	WRS	**Start:** 2026 **Complete:** est. <1 year	
CL-6.2.2	Explore providing an incentive and/or technical assistance program to support installing electric vehicle charging at existing rental housing.	WRS CDD	**Start:** 2026 **Complete:** est. 1-5 years	
CL-6.2.3	Add free and publicly accessible Level 2 electric vehicle charging at as many Tumwater properties as feasible.	WRS TED EXD	Term of the Plan	
CL-6.2.4	Develop public-private partnerships to install two or more Level 3 chargers at commercial centers	EXD WRS TED	Term of the Plan	

Policies and Implementation Actions		Lead	Period	Prioritization
CL-6.2.5	Advocate for consumer protections for electric vehicle owners.	EXD	Term of the Plan	
CL-6.3	**Facilitate low-carbon options for movement into and through Tumwater.**	CDD TED	**Start:** 2026 Term of the Plan	
CL-6.3.1	Collaborate with local businesses and industries to explore low-carbon options for deliveries and the movement of goods into, out of, and through Tumwater.	CDD TED	**Start:** 2026 Term of the Plan	
CL-6.3.2	Collaborate with local businesses to identify the people who commute into Tumwater and develop programs to support lower carbon commutes.	CDD TED	**Start:** 2026 Term of the Plan	

Goal CL-7 **Reduce vehicle miles traveled by using permitting, regulatory, and other land use tools to promote multimodal transportation options and the use of public transit.**

Policies and Implementation Actions		Lead	Period	Prioritization
CL-7.1	**Continue land use policies that support increased urban density and efficient transportation networks and reduce urban sprawl.**	CDD	Term of the Plan	
CL-7.1.1	Create a safe, regionally well-connected, and attractive bike and pedestrian network to encourage active transportation both within Tumwater and between neighboring jurisdictions.	CDD TED	Term of the Plan **Complete:** est. 5-10 years	
CL-7.1.2	Increase the number of 15-minute neighborhoods (i.e., walkable environment, destinations that support a range of basic living needs and a residential density), in coordination with goals outlined in the Land Use Element.	CDD	Term of the Plan **Complete:** est. 5 years	
CL-7.2	**Increase efficiency of the transportation system.**	TED	Term of the Plan	

Policies and Implementation Actions		Lead	Period	Prioritization
CL-7.2.1	Develop educational campaigns and programs about benefits of properly inflated tires, including signage at gas stations and local businesses and collaborating with schools.	TED WRS	**Start:** 2026 Complete: est. <1 year	
CL-7.2.2	Work with Intercity Transit to increase local public transit routes or frequency with a focus on providing access to a lower carbon transportation option to the greatest number of riders. Any expansion of service should include an analysis of climate impacts to prevent the program from resulting in an increase in greenhouse gas emissions.	CDD TED	**Start:** 2026 **Complete:** est. 1-5 years	
CL-7.2.3	Work with Intercity Transit to identify and implement programs that help people move to and from transit, reduce greenhouse gas emissions, and use street-level improvements to connect neighborhoods without the population to support fixed routes transit options. Potential programs explored should include an electric vehicle car-share program. Tumwater will engage homeowners' associations for representation and feedback. Expansion of service will include an analysis of climate impacts to prevent the program from resulting in an increase in greenhouse gas emissions.	CDD TED	**Start:** 2026 **Complete:** est. 1-5 years	

Goal CL-8 **Strengthen existing policies and regulations to deploy and enhance natural carbon solutions that are ecosystem-appropriate, store carbon, and offer co-benefits such as pollution reduction, wildlife habitat, and climate resilience.**

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Policies and Implementation Actions		Lead	Period	Prioritization
CL-8.1	**Preserve tree canopy, native prairie habitat, and support habitat restoration and conservation to sequester carbon.**	**WRS**	Term of the Plan	
CL-8.1.1	Develop and implement a coordinated reforestation and afforestation program guided by the Urban Forestry Management Plan with goals and policies to support stormwater management. Consider how existing or future tree canopy can support stormwater management and water quality improvements in receiving waters. Include goals for maintaining or increasing canopy in frontline communities.	**WRS**	**Start:** 2026 **Complete:** est. 1-5 years	
CL-8.1.2	Develop goals for preserving existing mature tree canopy in alignment with TMC 16.08. Include guidelines and incentives for maintaining larger, more established trees.	**WRS**	**Start:** 2026 **Complete:** est. >1 year	
CL-8.1.3	Support implementation of habitat conservation plans that allow for state required development and provide for preservation and restoration of prairie habitat for endangered and threatened prairie species.	**CDD**	Term of the Plan	
CL-8.1.4	Continue to champion statewide conservation efforts to protect, restore, and manage wetlands and land and habitats that are near rivers and streams and provide watershed management and flood protection (i.e., riparian ecosystems).	**CDD**	Term of the Plan	
CL-8.1.5	Build relationships and capacity among regional partners to foster successful and effective data coordination and program alignment.	**WRS**	Term of the Plan	

Policies and Implementation Actions		Lead	Period	Prioritization
CL-8.1.6	Maximize tree canopy coverage in surface parking lots. Develop an initiative for identifying impervious surfaces across parking lots for potential reforestation, conversion (i.e., de-pave), or pervious surfaces.	WRS CDD	**Start:** 2027 **Complete:** est. 1-5 years	

C. Resilience Sub-Element Goals

Goal CL-9 **Design, plan, and upgrade buildings and energy infrastructure to accommodate renewable energy opportunities, keep the community safe, and withstand and recover from extreme weather and natural hazards worsened by climate change.**

Policies and Implementation Actions		Lead	Period	Prioritization
CL-9.1	**Require that planned facilities, utilities, and infrastructure projects and existing vulnerable sites be built or hardened to avoid or withstand climate impacts, including extreme heat, extreme precipitation, and sea level rise.**	CDD WRS	**Start:** 2028	
CL-9.1.1	Identify potential funding sources to bury existing power lines and associated infrastructure, or to make them more resilient to climate impacts where burial is not feasible.	CDD TED WRS	Term of the Plan	
CL-9.1.2	Implement a phased program to improve the resilience and safety of existing power lines, prioritizing areas identified as higher fire risk in the Vulnerability Assessment.	CDD TED WRS	**Start:** 2028 Term of the Plan as funding becomes available	

Policies and Implementation Actions		Lead	Period	Prioritization
CL-9.1.3	Identify potential funding sources to develop and maintain a grant program that will enable affordable housing development projects to bury new power lines and associated infrastructure as required, or to make more resilient to climate impacts where burial is not feasible.	WRS CDD	**Start:** 2028 **Complete:** Term of the Plan	
CL-9.2	**Plan energy infrastructure to be able to integrate with an increase in renewable energy sources, including increasing energy storage capacity to improve energy grid resilience.**	CDD WRS TFD	**Start:** 2026	
CL-9.2.1	Identify public sites to install local microgrid solar and battery storage facilities that will lead to negligible or low impacts on local habitats, infrastructure, and human health.	TED PRD WRS CDD	**Start:** 2027 **Complete:** est. 2-3 years	
CL-9.2.2	Install locally distributed renewable energy generation and battery storage infrastructure at identified key public facilities to enable continuity of operations for a minimum of 24 hours.	TED PRD WRS CDD	**Start:** 2030 **Complete:** est. 5-10 years	
CL-9.3	**Require buildings in high-risk areas[10] to be designed and built to be resilient to natural hazards and extreme weather worsened by climate change.**	CDD WRS	**Start:** 2028	
CL-9.3.1	Develop and enforce fire-resilience standards for new and redeveloped sites in high-risk wildfire areas identified by the State of Washington's Wildland-Urban Interface Map.	CDD	**Start:** 2028 **Complete:** est. 4-5 years	

[10] High risk areas to be identified by Tumwater's Comprehensive Vulnerability Assessment, which should be completed by 2028. Weatherization and hardening building codes should be developed based on identified risks and land use designations of at-risk land parcels.

Policies and Implementation Actions		Lead	Period	Prioritization
CL-9.3.2	Require a hazard assessment and climate risk planning for new and existing buildings in designated high-risk areas, designing for enhanced resilience and mandating building practices that protect inhabitants from climate impacts.	CDD WRS	**Start:** 2028 Term of the Plan	
CL-9.3.3	Help facilitate the subsidization of the cost of hazard risk assessments and climate risk planning for low-income property owners and low-income housing development projects.	CDD WRS FIN	**Start:** 2028 Term of the Plan	
CL-9.4	**Encourage property owners to increase the resilience of existing buildings to natural hazards and extreme weather worsened by climate change.**	CDD WRS	**Start:** 2028	
CL-9.4.1	Develop Climate Resilience Guidelines demonstrating how to design buildings for passive survivability[11] and cooling where necessary, at a minimum providing one common room for residents that provides refuge from heat and power during extended outages for medical necessities. Share this guidance with developers and property owners through outreach activities.	CDD WRS	**Start:** 2031 **Complete:** est. 5 years	
CL-9.4.2	Explore creation of an incentive program for retrofit of existing buildings to meet established Climate Resilience Standards.	CDD WRS	**Start:** 2033 Term of the Plan	

[11] See Part 2: Technical Information for more information on heat projections, passive survivability, and building code.

Policies and Implementation Actions		Lead	Period	Prioritization
CL-9.4.3	Develop and maintain a rebate program for low-income residents who do not qualify for weatherization assistance and refuge cooling through the Community Action Council or whose dwellings are considered vulnerable, such as manufactured homes, to weatherize their homes against extreme weather. Work with Puget Sound Energy on this action where possible.	WRS	**Start:** 2028 **Complete:** Term of the Plan	
CL-9.5	**Work with Puget Sound Energy to improve the safety and reliability of infrastructure vulnerable to climate change.**	WRS CDD	**Start:** 2026	
CL-9.5.1	Collaborate with local energy utilities to explore large-scale energy storage options to use in Tumwater as part of a transition to reliable renewable energy.	WRS CDD TFD	**Start:** 2026 **Complete:** est. 3 years	Puget Sound Energy

Goal CL-10 **Increase preparedness for acute climate impacts and improve the resilience of Tumwater's people and systems against climate hazards.**

Policies and Implementation Actions		Lead	Period	Prioritization
CL-10.1	**Improve community outreach on and response capabilities for climate health and hazard issues, prioritizing frontline communities to address economic, social, and health disparities.**	WRS EXD	**Start:** 2026	
CL-10.1.1	Collaborate with community based organizations to build a volunteer network to develop and manage a vulnerable population database that includes community members who require aid and/or check-in calls during and after emergencies. This database can be built on the existing Lifeline Program members.	WRS TFD	**Start:** 2026 **Complete:** est. 1 year	

Climate Element

Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions		Lead	Period	Prioritization
CL-10.1.2	Transition management of the vulnerable population database to Tumwater and develop a long-term strategy to keep the database up to date and oversee its use during emergencies.	WRS TFD	**Start:** 2028 **Complete:** est. 1-2 years	
CL-10.1.3	Explore developing a Pre-Event Recovery Ordinance using American Planning Association's guidance that will allow Tumwater to facilitate a Local Recovery Management Organization charged with planning for long-term, resilient disaster recovery and coordinating with the Tumwater Disaster Recovery Group and Thurston County Disaster Recovery Team after a disaster to align long-term planning with short-term needs.	CDD EXD CAO TFD	**Start:** 2026 **Complete:** < 1 year	
CL-10.1.4	Explore developing climate-resilient redevelopment guidelines to help guide disaster recovery decisions. Utilize recommendations from FEMA's Pre-Disaster Recovery Planning Guide for Local Governments and the hazard-specific zoning overlays created by CL-13.6.3.	CDD EXD TFD	**Start:** 2031 **Complete:** est. 1-5 years	
CL-10.1.5	Require that all Tumwater employees that would serve a role in emergency operations center activation complete FEMA training courses on disaster recovery and achieve functional expertise in FEMA post-disaster processes.	EXD	Term of the Plan	
CL-10.1.6	Explore developing a neighborhood-scale capacity grant or other assistance program to support neighborhood scale resiliency, disaster preparedness, and/or resilience hubs.	CDD EXD	**Start:** 2026 Term of the Plan	

Climate Element

Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Prioritization
CL-10.2 Develop resources to mitigate the risks posed by extreme heat in coordination with regional partners.	WRS TFD	**Start:** 2026	
CL-10.2.1 Implement the Thurston County Extreme Heat, Emergency Response, and Illness Prevention Plan.	WRS TFD	**Start:** 2026	
CL-10.2.2 Preserve and expand tree and shade cover to reach the 2040 goal of 40% recommended in the Urban Forestry Management Plan to reduce urban heat.	WRS	**Start:** 2027 **Complete:** est. 10-15 years	
CL-10.2.3 Support the work of community based organizations and regional agencies creating and implementing resilience hubs.	WRS TFD	**Start:** 2026 **Complete:** est. 3-5 years	
CL-10.2.4 Explore feasibility of implementing and maintaining a program to distribute portable cooling units and install heat pumps, prioritizing households with residents most vulnerable to extreme temperature events such as renters and low-income seniors. Work with Puget Sound Energy and energy providers on this program wherever possible.	WRS	**Start:** 2026 **Complete:** est. 1-2 years	
CL-10.3 Increase regional wildfire resilience, preparedness, and response capabilities in Tumwater.	WRS TFD	**Start:** 2026	
CL-10.3.1 Collaborate with regional partners to develop a community wildfire protection plan.	WRS TFD	**Start:** 2030 **Complete:** est. 3-5 years	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-10.3.2 Collaborate with emergency managers and fire experts to educate and empower homeowners to make changes to their homes and properties that lower their wildfire risk, encouraging measures that do not decrease canopy cover where possible.	WRS TFD	**Start:** 2030 **Complete:** est. 5-7 years	
CL-10.3.3 Help facilitate grant funding for low-income community members to follow recommended changes to their homes and properties to lower their wildfire risk.	CDD TFD	**Start:** 2030 **Complete:** est. 2 years	
CL-10.4 Collaborate with regional partners to develop resources that address projected increases in risks and impacts associated with climate change.	WRS TFD	**Start:** 2026	
CL-10.4.1 Develop and share guidance for navigating post-disaster mental health and social resources, translated into multiple languages.	WRS TFD EXD	**Start:** 2026 **Complete:** < 2 years	
CL-10.4.2 Develop and implement a regional wildfire and smoke resilience and response strategy.	WRS TFD	**Start:** 2027 **Complete:** est. 5-7 years	
CL-10.4.3 Work with Thurston County to develop a protocol for using the county emergency alert system to issue Tumwater-specific alerts for wildfire risk, smoke exposure, and evacuation information. Create alert messaging that uses plain language to communicate risks and information.	WRS TFD	**Start:** 2027 **Complete:** est. 3-5 years	

Climate Element

Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Prioritization
CL-10.5 Improve community resilience, health equity, and environmental justice by striving to ensure that all community members can use active transportation to access public green spaces within half a mile and connected by sidewalks or protected walkways.	TED WRS PRD	**Start:** 2027	
CL-10.5.1 Utilize data from the Trust for Public Land and from community outreach efforts to find any gaps in equitable access to public green spaces.	WRS	**Start:** 2026 **Complete:** est. 1-2 years	
CL-10.5.2 Engage community members who lack equitable access to green spaces to determine how they would like to improve their access. Options can include better transportation options, addition of new green space, and improved safety of active transportation routes, among others.	TED WRS PRD	**Start:** 2027 **Complete:** est. 1-5 years	
CL-10.5.3 Finish the Deschutes Valley Trail project, aiming to complete construction by 2040.	TED WRS PRD	**Start:** 2028 **Complete:** est. 10 years	
CL-10.6 Position Tumwater to qualify for more funding opportunities to adapt to climate impacts.	WRS	**Start:** 2028	
CL-10.6.1 Work with academic research institutions to study hazard events of all magnitudes to provide a fuller understanding of the Tumwater's hazard characteristics — including those affected by climate change.	WRS	**Start:** 2028 **Complete:** est. 1-3 years	

Policies and Implementation Actions		Lead	Period	Prioritization
CL-10.6.2	Analyze how well the municipal water system would maintain adequate pressure during a major wildfire event with multiple structures burning. and how it will look under current and projected drought conditions. Generate a report with specific recommendations for increasing the resilience of the water system.	WRS	**Start:** 2028 **Complete:** est. 2-3 years	
CL-10.6.3	Incorporate findings from Tumwater's Comprehensive Vulnerability Assessment into the Tumwater Annex of the Thurston County Hazard Mitigation Plan. Identify specific projects and opportunities that Tumwater can leverage to maximize funding.	CDD	**Start:** 2029 **Complete:** est. 2-3 years	
CL-10.6.4	Develop a specific, phased plan for completing a large-scale tree planting program.	WRS	**Start:** 2027 **Complete:** est. 3-4 years	
CL-10.7	**Work with the Thurston County Public Health Department to increase local understanding of how climate change impacts vector-borne disease outbreaks.**	WRS	**Start:** 2027	
CL-10.7.1	Work with the Thurston County Public Health Department to identify and map areas in Tumwater that are at high risk to become disease vectors, including developed areas with poor drainage and standing water that serves no ecological purpose.	WRS TED	**Start:** 2027 **Complete:** est. 2 years	
CL-10.7.2	Coordinate with the Thurston County Health Department to develop strategies to mitigate projected increases in disease and pest risk.	WRS CDD	**Start:** 2029 **Complete:** est. 3 years	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-10.8 Develop programs that enable and empower community members to protect themselves from poor air quality.	**WRS** **TFD**	**Start:** 2027	
CL-10.8.1 Collect data to determine how many Tumwater community members are vulnerable to poor air quality and the neighborhoods in which these residents live, using both quantitative and qualitative data and from community outreach efforts. Use collected data to set target thresholds for shelter occupancy and locations and air conditioner/heat pump and air filtration distribution programs.	**WRS**	**Start:** 2027 **Complete:** est. 1-2 years	
CL-10.8.2 Develop a program to distribute personal protective equipment to populations vulnerable to poor air quality.	**WRS**	**Start:** 2029 **Complete:** est. 1-2 years **Maintain:** Term of the Plan	
CL-10.8.3 Identify facilities that serve high-risk populations to create incentive programs encouraging infrastructure updates for clean indoor air. Updates should include HVAC system improvements.	**WRS** **TFD** **EXD**	**Start:** 2030 **Complete:** est. 1-5 years	
CL-10.8.4 Enhance and protect the quality of life for non-human residents during poor air quality events. Activities can include educational outreach, protection of wildlife corridors, and the development of emergency prevention and response plans focused on preventing harm to non-human residents.	**WRS** **TFD** **EXD**	**Start:** 2028 Term of the Plan	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-10.9 Work with Thurston County Emergency Management to improve access to the resources needed for community members to shelter in place or to adequately reach temporary shelter.	TFD WRS	**Start:** 2026	
CL-10.9.1 Coordinate with other agencies and jurisdictions to provide more cooling centers with 24-hour capacity. Offer 24-hour capacity for all of Tumwater's heat-vulnerable residents including seniors, low-income, and houseless individuals. Shelter locations should be sited equitably throughout Tumwater, with priority for opening locations near the highest concentrations of heat-vulnerable residents.	WRS TFD	**Start:** 2026 **Complete:** est. 5-10 years	
CL-10.9.2 Coordinate with local businesses, community centers, and other neighborhood hubs to assess the potential of using these spaces as cooling centers. Provide sites that agree to participate in this program with resources detailing how to set up an equitable and functional cooling center.	WRS TFD	**Start:** 2026 **Complete:** est. 5-10 years	
CL-10.9.3 Develop outreach programs or materials to increase awareness and education on individual emergency preparedness (e.g., Two Weeks Ready).	TFD EXD WRS	**Start:** 2026 **Complete:** est. <1 year	
CL-10.10 Increase language accessibility of emergency services, plans, and resources.	EXD	**Start:** 2026	
CL-10.10.1 Utilize on-call contracts for language interpretation and translation services, including American sign language, to translate all emergency resources and plans.	EXD	**Start:** 2026 Term of the Plan upon adoption of relevant plans	

Goal CL-11 **Preserve, protect, and sustain cultural sites and resources in alignment with the values and needs of Tribes, traditional stewards, and frontline communities.**

Policies and Implementation Actions	Lead	Period	Prioritization
CL-11.1 Enhance partnership between the Tribes and Tumwater, integrating Tribal expertise, opinions, and values into climate planning efforts, projects, and programs.	EXD WRS	**Start:** 2026	
CL-11.1.1 In collaboration with the Tribes, develop guidelines and standards for incorporating Traditional Ecological Knowledge into Tumwater programs and planning efforts to adapt to climate change impacts.	WRS	**Start:** 2026 **Complete:** est. 5 years	
CL-11.1.2 Integrate the Tribal Stewards Curriculum or an alternative approved by Tribal representatives into regular Tumwater training schedules.	WRS	**Start:** 2030 **Complete:** est. 5 years	
CL-11.2 In accordance with Tribal treaty rights, protect, enhance, and restore ecosystems and culturally important consumptive and non-consumptive resources including foods, medicinal plants, places, and materials that could be adversely impacted by climate change.	WRS	**Start:** 2026	
CL-11.2.1 Work with local partners, especially representatives of the Tribes, to facilitate a native plant nursery and seed bank to support long-term ecological restoration and foster continued access to culturally significant plants.	WRS	**Start:** 2026 **Complete:** est. 4 years	
CL-11.2.2 In collaboration with the Tribes, identify consumptive and non-consumptive resources that will be adversely impacted by climate change.	WRS	**Start:** 2026 **Complete:** est. 3 years	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-11.2.3 In collaboration with the Tribes, develop and implement a plan to protect, enhance, restore, and/or preserve cultural resources that have been identified as threatened by climate change.	WRS	**Start:** 2028 **Complete:** est. 5 years	
CL-11.2.4 Collaborate with tribes to provide access to foraging opportunities including but not limited to camas, evergreen huckleberry, bog plant species, and cedar.	WRS	**Start:** 2026 Term of the Plan	
CL-11.3 Collaborate with the Tribes to prioritize the preservation of archaeological sites and traditional cultural properties that are vulnerable to climate impacts.	WRS CDD EXD	**Start:** 2026	
CL-11.3.1 Request recommendations from the Tribes for actions Tumwater can take to preserve historic sites and cultural properties.	WRS EXD	**Start:** 2026 **Complete:** est. 3 years	
CL-11.3.2 In collaboration with the Tribes, develop guidelines for protecting, enhancing, and restoring affected historic sites and cultural properties.	WRS	**Start:** 2029 **Complete:** est. 5 years	

Goal CL-12 With climate, growth, and environmental changes in mind, identify and elevate the protection of key habitats, ecosystem services, and wildlife corridors.

Policies and Implementation Actions	Lead	Period	Prioritization
CL-12.1 Manage Tumwater's urban forest in line with the Urban Forestry Management Plan and current climate projections and guidance.	WRS	**Start:** 2026	
CL-12.1.1 Update the Tree Ordinance.	CDD WRS	**Start:** 2026 **Complete:** < 1 year	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-12.1.2 Protect and enhance the climate resilience of urban forests by implementing the Urban Forestry Management Plan. Prioritize implementation of Urban Forestry Management Plan actions that provide benefits for frontline communities.	WRS	Term of the Plan	
CL-12.1.3 Update the Urban Forestry Management Plan every five years, including updated tree species selection and planting guidance, and integrate the most recent available climate data into each new edition of the Plan. Climate guidance consideration should include projections for heat, precipitation, pests, and any other relevant emergent information.	WRS	**Start:** 2027 Reassess every 5 years	
CL-12.1.4 Develop and share guidance with community members that identifies native drought- and pest-resistant trees, shrubs, and grasses. Encourage their use over non-native, non-resilient species in urban forest plantings and in restoration efforts to support climate resilience.	WRS	**Start:** 2027 **Complete:** est. 2 years	
CL-12.1.5 Develop a program to analyze and address the climate impacts and risks of pests and disease on Tumwater's urban forest.	WRS	**Start:** 2027 **Complete:** est. 5-7 years	
CL-12.1.6 Assess tree canopy and forests including parks, greenbelts, and urban forests to identify potential wildfire risk zones and develop strategies to mitigate that risk.	WRS EXD	**Start:** 2038 **Complete:** est. 8 years	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-12.2 Protect, restore, and connect streams, estuaries, wetlands, floodplains, and other land and habitats that are next to rivers and streams (i.e., riparian ecosystems) to increase resiliency to climate change and reduce flood risk.	**WRS CDD**	**Start:** 2026	
CL-12.2.1 Conduct inventory of watersheds throughout Tumwater, including an assessment of overall health and connectivity and the type and degree of restoration or protection needed	**WRS**	**Start:** 2026 **Complete:** est. 3 years	
CL-12.2.2 Protect and restore wetlands and corridors between wetlands to provide biological and hydrological connectivity that fosters resilience to climate impacts.	**WRS CDD**	**Start:** 2029 **Complete:** est. 8 years	
CL-12.2.3 Protect and restore vegetation in habitats that are next to streams and rivers to reduce erosion, provide shade, and support other functions that improve the climate resilience of streams.	**WRS CDD**	**Start:** 2029 **Complete:** est. 8 years	
CL-12.2.4 Collaborate with relevant parties to prioritize where and how beavers can be incorporated strategically to address climate change impacts on water quality, streamflow volume, and habitats surrounding rivers and streams without causing any adverse impacts to Oregon spotted frog habitat.	**WRS**	Term of the Plan	
CL-12.3 Manage Tumwater's natural resources to protect, restore, and connect native ecosystems and foster habitats that are resilient to climate change.	**CDD WRS**	**Start:** 2030	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-12.3.1 Collaborate with other regional partners to inventory potential climate refugia sites in Tumwater that will require protection and to assess existing habitat protections, habitat quality levels, and connectivity.	WRS	**Start:** 2032 **Complete:** est. 5 years	Tribes, Thurston County, TRPC, Climate Refugia Coalition
CL-12.3.2 Develop an Ecosystem Restoration Plan or a Natural Resource Management Plan that incorporates relevant measures from other relevant existing plans. The plans must address existing stressors, consider climate change impacts, emphasize taking a precautionary approach to reduce risk of environmental harm, and guide adaptive management.	WRS	**Start:** 2030 **Complete:** est. 5 years	
CL-12.3.3 Implement the Ecosystem Restoration Plan and/or Natural Resource Management Plan	WRS CDD	**Start:** 2035 **Complete:** est. 2 years	
CL-12.4 Increase the climate resilience of native fish species and aquatic ecosystems by reducing the impact of threats such as aquatic invasive species, invasive plants, pollutants, and changes in seasonal water flow.	WRS	**Start:** 2026	
CL-12.4.1 Conduct a study of existing threats to native fish and aquatic ecosystems to prioritize which threats are addressed.	WRS	**Start:** 2026 Term of the Plan	TRPC
CL-12.4.2 Develop an Aquatic Resilience Strategy that addresses each unique threat identified.	WRS	**Start:** 2027 **Complete:** est. 1 year	
CL-12.4.3 Implement the Aquatic Resilience Strategy.	WRS	**Start:** 2028 **Complete:** est. 5 years	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-12.5 Advocate for prioritizing maintenance of habitat integrity and function when working with regulatory agencies to determine allowed activities and uses within protected wetlands and Fish and Wildlife Habitat Conservation Areas.	WRS	**Start:** 2026	
CL-12.5.1 Identify programs that will have a substantive impact on fish and wildlife habitat.	WRS	**Start:** 2026 Term of the Plan	
CL-12.5.2 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.	WRS TED PRD CDD	**Start:** 2028 Term of the Plan	
CL-12.6 Take early action to eliminate or control non-native invasive species, including insects and plants that take advantage of climate change, especially where invasives threaten native species or ecosystem function.	WRS EXD TED	**Start:** 2026	
CL-12.6.1 Develop and implement a monitoring plan to assess how invasive species are spreading and impacting local plant communities.	WRS	**Start:** 2026 **Complete:** est. 2 years	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-12.6.2 Collaborate with regional stakeholders and experts to develop an Invasive Insect and Pest Management Plan based on collected data. Utilize an integrated approach that includes a wide variety of strategies, including at a minimum: a. management of established pest infestations; b. widespread use of and restoration of native plants resilient to regional pest threats; c. regular monitoring activities; and d. requirements to include invasive species prevention plans in future projects.	WRS	**Start:** 2028 **Complete:** est. 5 years	

GOAL CL-13 Promote land use and development decisions that support compact urban development and Tumwater-wide resilience, including a resilient local economy.

Policies and Implementation Actions	Lead	Period	Prioritization
CL-13.1 Continue to focus high intensity land uses into centers to support community resilience and provide public services more efficiently.	CDD	**Start:** 2026	
CL-13.2 Form a working group to secure Tumwater's economic resilience regarding climate impacts.	EXD WRS	**Start:** 2026	
CL-13.2.1 Develop partnerships within the local business community in collaboration with existing economic organizations and other stakeholders to set up a working group to analyze climate-driven projected economic impacts on Tumwater.	EXD WRS	**Start:** 2027 **Complete:** est. 2 years	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-13.2.2 Provide resources to the local Economic Climate Resilience Working Group to inform the development of a climate resilience component of the Economic Development Plan.	EXD WRS	**Start:** 2029 **Complete:** est. 1-2 years	
CL-13.2.3 Coordinate with partners to incorporate continuity of operations thinking into the Thurston County's Comprehensive Emergency Management Plan.	EXD WRS	**Start:** 2029 **Complete:** est. 4 years	
CL-13.2.4 Form partnerships with workforce development organizations to provide services and resources to Tumwater community members that support workers and local businesses affected by climate change.	EXD WRS	**Start:** 2026 **Complete:** est. 7 years	
CL-13.3 In coordination with the Conservation Element, protect, restore, and maintain critical areas, non-regulated open space areas, and the floodplain to maximize climate resilience and ecosystem benefits.	WRS	**Start:** 2026	
CL-13.3.1 Inventory existing and projected vulnerabilities of critical areas, open spaces, and floodplain-adjacent parcels.	WRS	**Start:** 2026 **Complete:** est. 2 years	
CL-13.3.2 Identify maintenance and restoration actions needed to keep critical areas and open spaces resilient. Prepare a report outlining the recommended actions which should incorporate green stormwater infrastructure that will enhance natural systems into recommended actions.	WRS TED	**Start:** 2028 **Complete:** 3 years	
CL-13.3.3 When new State best available science is issued, update critical areas ordinances.	CDD	Term of the Plan	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-13.3.4 Coordinate with FEMA to update floodplain and flood risk maps for the region based on projected extreme precipitation, increased winter streamflow, and sea-level rise due to climate change.	CDD	**Start:** 2026 **Complete:** est. 6 years	
CL-13.3.5 Review best available science for buffers and setbacks for steep slopes vulnerable to erosion exacerbated by climate change, and explore setting new minimums, if necessary, so that improvements are not required to protect structures during their expected life.	CDD	**Start:** 2028 Reassess every 2 years	
CL-13.4 Identify and implement strategies for reducing development pressure in the wildland-urban interface.	CDD	**Start:** 2027	
CL-13.4.1 Identify areas with high fire risk and explore the feasibility of land use changes to reduce further development in these areas.	CDD	**Start:** 2032 **Complete:** est. 1-3 years	
CL-13.4.2 Develop incentives and regulations to maintain open space buffers to reduce wildfire risk.	WRS CDD	**Start:** 2027 **Complete:** est. 3-5 years	
CL-13.5 Encourage the location of new development in areas where exposure to climate hazards is low and ecological impacts are minimized.	CDD	**Start:** 2026	
CL-13.5.1 Develop design guidelines for climate-resilient multi-use development. Guidelines should require residential development to be designed for passive survivability under future climate projections.	CDD	**Start:** 2030 **Complete:** est. 5 years	
CL-13.5.2 Update the regional Transfer of Development Rights program to meet state-mandated growth requirements while preventing urban sprawl and protecting key ecosystems.	CDD	**Start:** 2028 **Complete:** est. 1-2 years	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-13.5.3 Develop hazard-specific overlay zones to inform the development of Climate Resilience Guidelines (CL-9.4.1) and climate-resilient redevelopment guidelines (CL-10.1.4) to promote climate resilient development.	WRS CDD TED	**Start:** 2028 **Complete:** est. 3 years	
CL-13.5.4 Update development regulations on a regular basis to incorporate best practices for reducing the risk of wildfire, extreme heat, flooding, and other climate-exacerbated hazards.	CDD	**Start:** 2026 Reassess every 5 years	
CL-13.6 Support efforts of local businesses to bolster climate preparedness and continuity of operations.	EXD WRS	**Start:** 2035	
CL-13.6.1 Collaborate with key stakeholders to draft recommendations for new building codes and incentive programs that help installation of on-site renewable energy and battery storage.	EXD	**Start:** 2035 **Complete:** est. 3 years	
CL-13.7 In areas with significant vulnerability to climate hazards, facilitate and support long-term community visioning including consideration of managed retreat.	CDD WRS	**Start:** 2026	
CL-13.7.1 Utilize information from the Comprehensive Vulnerability Assessment to identify areas at high risk from climate impacts that will require substantial adaptation activities or the managed retreat of the entire community.	CDD WRS	**Start:** 2028 **Complete:** est. 7 years	
CL-13.7.2 Conduct regular outreach activities with identified high-risk communities and other key stakeholders to educate them on risks.	CDD WRS	**Start:** 2029 Term of the Plan	
CL-13.7.3 Review adaptation plans for communities in other cities and neighborhoods facing similar risks.	CDD WRS	**Start:** 2026 **Complete:** est. 1 year	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-13.7.4 Develop long term action plans with at-risk communities, with distinct phases for different increasing levels of risk.	CDD WRS	**Start:** 2028 **Complete:** est. 3-5 years	

Goal CL-14 Strive to create a local transportation system, including infrastructure, routes, and active travel modes, which fosters connectivity and can withstand and recover quickly from climate impacts.

Policies and Implementation Actions	Lead	Period	Prioritization
CL-14.1 Improve street connectivity, transit accessibility, and walkability, including sidewalks and street crossings, to ease emergency evacuation.	TED	Term of the Plan	
CL-14.1.1 Assess Tumwater's street network to find gaps in street connectivity and transit access.	TED	**Start:** 2028 **Complete:** est. 5 years	
CL-14.1.2 Redesign streets in alignment with complete streets mandate where possible, eliminating connectivity gaps to facilitate smoother evacuations and create whole communities connected by safe walking routes.	TED	**Start:** 2035 **Complete:** est. >10 years	
CL-14.1.3 Work with Intercity Transit to expand their transit program that provides evacuation aid to community members who do not or cannot drive, utilizing the vulnerable population database (CL-10.1.2).	TFD	**Start:** 2029 **Complete:** est. 8 years	
CL-14.1.4 Assess current transportation network and transit options to identify barriers to accessibility and develop a plan to address gaps for all abilities and accessibility supports.	TED	**Start:** 2026 **Complete:** est. 3-5 years	
CL-14.2 Prioritize access to and restoration of water bodies and water-adjacent sites when designing and siting new and expanded transportation infrastructure.	TED WRS	Term of the Plan	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-14.3 Improve habitat connectivity wherever possible when constructing and redeveloping roadways.	TED WRS	**Start:** 2028	
CL-14.3.1 Integrate habitat connectivity considerations into road construction and redevelopment projects, reviewing plans for opportunities to make roads more permeable for both aquatic and terrestrial species through actions like widening culverts.	TED WRS	**Start:** 2028 Term of the Plan	
CL-14.4 Facilitate quick recovery of the whole multimodal transportation system after disruption from disasters or extreme weather events.	TED	**Start:** 2028	
CL-14.4.1 Develop transportation recovery plans that assess how recovery of one aspect of the transportation system could inhibit recovery of other forms of transportation and strive to avoid such impacts. For example, snow plowing should not restrict access to bike lanes.	TED	**Start:** 2028 **Complete:** est. 5 years	
CL-14.4.2 Prioritize infrastructure needed for the recovery of Intercity Transit in the aftermath of an extreme weather event.	TED	Term of the Plan	

Goal CL-15 Protect and improve water quality and availability.

Policies and Implementation Actions	Lead	Period	Prioritization
CL-15.1 Manage Tumwater's water sustainably, ensuring there is adequate quantity and quality of water available for future generations.	WRS	Term of the Plan	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-15.1.1 Develop guidance for Tumwater residents, businesses, and developers on sustainable water management practices. Topics may include smart irrigation, drought tolerant plant selection, etc.	WRS	**Start:** 2026 **Complete:** est. 1-2 years	
CL-15.1.2 Study projected climate hazard impacts on water quality and quantity to develop strategies to protect and preserve water for Tumwater's future.	WRS	Term of the Plan (as new projections are available)	
CL-15.1.3 Evaluate the long-term adequacy of water delivery infrastructure to effectively anticipate and manage changes in hydrological patterns. Changes in hydrological patterns may include increases in flooding frequency or reduction of late-summer water availability associated with climate change.	WRS	**Start:** 2028 **Complete:** est. 3-4 years	
CL-15.1.4 Assess current groundwater reservoirs aquifers for any projected climate impacts, including saltwater intrusion, contamination, and reduced quantities (diminishment of aquifers and reduction of streamflow). If necessary, develop and implement strategies to mitigate impacts.	WRS	**Start:** 2028 **Complete:** est. 4-5 years	
CL-15.2 Improve Tumwater's drought resilience through water reclamation and conservation measures, drought-tolerant landscape design, and advocacy.	WRS CDD	**Start:** 2026	
CL-15.2.1 Expand use of reclaimed water at Tumwater facilities when resources are available and expand municipal reclaimed water systems.	WRS	**Start:** 2026 Reassess every 2 years	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-15.2.2 Promote rain gardens, dormant lawns, and lawn alternatives, as well as native and drought-tolerant landscaping choices. Facilitate an incentive or rebate program for community members who use native and drought-tolerant landscaping options.	WRS	**Start:** 2026 Term of the Plan	
CL-15.2.3 Facilitate a demonstration area for lawn alternatives that highlights native and drought-tolerant landscaping.	WRS EXD	**Start:** 2026 **Complete:** est. 1 year	
CL-15.2.4 Advocate at the Thurston County Health Department and state level agencies for the reuse of greywater on-site in buildings for flushing toilets and irrigation.	WRS	**Start:** 2026 Term of the Plan	
CL-15.2.5 Advocate at state level to prioritize using water resources in alignment with public interests.	WRS	**Start:** 2026 Term of the Plan	
CL-15.3 Develop and implement a comprehensive drought resilience strategy that factors in projected climate impacts and sets action levels for different drought stages.	WRS	**Start:** 2026	
CL-15.3.1 Conduct outreach to understand current water resource needs (i.e., water-reliant livelihoods).	WRS	**Start:** 2026 **Complete:** est. 1 year	
CL-15.3.2 Draft measures to protect access to water availability at a fair rate for low-income residents and residents whose income relies on water.	WRS	**Start:** 2027 **Complete:** est. 2 years	
CL-15.4 Increase use of green stormwater infrastructure projects that help capture, filter, store, and reuse stormwater runoff.	WRS	**Start:** 2026	
CL-15.4.1 Continue to prioritize green stormwater infrastructure projects using Stormwater Utility Funds.	WRS	Term of the Plan	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-15.4.2 For all stormwater project designs, require use of improved stormwater runoff modeling that uses future rainfall projections.	WRS	Term of the Plan	
CL-15.4.3 Share guidance for different types of green stormwater infrastructure best management practices with developers to use in future projects.	WRS	**Start:** 2026 Term of the Plan	

Goal CL-16 **Expand local food justice to address climate impacts and increase access to nourishing, affordable, culturally appropriate, and climate-friendly foods while expanding local use of composting.**

Policies and Implementation Actions	Lead	Period	Prioritization
CL-16.1 Improve local food justice through collaboration, education, and advocacy.	WRS	**Start:** 2026	
CL-16.1.1 Implement the Food System Plan, updating it periodically as necessary.	CDD WRS	**Start:** 2026 **Complete:** est. 1-2 years	
CL-16.1.2 Identify relevant stakeholders who can further sustainable, climate-adapted, and equitable food distribution in Tumwater.	CDD WRS	**Start:** 2026 **Complete:** est. 1 year	
CL-16.1.3 Explore opportunities for the community to provide and engage in local and sustainable food production and consumption, such as farmers markets and community gardens.	WRS	**Start:** 2026 **Complete:** est. 2-5 years	
CL-16.1.4 Work with urban farms and community gardens to invest in climate-resilient water storage solutions such as natural rainwater collection.	WRS	**Start:** 2027 **Complete:** est. 3 years	
CL-16.1.5 Support state-wide regulations that protect producers and consumers from climate change impacts on the food system.	WRS	Term of the Plan	

Policies and Implementation Actions	Lead	Period	Prioritization
CL-16.1.6 Collaborate with community members to identify culturally important foods and develop strategies to secure access to these, incorporating strategies into an update to the Food System Plan.	WRS	**Start:** 2030 **Complete:** est. 2-3 years	
CL-16.2 Increase composting in urban agriculture and by private residences.	WRS	**Start:** 2026	
CL-16.2.1 Develop outreach materials to promote and educate on composting methods and systems.	WRS	**Start:** 2026 **Complete:** est. 1 year	
CL-16.2.2 Develop an incentive program for residents to install and utilize composting systems.	WRS	**Start:** 2031 **Complete:** 1-2 years	
CL-16.3 Expand consistent access to food for Tumwater community members.	WRS	**Start:** 2026	
CL-16.3.1 Coordinate with the Food Bank to expand access to food assistance services.	WRS	**Start:** 2026 **Complete:** est. 1-3 years	
CL-16.3.2 Conduct community outreach to find gaps and barriers in consistent access to nutritious food.	WRS	**Start:** 2026 **Complete:** est. 1 year	

DRAFT

Attachment D

Climate Element

Part 2 – Technical Information

City of Tumwater 2025 Comprehensive Plan

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

DRAFT VERSION AUGUST 5, 2025

December 2025

Ordinance No. O2025-0XX

CITY OF TUMWATER

Climate Element

Part 2 – Technical Information

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Acronyms and Abbreviations Used in Document

EV – Electric Vehicle

GHG – Greenhouse Gas

RCW – Revised Code of Washington

TRPC – Thurston County Regional Planning Council

VMT – Vehicle Miles Traveled

Key Terms and Definitions

15-Minute Neighborhood: An urban planning concept referring to neighborhoods in cities in which most daily necessities, services, and amenities, such as work, education, health care, shopping, recreational opportunities, can be reached by a 15-minute walk, bicycle ride, or public transportation trip. These neighborhoods tend to be relatively walkable and support a greater baseline of residential density.

Climate: The "average weather" generally over a period of three decades. Measures of climate include temperature, precipitation, and wind.

Climate Change: Any significant change in the average climate of a region lasting for decades or longer. Can be measured through substantial changes in temperature, precipitation, or wind. Climate change may result from natural factors and from human activities that change the atmosphere's composition and land surface.

Climate Commitment Act – The Climate Commitment Act (Chapter 310, Laws of 2021) caps and reduces greenhouse gas emissions from the State's largest emitting sources and industries, allowing businesses to find the most efficient path to lower carbon emissions. This program works alongside other critical climate laws and policies to help the state achieve its commitment to reducing greenhouse gas emissions by 95 percent by 2050.

The Act also puts environmental justice and equity at the center of climate policy, making sure communities that bear the greatest burdens from air pollution today breathe cleaner, healthier air as the state cuts greenhouse gases. Finally, funds from the auction of emission allowances support new investments in climate-resiliency programs, fund clean transportation, and address health disparities across the state.

Climate Refugia: Areas that continue to resist the impacts of anthropogenic climate change, allowing valued and culturally significant physical, ecological, and socio-cultural resources to continue to survive and even thrive amidst a changing landscape.[1]

Environmental Justice: The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to environmental laws, rules, and policies RCW 70A.02.010(8). Environmental justice includes addressing unfair environmental and health impacts in all laws, rules, and policies by:

[1] Morelli, T.L.; Millar, C. 2018. Climate Change Refugia. USDA Forest Service Climate Change Resource Center. https://www.fs.usda.gov/ccrc/topics/climate-change-refugia

- Prioritizing vulnerable populations and overburdened communities;
- The equitable distribution of resources and benefits; and
- Eliminating harm.

Food Justice: Assumes consistent access to nutritious, affordable, and culturally relevant food to be a human right that should be secured and protected.

Frontline Community[2]: Those communities that experience the effects of climate change "first and worst" while also having significantly lower capacity to adapt and reduced access to resources and political power to respond to those risks. Though not limited to these groups, frontline communities generally include communities of color, Indigenous peoples, and low-income communities. These communities have also not historically had access to decision making processes in Tumwater.

Green Stormwater Infrastructure: Stormwater management systems that mimic natural systems, capturing and absorbing or diverting rainwater where it falls.

Greenhouse Gas: Any gas that absorbs heat in the atmosphere; examples include carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

Managed Retreat: The voluntary movement and transition of communities away from regions that are likely to become unsustainable for life due to climate change impacts. Primarily a tool used in coastal regions to move communities away from sea level rise impacts, but increasingly a tool used in planning for other climate hazards.

Native Species: Any plant, fungus, or animal species native to our area. In the US, this only includes species present in the region prior to the arrival of European settlers.[3]

Overburdened Community[4]: According to RCW 70A.02.010(11), denotes a geographic area where vulnerable populations face combined, multiple environmental harms and health impacts, and includes, but is not limited to, highly impacted communities as defined in RCW 19.405.020.

Passive Survivability: Building to ensure that residences will remain at a safe temperature for occupants if the power goes out and that they will overall require less power to keep at a regulated temperature. It can also entail building single-family residences with one room designed to maintain comfortable temperatures or multifamily residences with a designated common area designed to serve this same function. Building for passive survivability also reduces demand on local energy infrastructure.

[2] In the Climate Element the term "frontline community" is preferred as it does not carry the disempowering and othering connotations of the terms "overburdened community" and "vulnerable population." However, the latter terms carry legislative meaning, with precise definitions in State law and policies that direct funding for and engagement with these groups. All three terms will be used throughout the goals, policies, and implementation actions contained in this Element. "Frontline communities" will be the preferred term where the legislative context is not relevant, while "overburdened community" and "vulnerable population" will be used where the precise definitions are key to enacting the policy.

[3] United States Department of Agriculture, n.d. "What is a native plant?" https://www.usda.gov/peoples-garden/gardening-advice/why-native-species-matter.

[4] Refer to Note 1.

Vulnerable Populations[5]: According to RCW 70A.02.010(14), includes population groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, due to: adverse socioeconomic factors, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and sensitivity factors, such as low birth weight and higher rates of hospitalization.

Vulnerable populations can include but are not limited to racial or ethnic minorities, low-income populations, populations disproportionately impacted by environmental harm, and populations of workers experiencing environmental harm.

[5] Refer to Note 1.

1. Introduction

A. Background

The Climate Element is part of Tumwater's Comprehensive Plan and was created to meet the state Growth Management Act (Chapter 36.70A RCW) requirements to adapt to and mitigate the effects of a changing climate.

Part 2 of the Climate Element provides the technical analysis to address the requirements of RCW 36.70A.070(9). The Climate Element addresses:

1. **Climate Mitigation.**
   - Building-Scale Emissions Reduction.
   - Transportation and Vehicle Miles Traveled reduction.
   - Carbon Sequestration.
2. **Climate Resilience.**
   - Adaption Strategies across 11 key sectors.
     - Agriculture and Food Systems.
     - Buildings & Energy.
     - Cultural Resources.
     - Economic Development.
     - Ecosystems.
     - Emergency Management.
     - Health & Well-Being.
     - Transportation.
     - Waste Management.
     - Water Resources.
     - Zoning & Development.
3. **Climate Equity.**
   - Embedded throughout the Climate Element.
   - Addressing inequities in climate impacts and access to resources.

CLIMATE

State requirements (RCW 36.70A.070(9)(a)) that the Comprehensive Plan must meet:

- A climate change and resiliency element that is designed to result in reductions in overall greenhouse gas emissions and that must enhance resiliency to and avoid the adverse impacts of climate change, which must include efforts to reduce localized greenhouse gas emissions and avoid creating or worsening localized climate impacts to vulnerable populations and overburdened communities.

The objectives of the Climate Element are found in two sub-elements:

- The **Climate Mitigation Sub-Element** addresses reducing Tumwater's greenhouse gas emissions to achieve net zero by 2050 goals set by the State.
- The **Climate Resilience Sub-Element** focuses on adapting to climate impacts that are already being felt across the

region and aims to address those impacts that cannot be avoided regardless of whether Tumwater reaches its net zero goals.

B. How to Read this Part of the Element

Part 2 of the Climate Element consists of the following chapters.

- **Chapter 2 – Equity & Environmental Justice**: Provides a summary of the equity and environmental justice work completed for preparation of the Climate Element.
- **Chapter 3 – Greenhouse Gas Reduction**: Provides background Tumwater's current greenhouse gas emissions, how they are measured and their sources.
- **Chapter 4 – Climate Resilience**: Provides a discussion of project climate impacts and adaptation strategies that will guide the Climate Element's goals and policies.
- **Appendices**: The appendices include the following:
  - Summary of foundational documents used to prepare the Climate Element.
  - Summary of engagement results.
  - Index of equity-focused actions.

C. Growth Management Act Goals

The Growth Management Act requires that Tumwater demonstrate that each Element in its Comprehensive Plan meets the relevant fifteen planning goals contained within the Act. The fifteen goals in turn guide the development and adoption of Tumwater's Comprehensive Plan and development regulations.

The Climate Element addresses the Growth Management Act goal related to climate:

14. ***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 Climate Element has specific guidelines and policies that delineate what must be covered across the Greenhouse Gas Reduction and Resilience Sub-Elements.

State Department of Commerce requires two separate sub-elements addressing these two focus areas. At times there are actions that appear to be missing but are instead addressed in the other sub-element. Throughout the Climate Element, policies and goals were prioritized where they provided co-benefits with environmental justice and climate equity goals.

Climate Element

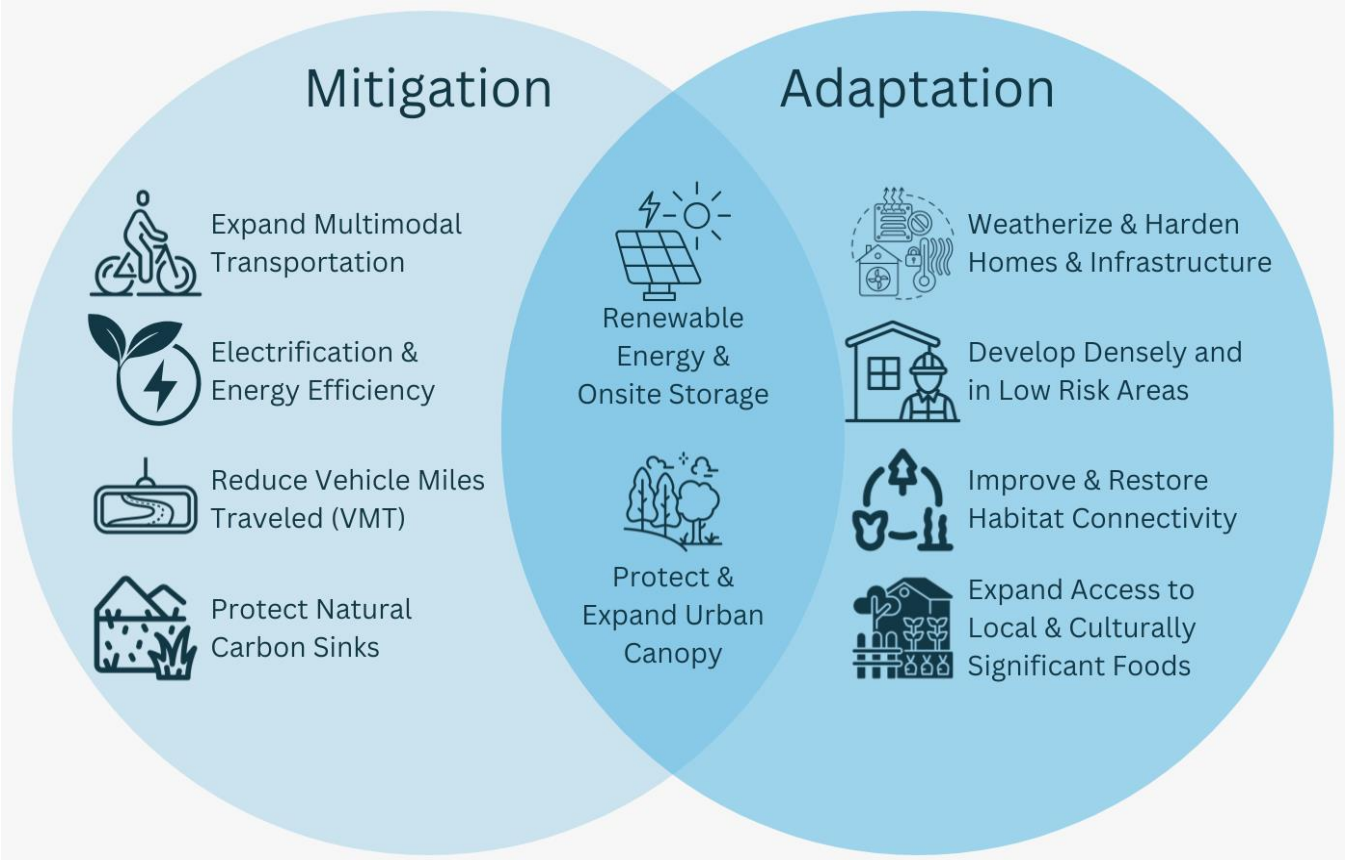
Part 2 – Technical Information

The Climate Element was developed with public input as described in the Public Outreach Plan as required by the Growth Management Act. The Element is also based on the updated list of additional supporting plans, documents, and best available science found in Appendix A.

Tumwater has a long history of pursuing sustainability goals and leading the region on efforts such as working across jurisdictions to advance climate mitigation action. In recent years, however, it has become apparent that some climate impacts cannot be avoided. Therefore, Tumwater must pursue climate resilience or adaptation measures as well to ensure Tumwater residents can survive and thrive while continuing to push for global climate mitigation.

Resilience and mitigation actions are not discrete categories, as shown in Figure CL-1. There are several key areas of overlap across the two, such as renewable energy and onsite storage and protecting and expanding the urban canopy.

Figure CL-1. The Distinct Goals of Climate Mitigation and Adaptation with Co-Benefits.



D. Methodology

The Climate Element was developed through a phased, multilateral process with analytical, public outreach, and regulatory input.

1) Regulatory, Policy, & Planning Drivers

All planning and policy documents for the region that addressed climate mitigation or resilience were gathered and reviewed for relevance to the development of the Climate Element. The documents that were determined to be the most relevant based on recency, policy robustness and focus on climate mitigation or resilience, were reviewed more thoroughly.

Through this review, staff identified what the region and Tumwater have accomplished and what gaps remain. The details of this policy gap analysis, including the documents reviewed and breakdown of policies by sector and focus area can be found in Appendix A.

2) Climate Policy Advisory Team

The State Department of Commerce issued guidance suggesting that Tumwater should create an interdisciplinary group of planners, public works professionals, and community members with a focus on helping to prepare the Climate Element. This interdisciplinary group is the Climate Policy Advisory Team.

The Climate Policy Advisory Team addressed the following:

- Supporting the analysis of climate information.
- Providing recommendations on short- and long-term goals.
- Centering equity in the creation of goals, policies, and draft implementation actions of the Climate Element.
- Representing community voices across the community, particularly overburdened communities.

In creating the Climate Policy Advisory Team, staff invited interested individuals within and outside of Tumwater, aiming to capture a mix of representation including:

- Subject matter experts including academia and research institutions.
- Local businesses.
- Staff from Tumwater and Thurston County.
- Frontline communities.

The resulting 11 member Climate Policy Advisory Team was engaged continuously and substantively throughout the Climate Element Planning process, providing feedback and advice with respect to the following issues and questions:

- Vision and Alignment:
  - What is the short- and long-term vision for the Climate Element?
  - How does Tumwater align its Climate Element with other City and regional climate plans and community feedback and priorities?
- Public Engagement:

- How should Tumwater engage with residents on the issue of climate change?
- Who are the priority groups and individuals to engage?
- What are the appropriate times and venues for engagement?

- Greenhouse Gas Reduction and Resilience Analyses:
  - Do the findings of the emissions inventory and climate vulnerability and risk analyses align with the community's lived experience?
  - How are these analyses used effectively and thoughtfully to inform the goals and policies in the Climate Element?
- Policy Development and Planning:
  - What should be the Climate Element goals and policies?
  - Do the Greenhouse Gas Reduction and Resilience Sub-Elements satisfy and align with findings from staff's analyses and with input from community members?

The Climate Policy Advisory Team provided direct input and completed multiple rounds of review on the goals and policies throughout the development of the Climate Element.

The Climate Policy Advisory Team will continue to advise and advocate as needed as Tumwater moves forward with implementing the Climate Element.

3) Public Engagement

Public outreach and engagement were critical components of the Climate Element planning process. Tumwater presented its Public Engagement Strategy on the Comprehensive Plan Update in July 2023 and developed an addendum to this strategy specific to the Climate Element in June 2024. The addendum detailed Tumwater's approach to engaging community members on the Greenhouse Gas Reduction and Resilience Sub-Elements.

The public engagement strategy for the Climate Element focused on providing community members with equitable and ongoing access to the planning process. This entailed direct engagement with City staff, as well as multiple in-person and virtual opportunities to provide input on the Climate Element.

Tumwater also considered planning fatigue as a limitation since other elements of the Comprehensive Plan Update were being developed at the same time as the Climate Element. Tumwater utilized two key approaches to engagement for all chapters of the Comprehensive plan including the Climate Element:

- Public workshop: An in-person workshop where participants reviewed greenhouse gas reduction and climate resilience analyses, with the intent to learn more about the community's lived experience and vision for the Climate Element.
- Online Story Map: An online platform that provides all relevant analytical and qualitative information pertaining to the Greenhouse Gas Reduction and Resilience Sub-Elements. The Online

Story Map provided ongoing feedback to Tumwater throughout the initial development of the Climate Element.

2. Equity & Environmental Justice

A. Introduction

Tumwater recognizes that climate change, inequity, social justice, and environmental justice are inextricably intertwined. The root causes of climate change and environmental justice are the same systemic outcomes of the exploitative extraction of natural and human resources. Communities across the world, including Tumwater, have suffered from the inequitable distribution of benefits and burdens that are especially relevant to the issue of climate change.

Frontline communities are groups of people that typically experience the impacts of climate change 'first and worst.' They are often made up of marginalized populations, such as Black and Indigenous communities of color and low-income individual and households. Frontline communities are often located in areas that are more exposed to certain climate hazards. They have historically had less political power and fewer resources. For example, they may not have the capacity to respond to these risks due to inflexible work policies or positions and some employers may not issue paychecks when work is suspended due to a hazard event.

For these reasons, the Climate Element and the Comprehensive Plan more broadly placed the issues of environmental justice and climate equity at the center of planning efforts by establishing goals related to these core problems.[6] Centering equity principles is essential for the development of a Comprehensive Plan that ensures frontline communities are not adversely impacted further by new plans and policies.

B. Community Engagement

Effective community engagement is centered around the following attributes:

- Mutually beneficial.
- Recognizes and values the contributions of all participants.
- Focuses on strengths and successes.
- Ensures that all voices are equally respected in shaping decisions whether based on lived experience or technical knowledge.

Tumwater held an in person public workshop that invited residents to identify priorities and solutions. The workshop was designed to encourage community members who might not always feel welcome or choose to attend public forums to participate.

The workshop was held in the ASHHO Cultural Community Center and advertised extensively by City Staff. Over 60 community members

[6] One of the overarching goals (CL-2) that guides policy in both Greenhouse Gas Reduction and Resilience Sub-Elements focuses exclusively on equity and environmental justice, while both sub-elements contain specific policies and actions that further equity. A full list of equity-focused policies and actions can be found in Appendix C.

attended the workshop. They visited three different stations to learn about and share their lived experience and opinions on greenhouse gas reduction strategies, climate hazards and resilience, and local governance. A full summary is included in Appendix B.

C. Equity Goals

All community members, regardless of their background, have an opportunity to benefit from policies and programs. Equity in this strategy is essential to ensure that all communities can participate in and benefit from policies in a fair and inclusive way.

Tumwater developed a series of goals and policies to address these concerns using targeted universalism, which means that universal goals are set for everyone, but the targeted approaches are tailored to meet the unique needs of different groups. Using this approach ensures that all communities can achieve the same outcomes, even if the methods differ.[7]

This approach integrates various forms of equity, including:

- Procedural equity, which ensures that everyone can participate in decision-making.
- Distributional equity, which ensures that benefits and burdens are shared fairly.
- Structural equity, which addresses historical and systemic inequalities.
- Transgenerational equity, which ensures that decisions made today consider their impact on future generations.

Together, these principles created a more inclusive, fair, and sustainable approach to community engagement and policy development.

The following equity goals were aimed to empower underserved communities, enhance access to resources, and ensure that all voices are represented in decision-making processes. In developing the Climate Element, Tumwater made sure to:

- Develop an accessible, equitable, and engaging Element.
- Meet people where they are and ensure that all engagement efforts are accessible and equitable. This means accommodating anyone with certain health, physical, or working conditions, and it requires that needs around language, mobility, or family care are thoughtfully addressed.
- Focus on reducing inequalities and fostering greater community ownership[8]

[7] In Part 1 of the Climate Element Goals, Policies, and Actions, policies that require community members to meet new, more stringent codes or assessment requirements are supported by draft implementation actions that call for creating subsidy or rebate programs or developing funds to support low-income community members.

[8] All policies and actions that were developed by or with the Climate Policy Advisory Team or originated from a suggestion from the public workshop or virtual open house are flagged as Community-Identified Priorities so that community members can see their input in action.

of the Climate Element which will lead to more equitable outcomes to benefit frontline communities.

D. Frontline Communities

In Tumwater, frontline communities face disproportionate challenges related to housing affordability, environmental stressors, and access to essential resources. Since these challenges are disproportionate, they require targeted interventions to center equity and resilience.

To address these disparities, Tumwater must identify overburdened communities and vulnerable populations within its jurisdiction. Tumwater is making intentional efforts to understand the cumulative threats these communities face.

Tumwater has aligned with the motto, "no data without stories and no stories without data." Data confirmed by lived experience can inform how land use planning and policy adjustments may alleviate these issues in ways that align with community needs.

To get those stories, Tumwater must:

- Prioritize collaboration with impacted communities.
- Build community capacity.
- Seek how best to intentionally allocate resources to overcome the cumulative impacts of institutional racism on historically underserved and under-represented people.
- Foster meaningful relationships with community members and community-based organizations.

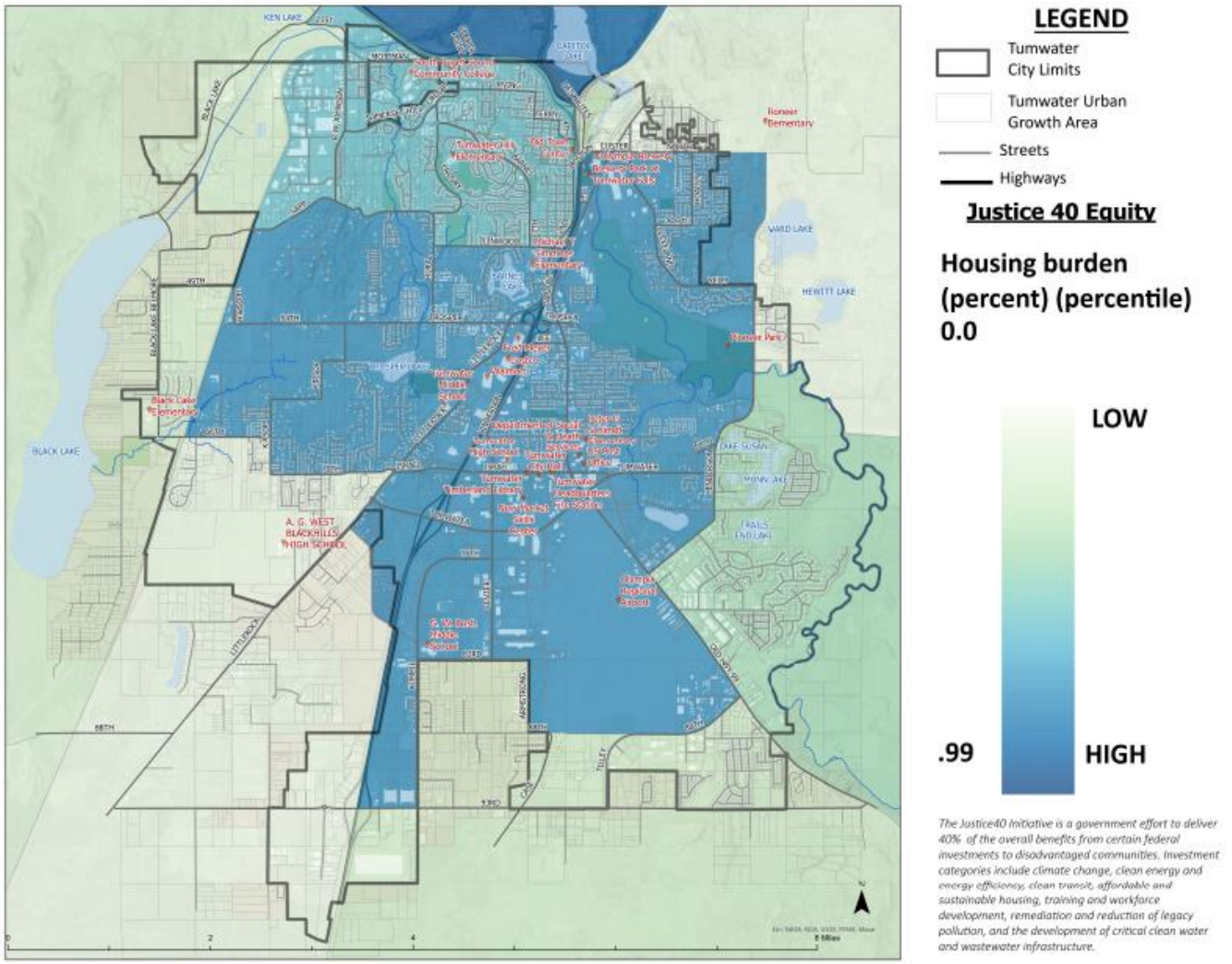
This work ensures support is both impactful and aligned with local priorities. Tumwater's equity goals are intended to ensure that historically disadvantaged communities receive benefits from infrastructure investments, including clean transit investments. Throughout development of the Climate Element, equity-related data was used to inform decisions and guide resource allocation.

1) Housing Burden

The Justice40 Equity framework was applied to show where in Tumwater housing affordability was an issue. This showed areas where communities are disproportionately burdened by high housing costs. Figure CL-2 shows the differences in housing burden in Tumwater.

"Most of us senior citizens do not have the money to add insulation, although we are exposed to the increase in temperatures more rapidly than most stick-built homes. Help us upgrade the mobile homes we live in. Our rent is being increased annually and on a reduced fixed income leaves little money for improvements."

Figure CL-2. Differences in Housing Burden in Tumwater.



Source: Justice40, Federal Executive Orders 14008 (2021) and 14096 (2023).

Using this data, Tumwater can identify goals, policies, and draft implementation actions in the Housing Element to allocate resources and support to reduce financial strain on households.

This approach aligns with federal initiatives aimed at directing 40 percent of benefits from federal investments to underserved and overburdened populations. Reducing housing burdens contributes to broader goals of increasing housing equity, improving affordability, and fostering resilient communities.

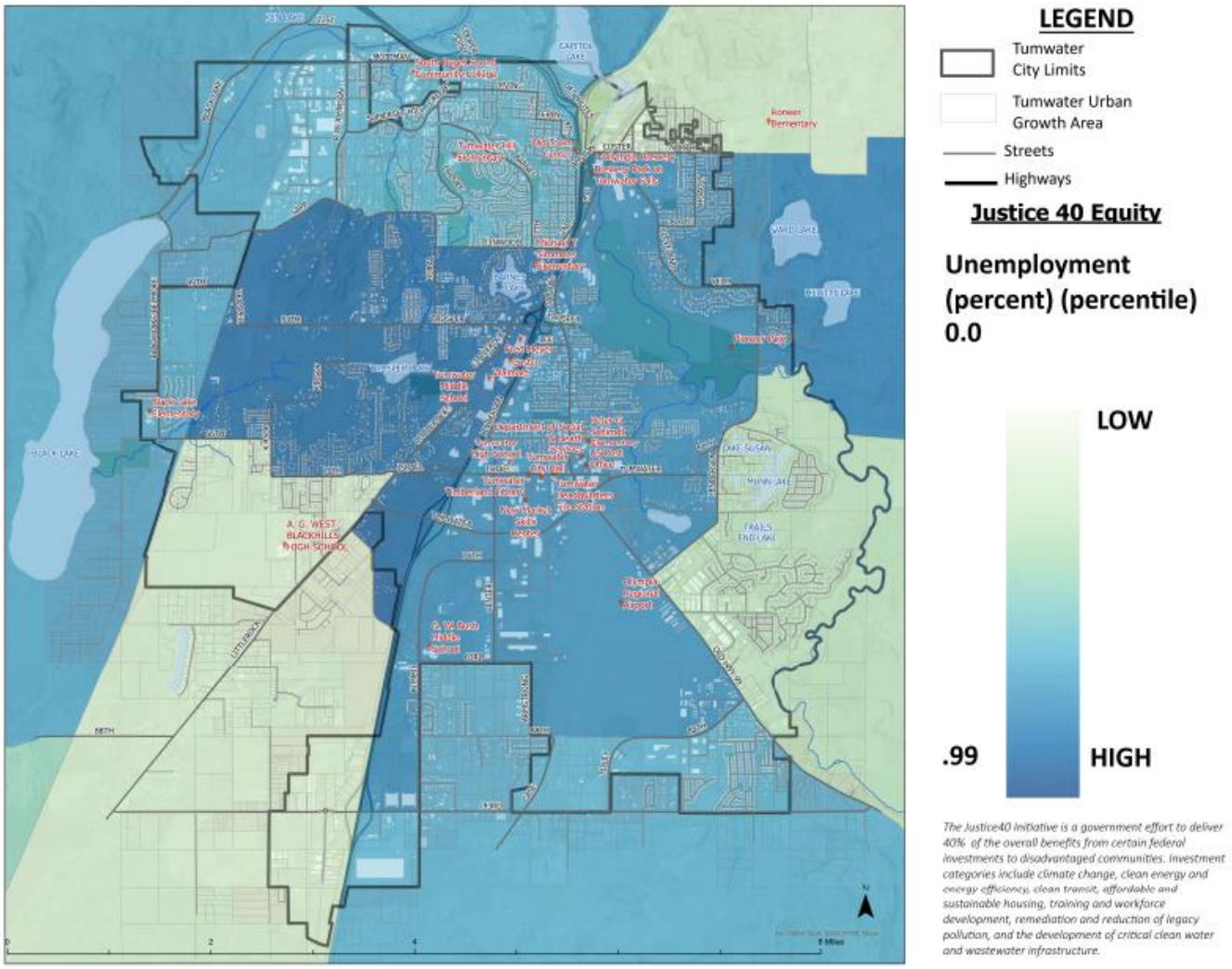
2) Unemployment Rates

Applying the Justice40 Equity framework to unemployment rates aims to address disparities in employment opportunities, particularly in areas with higher rates of joblessness.

Identifying areas with elevated unemployment levels allows Tumwater to develop its Economic Development Plan to prioritize economic development initiatives, job training programs, and workforce support services for communities most in need. This data-driven approach is critical for fostering economic resilience and

reducing inequities. Figure CL-3 shows the differences in unemployment in Tumwater.

Figure CL-3. Differences in Equity in Tumwater.



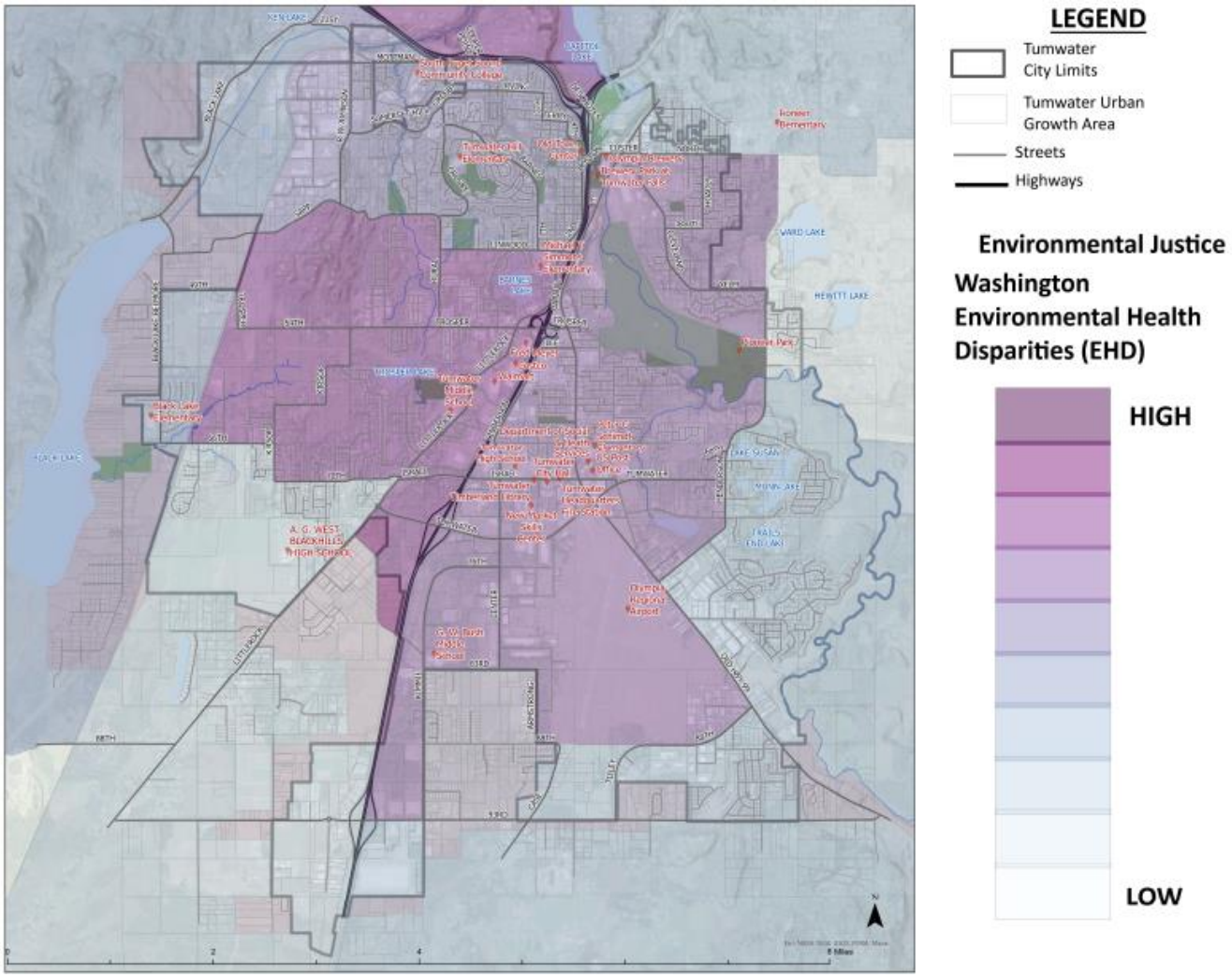
Source: Justice40, Federal Executive Orders 14008 (2021) and 14096 (2023).

3) Environmental Health Disparities

The Environmental Health Disparities analysis in Tumwater highlights areas with higher environmental justice concerns. This analysis shows where communities may be more vulnerable to pollution, health risks, and other environmental hazards. Figure CL-4 shows the disparities in environmental health in Tumwater.

"During the June 2021 heat wave, I experienced heavy sweating, heart racing and flushing. It felt like my brain was in a fog and I felt weak and fatigued. I recognized these symptoms as the symptoms of heat exhaustion and went to the mall to escape the heat for a while. We did not have air conditioning in our home, and as there was almost no wind, opening the windows couldn't help. Our house got hotter than it was outside. I am 71 years old, so such heat is especially dangerous for my health"

Figure CL-4. Environmental Health Disparities in Tumwater.



Source: Washington State Department of Health, Washington Environmental Heath Disparities Map, May 2024.

By identifying regions with elevated environmental health disparities, Tumwater can target these areas for interventions to:

- Mitigate health risks.
- Improve air and water quality.
- Enhance access to green spaces.

This approach aligns with the principles of environmental justice, ensuring that communities disproportionately affected by environmental and health challenges receive focused support, resources, and protections to improve overall public health and quality of life.

E. Evaluating Equity within Strategies

When communities can actively participate in decision-making, policies are more likely to reflect local realities and provide meaningful, sustainable impacts.

Collaborative governance empowers Tumwater communities, which are most affected by social and environmental challenges, fostering self-determination and reducing systemic inequities. Targeted benefits emphasize the right to healthy environments. This approach also explicitly prioritizes support for those experiencing the highest cumulative risks.

Each proposed Climate Element policy and draft implementation action was assessed in accordance with the Intermediate Planning Guidance's Equity Criterion Matrix in Table CL-1, which helped determine if the policy or draft implementation action was equitable. The matrix provides questions for co-governance, targeted benefits, just responsibility, and wealth building considerations and sub-considerations to assess for each Climate Element policy and draft implementation action.

Table CL-1. Equity Criterion Matrix.

Co-Governance	
Consideration:	**Sub-considerations:**
Does the measure show potential to build self-determination for frontline communities of color and/or low-income communities?	Are communities' most impacted identifying their needs and solutions? Do they have the ability to meaningfully shape the decisions in implementation?
Targeted Benefits	
Consideration:	**Sub-considerations:**
Is the measure clearly explicit in targeting interventions to communities furthest from achieving a healthy community?	Do the goals and targets recognize healthy environments and communities? Do the strategies prioritize those most at risk from highest cumulative impacts?
Just Responsibility	
Consideration:	**Sub-considerations:**
Does the measure show potential to directly limit harm and hold those causing harm responsible? Does it prioritize effectiveness?	Is the solution directly stopping the problem? Is it making anything worse? Are those causing the greatest harm held most accountable?
Wealth Building	
Consideration:	**Sub-considerations:**
Does the measure show potential to invest in and sustain local livelihoods, starting with communities with the greatest barriers to meeting their needs?	Are we supporting production by local communities for local communities, based on a principle of using local resources and living wage labor?

Source: Washington State Department of Commerce.

Using this system of continuous engagement and evaluation of equity criteria throughout development of the Climate Element, 24 percent of the policies and 27 percent of the actions in the Element directly address issues of equity. Additionally, 10 of the Element's 16 goals contain equity considerations.

Frequent and multifaceted public engagement also led to Climate Element developing 19 percent of the policies and 18 percent of the actions directly out of requests, input, and ideas generated through the public workshop, virtual open house, and Climate Policy Advisory Team meetings.

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3. Greenhouse Gas Reduction

A. Introduction

Following the requirements of RCW 36.70A.070, Tumwater prepared a sub-element on greenhouse gas emissions reduction as part of Climate Element. The Greenhouse Gas Reduction Sub-Element **dictates Tumwater's approach to eliminating greenhouse gas emissions towards achieving net-zero emissions by 2050**, with interim targets for municipal and community-wide emissions**.**

B. Greenhouse Gas Emissions

Greenhouse gases refer to specific gaseous compounds that trap heat from the sun after it radiates from the Earth's surface. Greenhouse gases include, but are not limited to, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O).

Some greenhouse gases are naturally occurring, or 'biogenic,' whereas others are produced by human activity, or are 'anthropogenic.' Greenhouse gases are essential to life on earth: they prevent heat from escaping Earth's atmosphere.

However, increased anthropogenic emissions from burning fossil fuels and land use changes like deforestation have rapidly and significantly increased the concentration of greenhouse gas in the Earth's atmosphere. This increased volume has resulted in a global warming effect that is shifting climate and weather patterns across the world.

This phenomenon has far-reaching impacts on communities, infrastructure, ecosystems, and wildlife as is discussed in Chapter 4 Climate Resilience. As a result, it is critical that Tumwater take action to reduce anthropogenic greenhouse gas emissions, and to do so as quickly as possible.

C. Measuring & Reducing Emissions

Tumwater developed a series of goals and policies to reduce greenhouse gas emissions across the City. These were informed by municipal and community-wide greenhouse gas emissions inventories, providing an accounting of Tumwater's largest sources of greenhouse gas emissions.[9] Tumwater drew upon these emissions inventories to help determine the specific goals and policies for the Greenhouse Gas Reduction Sub-Element. These goals and policies align with feedback from community members, the Thurston County Climate Mitigation Plan, and statewide regulations and climate goals.

[9] Greenhouse gas emissions are measured in metric tons of carbon dioxide equivalent ($MTCO_2e$).

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D. Greenhouse Gas Emissions Targets

The Greenhouse Gas Reduction Sub-Element dictates Tumwater's approach to eliminating greenhouse gas emissions towards achieving net-zero emissions by 2045. Tumwater has identified specific interim targets for municipal emissions (i.e., emissions from City-owned assets, operations, and services) and community-wide emissions (i.e., emissions from various sectors across Tumwater, including, but not limited to, residential, commercial, and transportation sectors).

1) Municipal Emissions Goals

Based on its current municipal emissions, Tumwater is **establishing an interim target of reducing emissions by 50 percent from 2023 levels by 2030 on its way to net-zero emissions by 2045.** These municipal emissions milestones keep Tumwater ahead of statewide emissions reduction goals through both 2030 and 2045.

2) Community-Wide Emissions Goals

Based on its current community-wide emissions, Tumwater is establishing an interim target of reducing emissions by 45 percent from 2022 levels by 2030, and 70 percent by 2040 on its way to net-zero emissions by 2045. These milestones align with statewide emissions goals through 2040, while exceeding the State's requirements by 2045.

E. Municipal Operations Greenhouse Gas Emissions

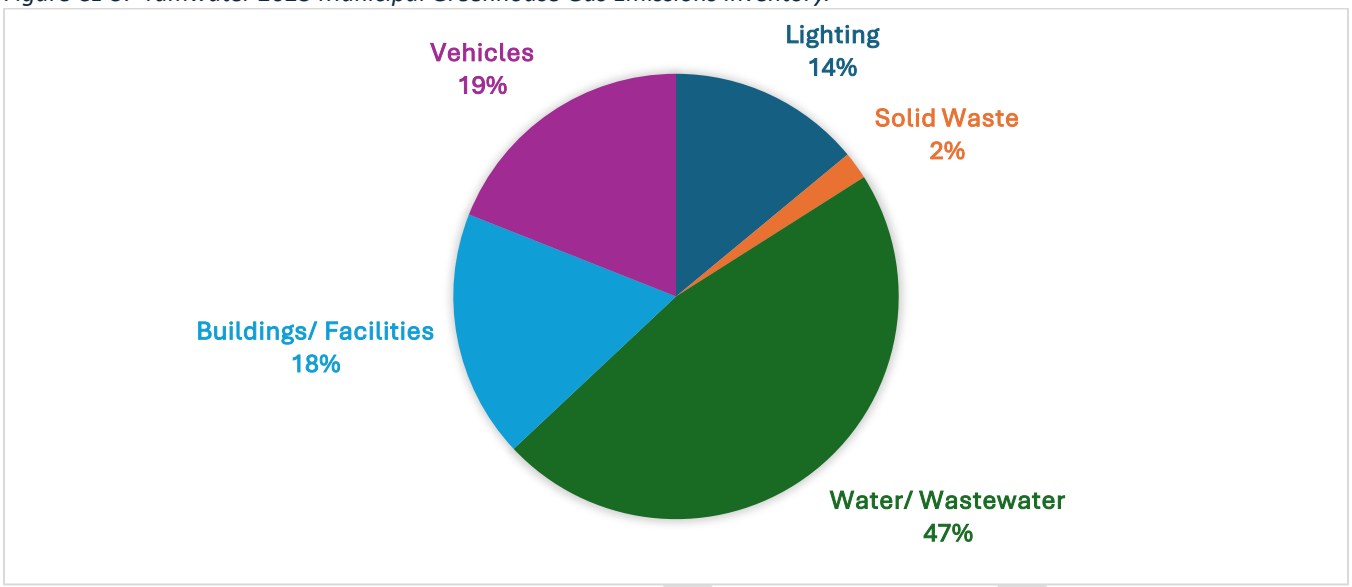
For the Climate Element, Tumwater utilized a municipal inventory of its greenhouse gas emissions from calendar year 2023. Following the State Department of Commerce's Intermediate Guidance on greenhouse gas Emissions-Reduction Pathways, Tumwater exercised Pathway 3 – Create greenhouse gas Emissions Inventory, coordinating with an external expert to prepare a comprehensive municipal emissions inventory for 2023.

In that year, Tumwater's municipal emissions totaled 3,821 $MTCO_2e$, with the leading sources of emissions including electricity used to provide water and wastewater services to residents (47 percent), gasoline, diesel, and electricity used to power city vehicles and equipment (19 percent), and electricity and natural gas used to power municipal buildings and facilities.

Figure CL-5 shows Tumwater's 2023 Municipal Greenhouse Gas Emissions Inventory.

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Figure CL-5. Tumwater 2023 Municipal Greenhouse Gas Emissions Inventory.



1) Water & Wastewater Services

Water and wastewater services are critical operations for Tumwater and its residents. The emissions from these operations are 47 percent of Tumwater's municipal emissions. The emissions from electricity used to provide water and wastewater services to Tumwater largely stem from water wells and wastewater lift stations. Electricity is used to power pumps in water wells and wastewater lift stations.

2) Fleet Vehicles

Emissions from Tumwater's fleet vehicles make up 19 percent of municipal emissions. Of these emissions, 75.5 percent are attributed to gasoline fuel vehicles, while 24.3 percent are attributed to diesel fuel vehicles. Electric vehicle emissions contribute 0.2 percent of vehicle emissions for the fleet.

Municipal lighting makes up approximately 14 percent of municipal greenhouse gas emissions. Municipal lighting includes traffic signals, streetlights, lights, and other outdoor lighting throughout Tumwater.

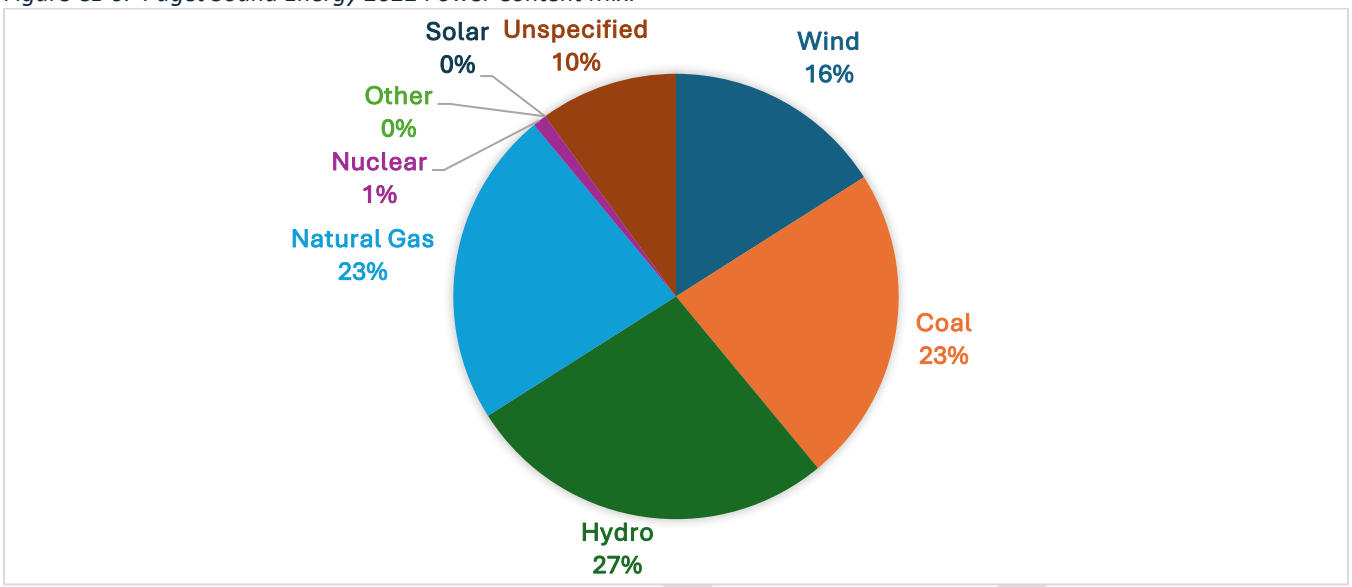
3) Electricity & Power Content

Much of Tumwater's greenhouse gas emissions can be attributed to the electricity used to power its assets. Emissions from this source are directly attributed to the power content of the electricity that Tumwater procures from its utility, Puget Sound Energy. Under the State's Clean Energy Transformation Act, utilities like Puget Sound Energy are required to provide fully clean, renewable energy by 2045

As of 2022, Puget Sound Energy's electric power content included natural gas (23 percent) and coal (23 percent), which explain much of the emissions coming from Tumwater's electricity use. As Puget Sound Energy's power content improves and more clean energy sources are used to power the electric grid, emissions from municipal assets will decline.

Figure CL-6 shows the 2022 Puget Sound Energy Power Content Mix.

Figure CL-6. Puget Sound Energy 2022 Power Content Mix.



Source: Puget Sound Energy, 2023.

F. Community-Wide Greenhouse Gas Emissions

Tumwater did not conduct its own community-wide greenhouse gas emissions inventory. Instead, Tumwater's community-wide emissions were derived from the 2022 Thurston County greenhouse gas emissions inventory.[10]

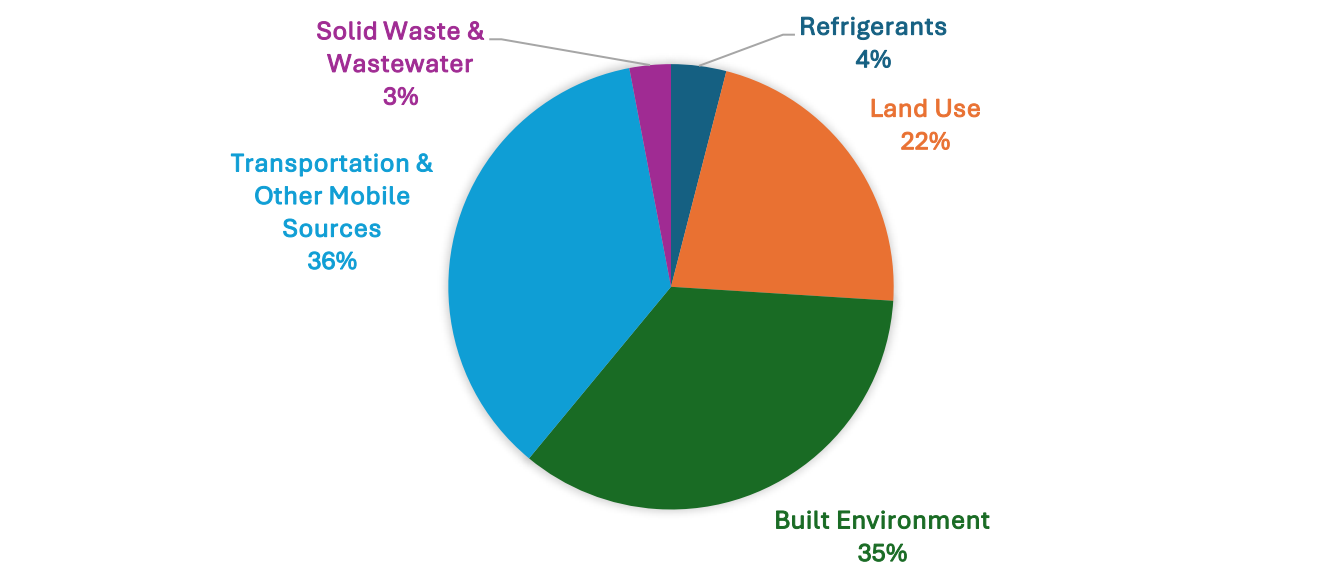
Community emissions include those produced by residential, commercial, industrial, and agricultural and other activities outside municipally owned assets and operations. While this emissions inventory accounts for jurisdictions and land area that falls outside of the jurisdiction of Tumwater, it still provides key insights into emissions across different sectors.

Tumwater exercised Pathway 1 – Conduct greenhouse gas Emissions Estimate – according to the State Department of Commerce's Intermediate Guidance to derive its community-wide emissions from another source.

Thurston County greenhouse gas emissions in 2022 shown in Figure CL-7 amounted to 4,240,135 $MTCO_2e$ (or 14.1 $MTCO_2e$ per capita).

[10] The State Department of Commerce funded the development of greenhouse gas emissions inventories for the State's eleven largest counties, including Thurston County.

Figure CL-7. Thurston County 2022 Community-Wide Greenhouse Gas Emissions.



Source: Thurston County, WA: 2022 Inventory of Community-Wide Greenhouse Gas Emissions.

A majority of countywide greenhouse gas emissions are from the transportation sector (36 percent), which largely comprise emissions from on-road vehicles, such as passenger vehicles, freight, and service vehicles. Other transportation emissions can be attributed to:

- Public transit.
- Off-road equipment.
- Aviation.
- Marine and rail.

The built environment makes up the second largest source of emissions in Thurston County (35 percent), largely stemming from natural gas and electricity to power buildings.

In 2022, Thurston County had approximately 19,518 acres of agricultural cropland. Land use from agricultural activities contributed 22 percent of greenhouse gas emissions countywide, with nearly half of those emissions stemming from methane production at dairy farms. Land use emissions also include emissions from tree cover loss in the Thurston County.

Smaller sources of greenhouse gas emissions countywide include emissions from:

- Solid waste and wastewater (3 percent), which include generation and disposal of solid waste, commercially processed compost, and wastewater treatment.
- Refrigerants (4 percent), which include use and leakage of hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and CO_2 from ozone depleting substances (ODs) that are used to cool buildings and other assets.

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G. Vehicle Miles Traveled & Land Use

Vehicle Miles Traveled (VMT) is a measure of the number of miles traveled by vehicles in a geographic area. In 2023, the Thurston County VMT was 2,404,917,000 total, and 7,927 per capita. Increasing public transit ridership, carpooling, and increasing modes of active transit, such as biking or walking, all reduce VMT, and emissions from transportation.

VMT can also be reduced through land use and urban planning. Urban sprawl increases the number of miles for daily trips such as commuting to work or running errands. Denser city development reduces VMT by reducing the distance of these trips.

Additionally, planning public transit routes, bike lanes, and micro mobility between denser areas of housing and commercial centers contributes to lowering VMT.

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4. Climate Resilience

A. Introduction

Climate adaptation aims to prepare Tumwater for the inevitable impacts of climate change. These impacts are already being felt and can no longer be lessened by climate mitigation activities alone. At the core of climate adaptation is community resilience.

The goal of resilience is that Tumwater not only recovers after a climate-related disaster but bounces back better. Effective resilience requires policies that support a mix of disaster preparedness, response, and recovery activities. Policies should also address systemic underlying issues. Climate adaptation can include:

- Repairing and enhancing existing infrastructure.
- Restoring natural systems which provide a variety of ecosystem services.
- Providing educational resources on individual resilience actions.
- Enacting policies that provide legal protections.

During implementation it is important to continuously engage broadly across the entire Tumwater community to ensure adaptation actions are:

- Equitable.
- Provide benefits for frontline communities.
- Designed to avoid or mitigate unintended negative consequences.

Building resilience effectively requires acting across all 11 sectors:

1. Agriculture and Food Systems,
2. Buildings & Energy.
3. Cultural Resources
4. Economic Development.
5. Ecosystems.
6. Emergency Management.
7. Health & Well-Being
8. Transportation.
9. Waste Management.
10. Water Resources.
11. Zoning & Development.

Tumwater has combined these 11 sectors into eight focus areas:

1. Buildings & Energy.
2. Community Well-Being & Preparedness.
3. Cultural Resources.
4. Ecosystems.
5. Local Economy, Zoning & Development.
6. Transportation.
7. Water Resources.
8. Agriculture, Food Systems, & Waste Management.

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B. Projected Climate Impacts

Tumwater is exposed to many natural hazards, several of which are projected to be exacerbated by climate change in the coming decades.

Although Tumwater has laid out mitigation actions for high-risk hazards through the Thurston County Hazards Mitigation Plan, the mitigation actions laid out in the Hazards Mitigation Plan were not created through a climate lens. Further, traditional hazard mitigation tends to focus on infrastructure upgrades alone, neglecting social, behavioral, and institutional adaptation actions. All of these must be implemented in conjunction with infrastructure to effectively build resilience to climate change impacts.

Table CL-2 shows the expected climate projections for high and low greenhouse gas emissions.

Table CL-2. Tumwater Climate Projections, Low & High Emissions

Climate Projection	By 2100	
	Low emissions scenario	High emissions scenario
Average summer temperature in June-August	↑ 5.4°F increase	↑ 9.5°F increase
Summer maximum temperature	↑ 4.7°F increase	↑ 9.6°F increase
Number of hot days (humidex over 90 degrees)	↑ 29.1 days	↑ 58.2 days
Total annual precipitation	*no data*	↑ 5.1% increase
Intensity of extreme rainfall events (change in the magnitude of 2-year storms)	*no data*	↑ 14% increase
Percent change in the magnitude of 25-year storm	*no data*	↑ 25% increase
Peak streamflow	↑ 15% increase	↑ 14% increase
Return interval of 25-year peak streamflow	↓ 9.6 years	↓ 13.8 years
Likely sea level rise	↑ 2.17 ft. increase	↑ 2.67 ft. increase
Change in high fire danger days	↑ 7 days *(by 2040)*	↑ 10 days *(by 2040)*
Precipitation drought (likelihood of a year with summer precipitation below 75% of historical normal)	*no data*	↑ 38% increase
Total late summer precipitation July-September	*no data*	↓ 22% decrease
Percent change in April 1 snowpack	*no data*	↓ 100% decrease

Source: Climate Impacts Group Climate Mapping for a Resilient Washington Tool.

By 2050, Tumwater is projected to experience hotter temperatures, especially during the

summer months, with higher average temperatures and a greater number of days each year that are considered extremely hot.

Tumwater will also experience more frequent and more intense precipitation events, with no projected change in annual rainfall but less precipitation falling during the summer months. There will also be a reduction in winter snowpack and an earlier start to seasonal snowmelt, resulting in altered streamflow regimes.

Although Tumwater is not projected to experience drastic sea level rise in this period, Tumwater could begin to experience impacts on groundwater water quality due to saltwater intrusion or other climate-related impacts. There will likely also be some more direct flooding impacts due to sea level rise, especially at sites like the Historical Park that are adjacent to the tidally influenced Capitol Lake.

All of these projected impacts will lead to more frequent and more intense disaster events in Tumwater, including:

- More extreme heat waves.
- More frequent and severe urban and riverine flooding.
- A higher likelihood of wildfires and the accompanying risk of smoke.
- A higher likelihood of drought due to high temperatures and lack of summer rain.
- A higher risk of landslide activity due to heavier rainfall, saturating soils and wildfires removing supportive root structures.

Tumwater is also projected to experience an increase in vector-borne illnesses, pollen-related air quality issues, and other public health hazards.

C. Climate Adaptation Strategies

1) Types of Adaptation Strategies

The strategies prepared for the Climate Element include both reactive strategies designed to address the impacts of climate change that are already underway and proactive strategies that work to build long-term resilience.

Adaptation strategies are often classified into four typologies: behavioral changes, infrastructural and technological, institutional, and nature-based solutions.[11] To create a robust adaptation strategy, Tumwater needs to create a portfolio of actions that includes strategies across all of these adaptation types.

Behavioral adaptation includes strategies such as relocating away from hazards, making substantive changes to property to mitigate the risk of fire, heat, and other hazards, and shifting food and consumption practices. Infrastructural and technological solutions encompass any adaptation that involves building or strengthening physical infrastructure such as

[11] Berrang-Ford, L., Siders, A.R., Lesnikowski, A. *et al.* A systematic global stocktake of evidence on human adaptation to climate change. *Nature Climate Change.* **11**, 989–1000 (2021). https://doi.org/10.1038/s41558-021-01170-y

dams, wastewater systems, and capital assets. Institutional adaptation methods include the creation of policies, programs, incentives, and the like to guide and support adaptation action.

Finally, nature-based solutions focus on integrating the benefits and protections offered by natural systems into protection strategies, for instance using seagrass restoration to stabilize eroding shorelines. Nature-based solutions in particular offer co-benefits with mitigation goals, usually through increased carbon sequestration.

2) Passive Survivability

Some of the adaptation measures suggested for the Climate Element promote the idea of passive survivability. This involves building or upgrading facilities to be able to maintain a safe temperature for building occupants.

There are many complexities to navigate when building for passive survivability. Tumwater must first decide on definitions of survivability, specifically setting the lowest and highest allowable temperatures that a space can reach. To protect building occupants from extreme heat, the building must be well-insulated, provide airflow, and may even need to offer cooling using technology like heat pumps. Renewable energy like solar power that is connected to a battery system is also important to provide continuous power for cooling and heating systems in the event of a power outage.

Codifying requirements for passive survivability presents challenges at Tumwater level and would require advocacy for mandating code updates at the State level. Tumwater could also explore the viability of incentive programs to encourage new construction to incorporate recommended strategies for passive survivability. This is especially important for low-income and multifamily housing where residents typically cannot choose to make upgrades themselves.

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Appendix A Foundational Documents

Table CL-3 identifies the foundational planning documents that form the basis for the Climate Element of the Comprehensive Plan.

Table CL-3. Foundational Documents for the Climate Element.

Plan	Description
Thurston County Hazards Mitigation Plan (2023)	Outlines a multi-jurisdictional strategy to reduce the risks of the most destructive natural hazards such as floods, earthquakes, and wildfires that threaten communities in Thurston County. Includes a Tumwater specific appendix.
Thurston Climate Adaptation Plan (2018)	Climate Resilience Actions for Thurston County and South Puget Sound.
Thurston County Climate Mitigation Plan (2020)	Lays out a road map for continuing regional collaboration on reducing local contributions to climate change and actions that can help to achieve greenhouse gas reduction goals.
Clean Energy Transformation Act (2019)	The Clean Energy Transformation Act aims to transition Washington to a clean energy economy by eliminating coal-fired electricity by 2025, achieving 100 percent carbon-neutral electricity by 2030, and 100 percent carbon-free electricity by 2045.
Tumwater Urban Forestry Management Plan (2021)	Lays out goals and recommendations for sustainably managing Tumwater's urban canopy.
Tumwater Tree Inventory and Maintenance Plan (2024)	Outlines inventoried tree resources (distinct species compositions, age distribution and condition).
Tumwater Comprehensive Plan – Transportation Master Plan (2025)	Outlines the transportation goals, policies, and strategies for the community. Aims to improve mobility, safety, and accessibility while promoting sustainable and efficient transportation systems.
Tumwater Comprehensive Plan – Conservation Element (2025)	Outlines natural resource land conservation and critical area protection.

Plan	Description
Tumwater Comprehensive Plan – Land Use Element (2025)	It outlines policies and guidelines for land use planning and development. Aims to promote sustainable growth, protect natural resources, and enhance community livability.
City of Tumwater Shoreline Master Program (2019)	Provides guidance for positive, equitable use and development of shorelines of the state in Tumwater while promoting community well-being, ecological preservation, and compliance with state policy
Tumwater Comprehensive Plan – Lands for Public Purposes Element (2025)	Details the public facilities and services planning for 20 years, including essential public facilities siting and expansion.
City of Tumwater and Thurston County Joint Plan (2021)	Tumwater and Thurston Country last amended the joint plan in 2021, and an update is expected in 2026. The Joint Plan guides future development in the unincorporated portion of Tumwater's urban growth area, ensuring a smooth transition from rural to urban development.
Olympia Climate Action Annual Report (2019)	The goals established a framework for climate-focused decisions, set a foundation for solar and green building community, created city staff culture of climate awareness, green Tumwater's fleet, and facilities, built foundation for climate-friendly infrastructure, and leveraged partnerships.
Puget Sound Energy Green Direct Program	Puget Sound Energy's Green Direct program allows government and commercial customers the ability to purchase 100 percent of their energy from a local, renewable energy resource that is cost-efficient.
Washington Clean Fuel Standard (2023)	The standard will reduce carbon pollution from transportation by decreasing emissions from the production and supply of transportation fuels. It will also provide an increasing range of low-carbon and renewable alternatives to improve air quality and decrease dependency.

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1. Policy Analysis

A gap analysis was performed to evaluate the existing policy framework and to identify its strengths and weaknesses. The analysis focused on assessing policies in the areas of environment, economics, and community while also evaluating responses to various risks such as climate change impacts and natural disasters.

The analysis aimed to provide a comprehensive understanding of the current policy landscape, highlighting both effective areas and critical gaps and shortcomings in policies. The overall goal was to develop a more comprehensive and inclusive policy framework that effectively addresses diverse needs and challenges, thereby enhancing community well-being and ensuring long-term sustainability.

An extensive literature review compiled a total of 107 resources to explore climate planning and mitigation strategies. These resources covered a wide range of topics including:

- Forestry and urban green spaces.
- Transportation and air quality.
- equity and community involvement.
- Regulatory and policy frameworks.
- Hazard and risk management.

From this comprehensive collection, a detailed policy analysis focused on key plans to assess their content and relevance. 362 relevant policies were extracted from the 15 plans in Table CL-3.

The detailed policy analysis involved categorizing the reviewed resources into sectors, focus areas, and climate hazards to systematically evaluate their coverage and identify gaps. The categorization was as follows:

Sectors:

- Agriculture & Food Systems.
- Buildings & Energy.
- Cultural Resources & Practices.
- Economic Development.
- Ecosystems.
- Emergency Management.
- Health & Well-Being.
- Transportation.
- Waste Management.
- Water Resources.
- Zoning & Development.

Focus Areas:

- Climate Resilience.
- Climate Mitigation.
- Climate Equity.

Hazards:

- Drought.
- Extreme Heat.
- Flooding, Extreme Precipitation, & Sea Level Rise.
- Wildfire.
- Earthquake.
- Landslide.

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- Snowpack Reduction/Snowstorms.

Conducting a thorough policy analysis was essential to understand the current stance on various policy areas. This detailed inquiry revealed several important findings. Firstly, there is a robust framework of policies addressing ecosystems, zoning, and development as shown in Figure CL-8.

Figure CL-8. Number of Policies by Sector, Policy Gap Analysis.



These existing policies underline a strong commitment to natural resource management and land use governance. However, the analysis has also revealed notable gaps in other areas. Specifically, there is a gap in policies related to cultural resources, practices, and economic

development. This indicates a need for more comprehensive strategies that integrate and support these important aspects of the community.

Moreover, while many policies prioritize climate resilience by aiming to safeguard the environment against the impacts of climate change, there is a noticeable gap in policies that address climate equity as shown in Figure CL-9.

Figure CL-9. Policies by Focus Area.



This gap suggests that, although Tumwater is preparing for climate-related challenges, the policies are not addressing the impacts on diverse communities equally and ensuring that all groups benefit from climate resilience efforts. Additionally, nearly all resilience policies originated from County-level.

Thus, this policy analysis underscores the importance of developing a more balanced and inclusive approach that not only fortifies Tumwater's climate resilience but also promotes equitable outcomes for all stakeholders.

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Appendix B Engagement Results

1. In-Person Workshop

Across all focus groups, participants called for greater collaboration and engagement citywide, as well as a need to identify funding sources and provide financial incentive, safeguards, and subsidies to ensure equitable climate adaptation and mitigation.

a) Greenhouse Gas Reduction Focus Group

Key discussion themes included:

- Multimodal Transportation System Improvements: requested actions ranged from expanding public transit access, enhancing bike accessibility and walkability, reducing car dependence, and increasing Electric Vehicle charging capabilities.
- Sustainable Land Use: participants urged for preservation of green spaces and urban canopies, denser urban development, and elimination of minimum parking requirements.
- Energy: participants suggested measures that would improve energy efficiency in buildings and encourage renewable energy generation and use.

b) Resilience Focus Group

Participants highlighted several key issues they would like to have addressed in Climate Element policies:

- Equity & Environmental Justice: Building resilience in low-income, historically disadvantaged areas that are disproportionately impacted by climate change.
- Climate Hazards: Actions that will address issues like wildfire smoke, power grid interruptions, and drought.
- Sustainable Practices: Managing water resources for Tumwater's future communities through water conservation methods and integrating and expanding use of renewable energy sources.
- Urban and Land Use Planning: Improving connectivity, walkability, and bike infrastructure, implementing strategies to increase shade and mitigate urban heat islands, and managing Tumwater's projected population growth and housing needs sustainably and equitably.
- Wise Resource Management: Reducing reliance on resource-intensive industries and promoting and supporting sustainable businesses.

c) Governance Focus Group

Participants voiced several areas of concern and opportunity regarding City governance:

- Building Public Trust: Participants noted some wariness due to previous perceived failures to address community needs by Tumwater in past efforts, particularly highlighting skepticism of long-term residents.

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- Improving Communication: Finding ways to communicate with diverse age groups and demographics continuously and effectively, including targeted outreach to youth and underrepresented groups
- Clarity and Transparency: Present community members with clear cost-benefit analyses of proposed actions and ensure Climate Element development is transparent and accessible.

2. Virtual Open House

The City hosted a virtual open house, in the format of an ArcGIS StoryMap with all the same information and questions that were presented at the in-person workshop. The virtual open house was open from August 15, 2024, to October 31, 2024. Results are as follows.

a) Equity

Figure CL-10. Climate Element Virtual Open House – Equity Map.

Click on the map to place a pin on areas you are concerned about in terms of pollution, contamination, and/or inequitable benefits (like tree canopy cover).

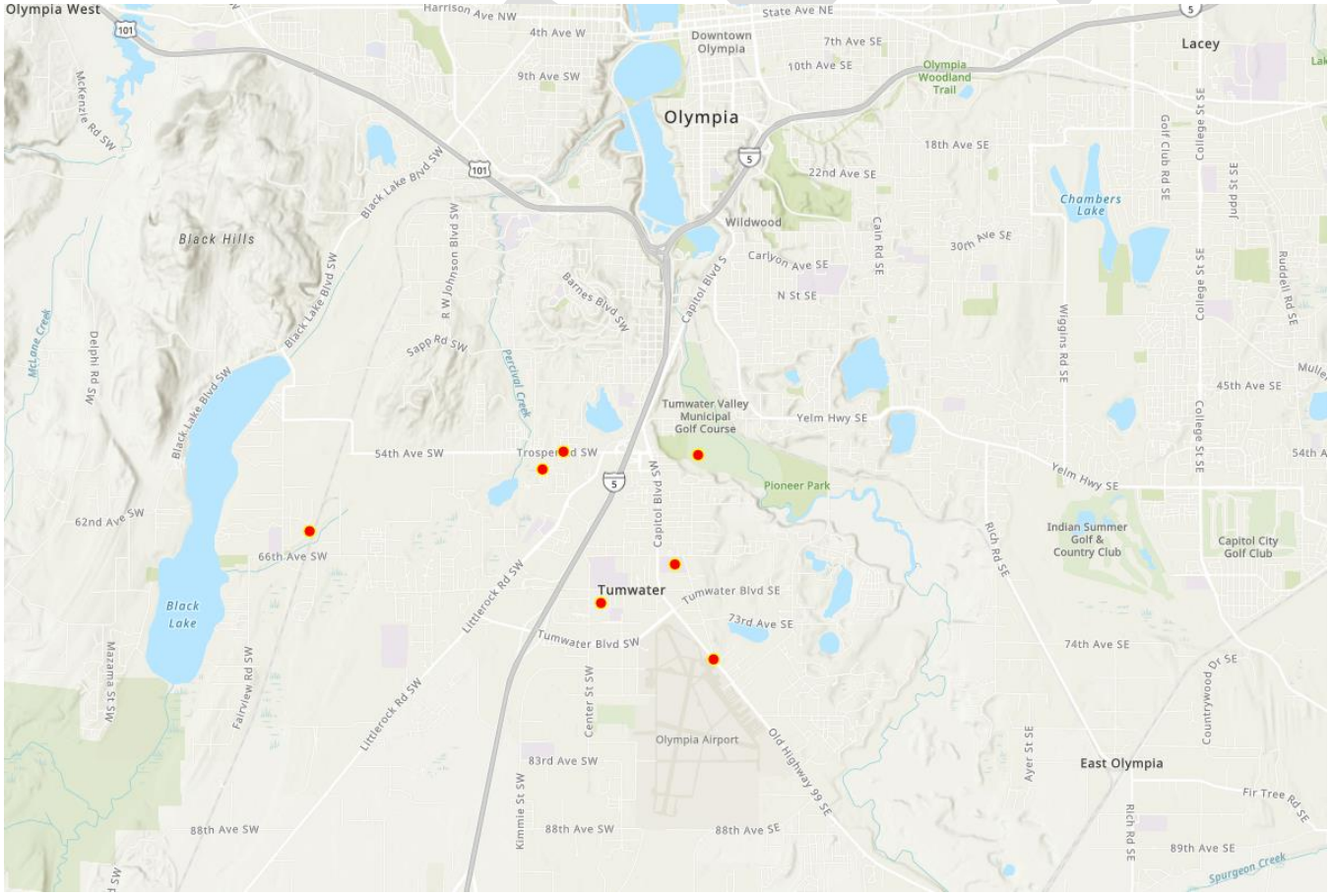


Table CL-4. Climate Element Virtual Open House – Equity Question.

What would you like Tumwater to do to address environmental justice issues and ensure that all residents have equal quality of life both before and after climate disasters?
Create programs and incentives that support resident access to clean energy, such as heat pumps, solar, and EV chargers. Include specific carveouts for low-income and elderly populations.
The ability to walk or roll around our community is a transportation method not dependent on income or on the presence of fuels or electricity. Having a fully accessible, walkable community will be resilient as well.
Sidewalks along Trosper Road and nearby streets are incomplete. Many older residents live in this area and need safe walking routes to get to the commercial area to the east.
Provide safe walking and cycling throughout the city. This is important to reduce emissions and pollution. It is also important so that people can move around if fuel becomes scarce, or some services are not accessible by car. It is also important that people who need to get to transit can walk safely to reach a bus stop. Transit cannot go everywhere, so that means that people need safe walking routes to and from their home and services and destinations.
I believe the City is in need of more cooling & heating centers for community members. This summer was relatively cool but investing in at least one other area in a different part of Tumwater to support heating & cooling for community members would be a great idea. I also really liked an idea I heard at the ASHHO event, which was to find a way to repurpose abandoned parking lots that become heat islands during extreme weather events. If these lots cannot be repurposed right away, maybe trees can be planted in the sidewalk areas that border these lots, to help shade the parking lots somewhat when it's really hot outside. Or maybe we could consider building simple structures that could provide shade over parts of certain heat islands. An empty parking lot on a busy road that had some sort of shade structure with a bench or two underneath it could help a severity of heat coming from that asphalt and also give passerby a place to sit in the shade on hot days.
My concern is putting warehouses near schools. The Tumwater planning dept. should not allow this. Schools need better air quality nearby, not trucks going to and from large Port of OLY. warehouses. My concern is water quality. The Port allowed a Coca Cola plant to lease a parcel in Tumwater. My concern is allowing an industrial plant to bottle our water to be shipped out of state. I do not think we have enough scientific evidence that Tumwater has enough available water for the next 20-25 years to do this. The town of Lacey has water restrictions. This is a big deal. Do we have enough water for the next 40 years of growth? We should not allow industry to take our water!

What would you like Tumwater to do to address environmental justice issues and ensure that all residents have equal quality of life both before and after climate disasters?
Protect the Davis Meeker Garry Oak! The Davis Meeker Garry Oak is sacred to several Coastal Salish Tribes, as well as many Tumwater residents. The Davis Meeker Garry Oak is located on the historic Cowlitz Trail (parts of which became Old Highway 99) and is fairly close to the site of the Bush Family Farm. The City of Tumwater needs to protect the Davis Meeker Garry Oak as one of the only visible reminders of the Cowlitz Trail, and our shared history. The Davis Meeker Garry Oak provides important habitat for birds, as well as sequestration of atmospheric carbon. Too many large trees have been removed in Tumwater already.
There are many mobile home parks in Tumwater. Most of us senior citizens do not have the money to add insulation, although we are exposed to the increase in temperatures more rapidly than most stick-built homes. Help us upgrade the mobile homes we live in. Our rent is being increased annually and on a reduced fixed income leaves little money for improvements.
In a wildfire or incident, how would large numbers be able to exit on the present two- lane roads? Are there enough fire stations, equipment & responders? Would the city be able to expedite building permits to rebuild?

b) Greenhouse Gas

Table CL-5. Climate Element Virtual Open House – Greenhouse Gas Questions.

What is your lived experience with climate change? Does it change seasonally?
I don't really know - I try to rely on data.
I wonder, when it gets hot in the summer, or wet in the winter, whether climate change is showing up, or whether it's just local variation.
I have experienced the heat events but fortunately my health has not been impacted. I also have noted the increase in smoke events.
Summer wildfires are much more frequent in this area compared to when I was a kid growing up here. Summers are hotter.
Our rivers and streams are low. We have less rain. Our thick forests are super dry in the summer. We could have a massive forest fire (my sister went through this in another town, her area was wiped out by fire). We must be aware of how much water we remove from the water table. We must not allow industry into our area that will contribute to lowering the water table.
I purchased a portable a/c for my apartment about 4 years ago to help with the heat. But I am not convinced still that it is related to climate change. I believe the earth goes through cycles like this, it just wasn't tracked 100s of years ago. Tracking temperatures has only been happening for the last 150 years or so.
I am noticing longer hotter and drier summers.

What is your lived experience with climate change? Does it change seasonally?
Aware of increased heat in summer & more snow days in winter. We are less active in summer due to heat and more careful of road conditions in winter. Have been impacted by smoke from fires in other areas.

Have you made any changes to your home or routine due to climate change or its effects?
I haven't made any changes, but I was pleased to buy a home with a heat pump since it gets pretty warm during the summer.
We installed a single split heat pump in the back of our house; replaced our old gas water heater with a new heat pump water heater; went from our plug-in hybrid to a full battery electric; put in a 240 charger; and signed up for Puget Sound Energy's community solar and their time of use rate program. We don't eat red meat anymore (except for occasional bacon and for meat on pizza); We don't fly for vacations.
Went to ductless system from burning wood for heating house. Electric bill has gone up but overall less work/time to heat house.
Yes, we purchased a window-install AC unit. (heat pump) to prepare for heat events. This was the best choice for us since retrofitting our entire home would be expensive. We also have air filters now.
Yes, I've made many changes, but I've also not been able to make all the changes I'd like to because of budget constraints. I drive an EV, I bike to work in the warmer months, I eat a mostly plant-based diet, I've taken my investments out of fossil fuels, and I'm active in local climate groups.
Air conditioning is more necessary for quality of life than it used to be in this area. I try to commute by bike as much as I can to reduce my personal carbon emissions.
We bought 23 solar panels to our house. Our electric bill is lower now. We travel less, so less Greenhouse gas (GHG) emissions.
I try to recycle as much as possible.... but because it is a good thing to do. Not because of climate change.
In the fourteen years I have lived here, I have had to add AC to my home due to summer heat in the last five years. I am sensitive to heat and have to abstain from participating in outdoor activities or un-airconditioned locations on hot days. In my work, I am required to work outdoors but have the flexibility to choose when I can work outdoors. My schedule has had to change due to high heat days.
Have added a portable air conditioner. Have had to adapt a homemade window screen to deter smoke and wear masks outside.

What greenhouse gas mitigation would you like to see improved, enhanced, or created if it doesn't exist now?
Require landlords to implement pollution reduction and safety upgrades on their rental housing. Prevent them from undue increases in rental fees. Prevent new development in tree areas - protect trees from removal.
I would like to talk more about the buildings portion - how can that be reduced?
More community education and outreach about the issues, and opportunities for individual action, available incentives, household planning for gradual electrification. Education and outreach about consumption emissions. Add building recommissioning to the actions in the regional climate plan. EV group purchasing program.
Time limits on car charging stations, some public stations (city parking lot) have cars parked in them all day even though they are fully charged in less than 2 hours. This leaves limited charging space for others to use.
Stop allowing building of homes and services that are not near already established services and transit. We need to grow with density in order to support efficient transit and allow for non-motorized travel. This is an action in the regional Climate Plan. Spreading out beyond existing services is going to increase emissions and miles driven. It also creates inequitable and unaffordable housing which requires ownership of a car. Lowering emissions means we live closer together and drive much less.
Something that improves the lives of poor and working class people. More bike and ped infrastructure in Tumwater - make it not only safe but inviting for people to get out of their cars.
Better community planning that reduce sprawl and car-dependency; improved non-motorized transportation options/infrastructure; increased public transit reliability and awareness; higher cost to GHG-emitting modes.
Do we have enough electric charging stations? I doubt it. We bought an electric vehicle. WE NEED MORE ELECTRIC CHARGING STATIONS!
Any improved mitigation would be appreciated.

Take a look at the committed goals and actions identified in the Thurston County Climate Mitigation Plan. Do you feel there are goals and actions missing? Are the goals and actions identified in the TCMP still what the community wants to commit to?
We continue to float along about the 50 percent of local reductions that the plan says are supposed to come from afforestation. Creating 37,000 acres of new forest seems totally unrealistic. This requirement doubles if we use the estimates for sequestration TRPC adopted in its white paper, even though the ICLEI methodology they said they were using actually recommends using local sequestration estimates when those are available, which is what the plan does. We're also going to get a significantly larger reduction from recent State legislation that the plan estimates). We ought to have a plan that's based on facts and realistic estimates, even if that means we have to recognize that we can't make the reductions we need with our local capacities alone.
I feel like there definitely could have been a goal for increasing the amount of space available for walking and biking. I feel like we should invest more money into improving areas of town to be more walkable and bikeable. Improve spaces to be used by modes of transportation that don't burn fossil fuels. I also don't see anything mentioned about improving the structures of our buildings to waste less energy.
Yes - please continue to commit to the TCMP! And take the actions in the Plan. There are plenty of actions to take. Don't think that doing a handful is enough. We need to do almost all of the actions in order to save our planet.
Regulating large polluters in whatever ways the City can
YES, we want to commit to lowering our GHG emissions. Do we have enough electric vehicle charging stations in Tumwater? NO! We have an electric car. We need more charging stations.

c) Resilience Mapping: Flooding

No responses.

d) Resilience Mapping: Heat

Table CL-6. Climate Element Virtual Open House – Resilience Mapping: Heat Questions.

What has been your experience with extreme heat in Tumwater?
Living here during heat waves and/or heat domes. Many housing units don't have air conditioning, especially rentals.

What has been your experience with extreme heat in Tumwater?
During the June 2021 heat wave I experienced heavy sweating, heart racing and flushing. It felt like my brain was in a fog and I felt weak and fatigued. I recognized these symptoms as the symptoms of heat exhaustion and went to the mall to escape the heat for a while. We did not have air conditioning in our home, and as there was almost no wind, opening the windows couldn't help. Our house got hotter than it was outside. I am 71 years old, so such heat is especially dangerous for my health. After this heat wave we contracted to install a heat pump in our house. This has made our life much more comfortable in the last few years, and when the next heat wave comes, we will be protected. I was very concerned for my neighbor who lives alone and is much older and quite frail and does not have air conditioning. I have told him that we will check on him in future heat wave, and he can shelter with us. I worry about the health of so many other people who are similarly at risk.

Have you had access to all of the resources you needed during an extreme heat event? Is there anything you would like to have available to you in the future?
Portable a/c units or heat pumps that I could rent or borrow during heat events
We did not have any air conditioning for the June 2021 heat wave and suffered for not having what we now consider essential with our changing climate. We have lived in Thurston County for 36 years and never had air conditioning until we installed our heat pump after this heat event. Many of our friends are in the same position. We need a robust program to help our residents have a safe home. I would not want to go to a cooling shelter, and Tumwater's shelter is only available during the daytime and would be very crowded. People need to be able to protect themselves at home.

e) Governance

Table CL-7. Climate Element Virtual Open House – Governance Questions.

What does a resilient Tumwater look like to you?
Great looking plan.
People can walk and cycle safely without needing to own a car. Homes and services are located so that people can access services and schools without driving. There are no homes or businesses in the areas where flooding will happen. A transit system is in place along major corridors. That transit provides access to other communities and helps move people along Tumwater corridors.
Improved transit and non-motorized connectivity; emphasis on density and mixed-use zoning; protection and restoration of our precious natural resources; restoration of derelict properties
A resilient Tumwater would protect the basic needs of the community, including clean water; available housing with limited restrictions for homeowners who want to add ADUs to assist in that effort; encouragement of business growth; and clean and repaired streets.

What do you hope will be true about Tumwater in the future?
I would like to see all the warehouse roofs covered with solar panels. I recommend that there be a requirement for all new warehouse construction, otherwise, that is just wasted real estate, missing the opportunity for developing the backbone of a distributive electric grid. Better to do it there than on agricultural land or forested land. More stringent building codes for renewable electrification across the board. ... EV-ready, etc.
People have their basic needs met and they are happy to live in Tumwater. There are electric vehicles on our streets, but there is not congestion and people who walk and cycle can do so safely.
Improved transit and non-motorized transportation; significant decrease in per capita vehicle miles traveled; higher density housing and mixed-use zoning.
That it will be a city that is proud of its beauty and inclusion.

Are there areas within the city you are most concerned about regarding climate change impacts? If so, what are those areas?
Areas near Deschutes River and creeks... all vulnerable to heavier rainfall amounts as the climate changes.
Not so much areas, but income-levels.

How would you like the city to engage with you around climate change?
Having staff out in the community is good.

What could the City do to improve your trust in it/them?
The City will improve my trust in them by following through to actually take the actions in the Climate Plan. Moving forward with many actions, not just a few. Be open about challenges.

How would you like to see equity addressed in the climate element?
It is not equitable to zone areas for housing or to place low income housing where the people who live there cannot walk or cycle for their needs. Denser areas of housing mean that fire, utilities, mail, deliveries, police, etc. cost less to provide and can respond more efficiently. Schools need to be located amongst the population who will attend the school. And those students should be able to walk to school. This all points to stopping sprawl and developing as a close-knit denser community. That actually is more equitable for everyone.
Reduce future harm

What could the City do to improve your trust in it/them?
No responses

Have you felt distrust or a lack of transparency in any of your interactions with the City?
No responses

Are there current community equity efforts you know about that can be built upon for climate action?
No responses

Are there communities in the city you are particularly concerned about regarding climate change impacts? If so, who are those communities?
Young people who will inherit the world in the condition we leave it.
Poor and working class folks
Tumwater has a significant elderly population who are vulnerable to heat-related illness and many of whom depend on transit or pedestrian routes. Tumwater needs a complete non-motorized network with good tree canopies.

f) Closing Survey

Table CL-8. Climate Element Virtual Open House – Closing Survey Question.

If you have any questions or comments related to the Comprehensive Plan Update and/or Climate Element for City staff, please provide them below.
What is going to happen to the old brewery project when the Deschutes returns to an estuary, tides reach up the river, and sea level continues to rise?
What are you doing to change business as usual to reduce GHG's, increase HOV's reduce water usage, replant forests that are burning up releasing more carbon into the air?

Appendix C Equity-Focused Goals, Policies, & Actions

1. Overarching Climate Goals

Goal CL-2 Advance environmental justice by providing all Tumwater community members with an equitable opportunity to learn about climate impacts, influence policy decisions, and take actions to enhance community resilience.

Policies and Implementation Actions	
CL-2.1	**Work with community based organizations and community organizers to conduct intentional outreach with frontline communities to create opportunities for equitable engagement in climate adaptation, mitigation, and education.**
CL-2.1.1	Build and support partnerships with existing community based organizations that have the capacity and existing relationships needed to convene diverse coalitions of community members and collaboratively empower their communities to develop and implement climate resilience and mitigation actions and work to address underlying disparities that impact these communities.
CL-2.1.2	Create and implement tailored outreach and education initiatives that will empower frontline communities to respond to climate change threats.
CL-2.1.3	Attend pop-up events with existing community based organizations and hold focus groups, office hours, and other events to build trust in both group settings and one-on-one with Tumwater's frontline community members.
CL-2.1.4	Conduct outreach and listening sessions in frontline communities to understand existing needs and opportunities and to educate on projected climate impacts.
CL-2.2	**Prioritize the people of Tumwater and their needs, values, and goals in all future climate planning efforts by developing and implementing all adaptation and mitigation tasks in collaboration with equitable representation from all Tumwater communities.**
CL-2.2.1	Prioritize recruiting frontline community members most impacted by climate change when forming any Tumwater working group, committee, or task force on climate-related issues. Strive to form all working groups and committees with equitable representation.
CL-2.2.2	Plan and conduct community engagement activities to co-create all policies and tasks with the community and to share new plan information upon completion and update throughout implementation.
CL-2.3	**Develop programs and resources to promote equitable financial access to climate resilience and mitigation activities.**
CL-2.3.1	Identify funding sources for subsidies for frontline communities to offset costs associated with climate impacts and mitigation actions, which could include potential cost increases associated with changing to non-fossil-fuel energy sources, increased energy usage to maintain livable indoor temperatures, and home hardening projects.

Goal CL-3 **Address that changing weather and climate patterns driven by human-generated emissions will affect every aspect of life in Tumwater, and plan for impacts such as increased heat, wildfire, and flooding while working to reduce local emissions.**

Policies and Implementation Actions
CL-3.1 Assess Tumwater's vulnerability to climate change.

CL-3.1.1 Conduct a comprehensive Vulnerability Assessment that considers climate impacts to communities, physical assets, and Tumwater operations and services, including impacts from extreme heat and flooding.

2. Greenhouse Gas Reduction Sub-Element Goals

Goal CL-4 **Reduce greenhouse gas emissions from all building types through energy conservation measures prioritizing the deployment of financial resources and programs that help finance or subsidize improvements across Tumwater.**

Policies and Implementation Actions
CL-4.2 Reduce energy use in existing residential buildings.

CL-4.2.2 Explore the feasibility of incorporating Home Energy Score disclosures for all types of rental dwelling units at the time of application to allow prospective tenants to make informed decisions.

CL-4.2.5 Explore the feasibility of requiring baseline levels of energy efficiency as part of building permit review.

Goal CL-5 **Expand the use of on-site renewable energy technology (e.g., solar photovoltaics, battery storage, etc.) across all building types through providing funds, code changes, and educational programs.**

Policies and Implementation Actions
CL-5.1 Increase the production and storage of local renewable energy.

CL-5.1.4 Support existing community solar initiatives from Olympia Community Solar and Puget Sound Energy by providing educational resources, promoting programs, and identifying opportunities for Tumwater residents to participate.

Goal CL-6 Reduce greenhouse gas emissions by making it easier for people to use and shift to low- or zero-carbon transportation modes through policy, programming, and regional collaborations.

Policies and Implementation Actions

CL-6.1 Promote increased use of active forms of travel such as bicycling, walking, and other nonmotorized options.

CL-6.1.2 Prioritize active transportation in coordination with the Transportation Plan by investing in accessible and attractive street-level elements such as seating, shaded sidewalks, ADA ramps, enhanced signals and crossings, and protected bike lanes.

CL-6.1.3 Explore developing a rebate program for community members who wish to buy a bicycle or electric bicycle, with priority for low-income residents or households with greater barriers to vehicles.

CL-6.1.4 Continue support for Intercity Transit's Walk N Roll program that focuses on a walking and bicycling incentive program with safety education for families, in coordination with Tumwater School District.

CL-6.1.5 Update the Transportation Plan and Capital Facilities Plan to prioritize active transportation. Set goals and plans for shifting to active transportation, like developing car-free corridors in commercial and mixed-use areas to encourage mode shift.

CL-6.2 Increase adoption of electric vehicles.

CL-6.2.2 Explore providing an incentive and/or technical assistance program to support installing electric vehicle charging at existing rental housing.

CL-6.2.3 Add free and publicly accessible Level 2 electric vehicle charging at as many Tumwater properties as feasible.

Goal CL-7 Reduce vehicle miles traveled by using permitting, regulatory, and other land use tools to promote multimodal transportation options and the use of public transit.

Policies and Implementation Actions

CL-7.1 Continue land use policies that support increased urban density and efficient transportation networks and reduce urban sprawl.

CL-7.1.2 Increase the number of 15-minute neighborhoods (i.e., walkable environment, destinations that support a range of basic living needs and a residential density), in coordination with goals outlined in the Land Use Element.

CL-7.2 Increase efficiency of the transportation system.

CL-7.2.3 Work with Intercity Transit to identify and implement programs that help people move to and from transit, reduce greenhouse gas emissions, and use street-level

Policies and Implementation Actions	
	improvements to connect neighborhoods without the population to support fixed routes transit options. Potential programs explored should include an electric vehicle car-share program. Tumwater will engage homeowners' associations for representation and feedback. Expansion of service will include an analysis of climate impacts to prevent the program from resulting in an increase in greenhouse gas emissions.

Goal CL-8 **Strengthen existing policies and regulations to deploy and enhance natural carbon solutions that are ecosystem-appropriate, store carbon, and offer co-benefits such as pollution reduction, wildlife habitat, and climate resilience.**

Policies and Implementation Actions	
CL-8.1	**Preserve tree canopy, native prairie habitat, and support habitat restoration and conservation to sequester carbon.**
CL-8.1.1	Develop and implement a coordinated reforestation and afforestation program guided by the Urban Forestry Management Plan with goals and policies to support stormwater management. Consider how existing or future tree canopy can support stormwater management and water quality improvements in receiving waters. Include goals for maintaining or increasing canopy in frontline communities.

3. Resilience Sub-Element Goals

Goal CL-9 **Design, plan, and upgrade buildings and energy infrastructure to accommodate renewable energy opportunities, keep the community safe, and withstand and recover from extreme weather and natural hazards worsened by climate change.**

Policies and Implementation Actions	
CL-9.1	**Require that planned facilities, utilities, and infrastructure projects and existing vulnerable sites be built or hardened to avoid or withstand climate impacts, including extreme heat, extreme precipitation, and sea level rise.**
CL-9.1.3	Identify potential funding sources to develop and maintain a grant program that will enable affordable housing development projects to bury new power lines and associated infrastructure as required, or to make more resilient to climate impacts where burial is not feasible.

Policies and Implementation Actions

CL-9.4 Encourage property owners to increase the resilience of existing buildings to natural hazards and extreme weather worsened by climate change.

CL-9.4.3 Develop and maintain a rebate program for low-income residents who do not qualify for weatherization assistance through the Community Action Council or whose dwellings are considered vulnerable, such as manufactured homes, to weatherize their homes against extreme weather.

Goal CL-10 Increase preparedness for acute climate impacts and improve the resilience of Tumwater's people and systems against climate hazards.

Policies and Implementation Actions

CL-10.1 Improve community outreach on and response capabilities for climate health and hazard issues, prioritizing frontline communities to address economic, social, and health disparities.

CL-10.1.1 Collaborate with community based organizations to build a volunteer network to develop and manage a vulnerable population database that includes community members who require aid and/or check-in calls during and after emergencies. This database can be built on the existing Lifeline Program members.

CL-10.1.2 Transition management of the vulnerable population database to Tumwater and develop a long-term strategy to keep the database up to date and oversee its use during emergencies.

CL-10.1.6 Explore developing a neighborhood-scale capacity grant or other assistance program to support neighborhood scale resiliency, disaster preparedness, and/or resource hubs.

CL-10.2 Develop resources to mitigate the risks posed by extreme heat in coordination with regional partners.

CL-10.2.1 Implement the Thurston County Extreme Heat, Emergency Response, and Illness Prevention Plan.

CL-10.2.2 Preserve and expand tree and shade cover to reach the 2040 goal of 40% recommended in the Urban Forestry Management Plan to reduce urban heat.

CL-10.2.3 Support the work of community based organizations and regional agencies creating and implementing resilience hubs.

CL-10.2.4 Explore feasibility of implementing and maintaining a program to distribute portable cooling units and install heat pumps, prioritizing households with residents most vulnerable to extreme temperature events such as renters and low-income seniors.

CL-10.3 Increase regional wildfire resilience, preparedness, and response capabilities in Tumwater.

CL-10.3.3 Help facilitate grant funding for low-income community members to follow recommended changes to their homes and properties to lower their wildfire risk.

Policies and Implementation Actions

CL-10.4 Collaborate with regional partners to develop resources that address projected increases in risks and impacts associated with climate change.

CL-10.4.1 Develop and share guidance for navigating post-disaster mental health and social resources, translated into multiple languages.

CL-10.5 Improve community resilience, health equity, and environmental justice by striving to ensure that all community members can use active transportation to access public green spaces within half a mile and connected by sidewalks or protected walkways.

CL-10.5.1 Utilize data from the Trust for Public Land and from community outreach efforts to find any gaps in equitable access to public green spaces.

CL-10.5.2 Engage community members who lack equitable access to green spaces to determine how they would like to improve their access. Options can include better transportation options, addition of new green space, and improved safety of active transportation routes, among others.

CL-10.8 Develop programs that enable and empower community members to protect themselves from poor air quality.

CL-10.8.1 Collect data to determine how many Tumwater community members are vulnerable to poor air quality and the neighborhoods in which these residents live, using both quantitative and qualitative data and from community outreach efforts. Use collected data to set target thresholds for shelter occupancy and locations and air conditioner/heat pump and air filtration distribution programs.

CL-10.8.2 Develop a program to distribute personal protective equipment to populations vulnerable to poor air quality.

CL-10.8.3 Identify facilities that serve high-risk populations to create incentive programs encouraging infrastructure updates for clean indoor air. Updates should include HVAC system improvements.

CL-10.9 Work with Thurston County Emergency Management to improve access to the resources needed for community members to shelter in place or to adequately reach temporary shelter.

CL-10.9.1 Coordinate with other agencies and jurisdictions to provide more cooling centers with 24-hour capacity. Offer 24-hour capacity for all of Tumwater's heat-vulnerable residents including seniors, low-income, and houseless individuals. Shelter locations should be sited equitably throughout Tumwater, with priority for opening locations near the highest concentrations of heat-vulnerable residents.

CL-10.9.2 Coordinate with local businesses, community centers, and other neighborhood hubs to assess the potential of using these spaces as cooling centers. Provide sites that agree to participate in this program with resources detailing how to set up an equitable and functional cooling center.

CL-10.9.3 Develop outreach programs or materials to increase awareness and education on individual emergency preparedness (e.g., Two Weeks Ready).

Policies and Implementation Actions

CL-10.10 Increase language accessibility of emergency services, plans, and resources.

CL-10.10.1 Utilize on-call contracts for language interpretation and translation services, including American sign language, to translate all emergency resources and plans.

Goal CL-11 Preserve, protect, and sustain cultural sites and resources in alignment with the values and needs of Tribes, traditional stewards, and frontline communities.

Policies and Implementation Actions

CL-11.1 Enhance partnership between the Tribes and Tumwater, integrating Tribal expertise, opinions, and values into climate planning efforts, projects, and programs.

CL-11.1.1 In collaboration with the Tribes, develop guidelines and standards for incorporating Traditional Ecological Knowledge into Tumwater programs and planning efforts to adapt to climate change impacts.

CL-11.1.2 Integrate the Tribal Stewards Curriculum or an alternative approved by Tribal representatives into regular Tumwater training schedules.

CL-11.2 In accordance with Tribal treaty rights, protect, enhance, and restore ecosystems and culturally important consumptive and non-consumptive resources including foods, medicinal plants, places, and materials that could be adversely impacted by climate change.

CL-11.2.1 Work with local partners, especially representatives of the Tribes, to facilitate a native plant nursery and seed bank to support long-term ecological restoration and foster continued access to culturally significant plants.

CL-11.2.2 In collaboration with the Tribes, identify consumptive and non-consumptive resources that will be adversely impacted by climate change.

CL-11.2.3 In collaboration with the Tribes, develop and implement a plan to protect, enhance, restore, and/or preserve cultural resources that have been identified as threatened by climate change.

CL-11.2.4 Collaborate with tribes to provide access to foraging opportunities including but not limited to camas, evergreen huckleberry, bog plant species, and cedar.

CL-11.3 Collaborate with the Tribes to prioritize the preservation of archaeological sites and traditional cultural properties that are vulnerable to climate impacts.

CL-11.3.1 Request recommendations from the Tribes for actions Tumwater can take to preserve historic sites and cultural properties.

CL-11.3.2 In collaboration with the Tribes, develop guidelines for protecting, enhancing, and restoring affected historic sites and cultural properties.

Goal CL-12 **With climate, growth, and environmental changes in mind, identify and elevate the protection of key habitats, ecosystem services, and wildlife corridors.**

Policies and Implementation Actions	
CL-12.1	**Manage Tumwater's urban forest in line with the Urban Forestry Management Plan and current climate projections and guidance.**
CL-12.1.2	Protect and enhance the climate resilience of urban forests by implementing the Urban Forestry Management Plan. Prioritize implementation of Urban Forestry Management Plan actions that provide benefits for frontline communities.

GOAL CL-13 **Promote land use and development decisions that support compact urban development and Tumwater-wide resilience, including a resilient local economy.**

Policies and Implementation Actions	
CL-13.2	**Form a working group to secure Tumwater's economic resilience regarding climate impacts.**
CL-13.2.4	Form partnerships with workforce development organizations to provide services and resources to Tumwater community members that support workers and local businesses affected by climate change.
CL-13.5	**Encourage the location of new development in areas where exposure to climate hazards is low and ecological impacts are minimized.**
CL-13.5.1	Develop design guidelines for climate-resilient multi-use development. Guidelines should require residential development to be designed for passive survivability under future climate projections.

Goal CL-14 **Strive to create a local transportation system, including infrastructure, routes, and active travel modes, which fosters connectivity and can withstand and recover quickly from climate impacts.**

Policies and Implementation Actions	
CL-14.1	**Improve street connectivity, transit accessibility, and walkability, including sidewalks and street crossings, to ease emergency evacuation.**
CL-14.1.3	Work with Intercity Transit to expand their transit program that provides evacuation aid to community members who do not or cannot drive, utilizing the vulnerable population database (CL-10.1.2).

Policies and Implementation Actions
CL-14.1.4 Assess current transportation network and transit options to identify barriers to accessibility and develop a plan to address gaps for all abilities and accessibility supports.
CL-14.4 Facilitate quick recovery of the whole multimodal transportation system after disruption from disasters or extreme weather events.
CL-14.4.2 Prioritize infrastructure needed for the recovery of Intercity Transit in the aftermath of an extreme weather event.

Goal CL-15 Protect and improve water quality and availability.

Policies and Implementation Actions
CL-15.2 Improve Tumwater's drought resilience through water reclamation and conservation measures, drought-tolerant landscape design, and advocacy.
CL-15.2.5 Advocate at state level to prioritize using water resources in alignment with public interests.
CL-15.3 Develop and implement a comprehensive drought resilience strategy that factors in projected climate impacts and sets action levels for different drought stages.
CL-15.3.1 Conduct outreach to understand current water resource needs (i.e., water-reliant livelihoods).
CL-15.3.2 Draft measures to protect access to water availability at a fair rate for low-income residents and residents whose income relies on water.

Goal CL-16 Expand local food justice to address climate impacts and increase access to nourishing, affordable, culturally appropriate, and climate-friendly foods while expanding local use of composting.

Policies and Implementation Actions
CL-16.1 Improve local food justice through collaboration, education, and advocacy.
CL-16.1.1 Implement the Food System Plan, updating it periodically as necessary.
CL-16.1.2 Identify relevant stakeholders who can further sustainable, climate-adapted, and equitable food distribution in Tumwater.
CL-16.1.3 Explore opportunities for the community to provide and engage in local and sustainable food production and consumption, such as farmers markets and community gardens.
CL-16.1.6 Collaborate with community members to identify culturally important foods and develop strategies to secure access to these, incorporating strategies into an update to the Food System Plan.

Policies and Implementation Actions

CL-16.3 Expand consistent access to food for Tumwater community members.

CL-16.3.1 Coordinate with the Food Bank to expand access to food assistance services.

CL-16.3.2 Conduct community outreach to find gaps and barriers in consistent access to nutritious food.

DRAFT

Attachment E

Method of receiving feedback	Comment	Author	Staff Response	Feedback incorporated?
Email	Buildings & Energy Phase out natural gas use in existing publicly owned facilities by [insert target date] and retrofit with electric heat pumps. Prioritize the preservation and weatherization of housing in overburdened communities, particularly at higher densities, to reduce emissions and increase resilience. Maximize renewable energy sources for the supply of electricity and heat to new and existing buildings. Install distributed renewable energy generation and battery infrastructure at public facilities to store renewable electricity generated on site and provide emergency power that ensures continuity of operations. Provide overburdened communities subsidies to offset potential cost increases associated with conversion to non-fossil-fuel energy sources. Zoning Consider climate change, including sea-level rise, extreme precipitation, increased winter streamflow, and other impacts, in floodplain management planning. Identify and protect agricultural and forested lands that provide climate resilience benefits from conversion to more developed land use types. Consider future climate conditions during siting and design of capital facilities, including changes to temperature, rainfall, and sea level, to help ensure they function as intended over their planned life cycle. Ecosystems Adopt a forest master plan and implementing ordinances to maintain and expand tree canopy cover, improve tree and watershed health, prioritize carbon sequestration, and build climate resilience. Econ Ensure that the local economy is resilient to climate disruptions and fosters business opportunities associated with climate mitigation and adaptation.	Mason Rolph Executive Director, Olympia Community Solar	Because of Initiative 2066, we cannot prohibit, penalize, or discourage the use of gas for any form of heating or for any uses related to any appliances or equipment in any building. Policy CL-9.4 intends to expand weatherization. CL-9 and CL-5 seeks to expand renewable energy generation. CL9.2 addresses renewable and battery storage for existing city facilities. Goal CL-10 and CL-13 seek to address considering climate change's impacts in zoning and planning. The City of Tumwater already has an Urban Forestry Management Plan and is in the process of implementing it, including canopy measures. Goal CL-13 addresses the local economy and climate resilience.	☑
Email	I think the “Summer Maximum Temperature" row in Table 2 on p. 22 is supposed to include “increase” after the numbers. Page 22 says, "Although Tumwater is not projected to experience drastic sea level rise in this period…” What does the City expect about the effects of significant high tides on the old Brewery and the adjacent park after the dam is removed and various amounts of sea level rise occur?’ The labels for Table 5 and Table 6 have ended up shifted to the next page.	Thad Curtz	Edits made.	☑
Email	CEMP update integration?	Thad Curtz	We will incorporate the Climate Element into the CEMP on its next revision, and the same with the Hazard Mitigation Plan.	☑
Email	Section 4.2.2. deals with building efficiency in multi-family. On July 1, 2027 the state clean building performance program expands to include multi-family residential buildings of 20,000 square feet and larger. Tumwater could consider expanding this to smaller multi-family buildings at that time or perhaps a year later (to take advantage of what is learned in the first year of mandatory energy efficiency retrofits in larger multi-family buildings)	Jim Lazar	We added an action like CL 4.3.4 for residential. We need to be mindful of the size requirements and capacity of small landlords to be able to report.	☑
Email	The most important climate action Tumwater could take is to STOP SPRAWL. Frankly, Tumwater's performance in this area has been awful. Expanding the City Limits was a mistake, and consideration of the UGA Swap is simply an affront to responsible land use and climate policy. The action Tumwater could take which would really help is to SHRINK the Urban Growth Area. My recommendation is to reduce the UGA boundary to the existing footprint of the City water distribution and sewer collection systems. That would assure that all new growth would avoid the capital costs of new water and sewer system expansion, reducing the cost of new housing.	Jim Lazar	This would be best addressed in the Land Use Element, but point taken.	☐
Email	I live on an edge of Tumwater – shop mostly in Tumwater, and have a sense of community for our entire urban area. I am very supportive of Tumwater taking action for reducing emissions. We are facing a world-wide crisis and our community needs to do everything we can to stem the tide of climate change. Having a plan and specific actions is the right thing for a city to do.	Karen Messmer	Thank you.	☐
Email	***CL-1.1.1*** *Build and support partnerships with existing organizations (i.e. CBOs) that have the capacity and existing relationships needed to convene diverse coalitions of community members and collaboratively empower their communities to develop and implement climate resilience and mitigation actions and work to address underlying disparities that impact these communities. YES.*	Karen Messmer	Thank you.	☐
Email	***CL-2.3.1*** *This likely should include all employees, not just designated ones. This is important because the actions that reduce climate emissions will be implemented across all departments in the City.*	Karen Messmer	We made this edit.	☑
Email	***Goal CL-4*** *The City should be looking to Puget Sound Energy (PSE) to implement all cost effective energy efficiency in buildings as required of them. The City should not be using public tax funds for buildings efficiency actions that PSE is required to implement. Adding to PSE projects might be reasonable. Doing the work that PSE is required to do is duplicative. City Council should be approaching the legislature and Utilities and Transportation Commission to assure that PSE is upholding their requirements for addressing emissions reductions.*	Karen Messmer	We will add PSE as a co-partner for actions that involve them, such as building electrification.	☑
Email	***CL-4.2.6*** *This action is already mostly in place with the state building code requirements. It is important that the energy code be implemented effectively for new buildings and major remodels. Building code staff should be trained to understand the details of the code and be able to help applicants comply with the code. It is good that the community is asking for this, which means they support having a strong energy code for new construction and major remodels.*	Karen Messmer	We can remove this due to it being redundant. Thank you.	☑
Email	***Goal CL-6*** *Yes. The language should say '…easier to use and shift to ……' (See language comments in the next item.)*	Karen Messmer	Edit made.	☑
Email	***CL-6.1.2*** *Change the wording from 'promote' to 'invest in' and rewrite this action. The City should consider walking, cycling and transit as part of the essential transportation infrastructure. This is not just adding 'attractive elements', it is adding essential infrastructure. We need to change the way we write/talk about active transportation. It is not an 'amenity' and we should not simply 'accommodate' it. It is a part of the basic function of our transportation system.*	Karen Messmer	Edit made.	☑
Email	Overall, the language about transportation is also about inclusion and belonging. (or not) About one third of us do not drive. During some part of our lives, most of us will not be drivers, or should not be. By referencing everything from the motor-vehicle driver perspective, it relegates those who do not drive to a null zone. (Defined by what we do not do, such as 'non-drivers'.) Walking is the original form of transportation, not the 'alternative' to a motor vehicle. Please review all language in this topic area for the Comprehensive Plan to make sure it is inclusive and does not diminish the importance of active transportation.	Karen Messmer	Comment incorporated in the Climate Element and Transportation Element.	☑
Email	***CL-6.1.5*** *Yes, this is good. I like the word 'prioritize' but change the phrase 'non-motorized' to 'active transportation'.*	Karen Messmer	Edit made.	☑
Email	***CL-6.2*** *Yes - to all of the actions listed under CL-6.2.*	Karen Messmer	Thank you.	☐
Email	**CL 6.2.1** – This is a good policy because it will take the public, the private sector, non-profits, and the general public to address climate change. We need all of these working together to address this threat to our environment and economy.	Karen Messmer	Thank you	☐
Email	***Goal CL-7*** *Change the word 'promote' to 'support'.*	Karen Messmer	Edit made.	☑
Email	The land use tools for this goal need to include 'do not increase the size or change the boundaries of the Urban Growth Boundary' otherwise, we are not meeting this goal. Actually limiting the Urban Growth Boundary to the existing roads, sewer, and water system would reduce costs for everyone, increase density, and increase the potential for 15-minute neighborhoods.	Karen Messmer	Incorporated into the Land Use Element.	☐
Email	While promoting transit is good, the word 'beyond' could be misconstrued to include as promoting transit service to areas that are not efficient to serve. Transit service only helps reduce emissions if it is provided with zero emission vehicles and on routes that serve many people. Remote service is not a climate strategy.	Karen Messmer	Edit made.	☐
Email	***CL 7.2.1*** 'Reducing delays' for motorists could end up adding dangerous situations for people who are walking and cycling. For example, right turn 'slip lanes' add distance for crossing at an intersection. They also are dangerous because drivers see a 'free right turn' situation and may not look for pedestrians. Improving traffic 'flow' could be interpreted as increasing speeds, which will endanger pedestrians. Increasing speeds also makes the environment intimidating for pedestrians and cyclists. Some of the details listed here could be good, such as roundabouts. As more cars are electrified, however, idling is a diminishing pollution problem. (Since electric vehicles do not have emissions, except for their charging power source.)	Karen Messmer	Edits made to incorporate feedback.	☑
Email	***CL-7.2.3*** *Note that currently the transit bus system is not low-carbon. The Tumwater Council member who is the Transit Authority Board member should be pushing the Transit Authority to move to the lowest emission vehicles possible. This does not include the hydrogen fuel approach that Intercity Transit has as part of their plans. It will be almost impossible to have low/no carbon hydrogen at a cost that is competitive with electricity. Our grid is expected to be low-zero carbon. Creating hydrogen fuel (using electricity) at a distance means it needs to be transported, which uses even more energy. Siting a hydrogen production facility inside our urban area would be extremely difficult.*	Karen Messmer	Edits made.	☑
Email	***CL-7.2.4*** *This is an excellent approach. Increased walking and cycling routes will help with school transportation, transit access, and healthy exercise. The standards for new subdivisions and commercial and residential developments should require that walk/cycle connections to neighboring areas and uses be provided.*	Karen Messmer	Thank you.	☐
Email	***CL-10.5.3*** *Obtain funding to finish the Deschutes Valley Trail, aiming to complete construction by 2040* **.** Simply change this statement to 'complete construction by 2024.' The funding language implies that, without outside funding, the City is not working on this action. Rewrite to make it an action to complete the trail. Find the funding in order to do that.	Karen Messmer	Edit made.	☑
Email	This might be a great opportunity to be inserting and framing a structure for how jurisdictions could frontload responses and the most needed services during climate-related emergencies and issues. Some groups have necessarily become quite adept at knowing what communities need during times of crisis, and how to plan for better future outcomes…I thought we may want to use some of their on-the-ground learning to be shaping our Comp Plans. A strongly recommended resource was this one, https://mutualaiddisasterrelief.org/ which has been valuable for these two southern Oregon non-profits who spent serious time in mutual aid services during the devastating Almeda fire there in 2020, and then afterwards. To make the very best and most useful climate element we may want to be tapping some of the already established and utilized ideas/actions which the Mutual Aid movement has trailblazed.	Janine Linsey	We tried to incorporate this into CL-10.1.6.	☑

Email	I have ridden my bike to work for years, but that's something I haven't felt safe doing recently. This year I started working in Tumwater and there's no good route for me to get from my home in SE Oly to the New Market Skills Center. Capitol Boulevard has no bike lanes through downtown Tumwater and the sidewalks are narrow, bumpy, and there are many, many road crossings that I have to navigate. My alternative route is the Henderson Boulevard bridge, but it is narrow and people regularly drive 50 mph over it. If there were some way to have a pedestrian bridge next to Henderson, or improved sidewalks along capitol boulevard it would really help me out in my commute.	Kent Reister	This comment was relayed for inclusion in the Transportation Element.	☑
First Draft survey	There is no scientific evidence whatsoever to show that the climate is affected by human activity. You should not be burdening us with more regulations and taxes to pursue something that is entirely unsubstantiated.	Anonymous	The Climate Element is a state requirement. There is scientific consensus that humans are causing global warming and climate change.	☐
First Draft survey	Bike paths are so important. I love to cycle, but there aren't safe paths for me to cycle to work (Tumwater Hill to L&I). We would love to teach our kids to cycle, but we need to drive to a safe path to make this happen. It would be wonderful to see lots of cyclists in Tumwater, taking care of our environmental and personal health.	Anonymous	Thank you. Goal CL-6 addresses a lot with bicycles, and there is even more in the resilience sub-element and the Transportation Element.	☑
First Draft survey	1. Develop a system for assessing the potential reductions in emissions from various proposed City investments to allow comparisons across proposed steps of the estimated cost of expected reductions in dollars/tonne CO2e or some similar metric.	Thad Curtz	We will strive to do this as much as we can. We can add this to a work plan for future additional staff as well to address in a more consistent way.	☐
First Draft survey	2. Require minimum levels of efficiency as part of rental licensing standards.	Thad Curtz	The City is currently watching how this works in Olympia. If we take any action, it will be after some initial findings are shared from Olympia. This requires a balanced approach with affordable housing efforts.	☐
First Draft survey	3. CL-4.2.7 Assess the effectiveness over time of audit and disclosure programs' efforts to reduce emissions.	Thad Curtz	We will assess the effectiveness of this action along with all others as part of our 5 year reporting to the Department of Commerce.	☑
First Draft survey	4. Require southern roof orientation in new single family construction where feasible.	Thad Curtz	Staff prefer an approach to incentivize, rather than require for this suggestion. Add language with CL-5.1.2 about incentivizing southern roof orientation. We will include incentives in Development Code.	☑
First Draft survey	5. CL-7.2.5 Explore having Intercity Transit create neighborhood electric car-sharing programs, on the analog of its van pool program.	Thad Curtz	We added CL-7.2.3 to explore the feasibility of EV car share programs with other jurisdictions, relevant agencies (like Intercity Transit), and or a public-private-partnership.	☑
First Draft survey	6. CL-9.1 Work to reduce local consumption emissions through education and outreach programs.	Thad Curtz	Since Tumwater relies on the TCMC GHG inventories, we will relay this comment to the TCMC for consideration.	☐
First draft survey	"Remove any element that says Equity, which is identity nonequal racist. We should treat all the same in Tumwater. Also opposed the word ""will"" change due to natural climate changes. Delete any provisions that call for regulation of type of vehicle one drives. Delete any provisions that call for high density in established residential areas and stick with current zoning. If folks want to live in a big urban condensed city, there is one close by. Overall a waste of time and drawing conclusions on climate change and how one state can change at the expense of its citizens. Bare minimum to pass the CC since it may be repealed in the future. We see how all electric is not a fix all when the power goes out, encourage and incentives, but don't regulate. Plant more plants and trees and stop cutting them down!	Anonymous	The parts this community member wants removed are state requirements of the element. There is no city-level regulation now nor suggested that would mandate the type of vehicles individuals drive. Their suggestion regarding trees is incorporated into TMC 16.08 when that work is re-started this year.	☐
First draft survey	Far into the future as possible with no regulation (in response to timeline question)	Anonymous	Given that we are required to set targets for GHG reduction in the near and short term, we have to have actions in the near term.	☐
First draft survey	Little to none. Climate always changes and until the world reduces.	Anonymous	There is scientific consensus that humans are causing global warming and climate change.	☐
First draft survey	I am excited that climate, habitat and conservation are inclusive in the plan.	Anonymous	Thank you.	☐
First draft survey	I believe consolidated 15 minute neighborhoods are a powerful tool. I also appreciate that this could be combined with tree cover and additional trails/bike paths to make moving about without a car easily.	Anonymous	Thank you.	☐
First draft survey	likely we have to work on adaptation of building and land management practices as a priority -- we are unlikely to slow climate change quickly and resilience is unfortunately the major need now. See: north Carolina or California in recent months.	Anonymous	The CPAT created priorities for the Climate Element, one of which addresses this concern.	☑
First draft survey	I really care about natural spaces. I feel this is both good for climate and good for resiliency in the face of climate change. More compact housing means more room for natural space which makes the community more attractive for drawing people to live here and retaining those who do live here.	Anonymous	Thank you. We have included actions in the draft that encourages compact urban development.	☑
First draft survey	I expect that it will be hotter creating more need for both medical and fire interventions as well as water conservation.	Anonymous	We have included actions that seek to reduce public health impacts of heat and fire.	☑
First draft survey	I like the focus on adaptation and seeking efforts to reduce the need to drive and pollute from driving. Having too many goals can make it hard to demonstrate progress. Many of the goals in the document easily overlap. Consolidate maybe to help focus the work?	Anonymous	Where we can consolidate actions, we will. We also worked with the CPAT to create priorities and identify actions for those priorities.	☑
First draft survey	"-Plan should only provide guidance, not regulations or burdens for citizens. Climate change is a world problem, Tumwater or WA will not solve. -Remove all reference to equity, the opposite of equality. No illegal racial discrimination under the guise of equity. -no electric anything mandates, those have ended. Again, just guidance and incentives work the best. Carrots, not stick approach works best. - Alternate plan should be Stop or Limit developing housing, especially apartments. Why encourage growth that requires increased infrastructure and services. It is actually ANTI- carbon neutral to construct more housing and infrastructure. -Maybe different area, but Tumwater needs to evaluate tapping into hydro power. There already is mass fish barriers (falls and check dams) on the Deschutes, why not power the entire City. Now that would be carbon neutral and cleanest electricity available. Has anyone evaluated this?"	Olympiachud@gmail.com	The parts this community member wants removed are state requirements of the element. The climate element does not include any all electric mandates and is compliant with Initiative 2066. The City is not a power utility.	☐
First draft survey	Tumwater's 2025 climate plan exemplifies the pitfalls of embracing a socialist, globalist, and utopian agenda under the guise of climate action and equity. At its core, this plan seems less concerned with practical governance or addressing the needs of all its residents and more focused on imposing an ideological framework that is fundamentally anti-American in its approach. Socialist Redistribution Masquerading as Climate Policy The plan emphasizes redistribution of resources and benefits under the banner of "equity." By prioritizing "frontline communities" and low-income groups, the city is effectively choosing winners and losers based on arbitrary, identity-driven criteria rather than implementing policies that serve all residents equally. This reeks of social engineering—shifting public funds and resources not for the public good, but to conform to a political narrative that divides the community along racial and socioeconomic lines. The plan goes further by proposing subsidies, incentives, and mandates that will be financed by higher taxes or government debt, burdening middle-class families and businesses. Tumwater is not a socialist experiment—it is an American city that should prioritize economic growth and prosperity over redistributive policies that penalize hard-working taxpayers. Globalist Overreach and Misplaced Responsibility This plan adopts the rhetoric of global climate activism, claiming Tumwater can somehow address worldwide systemic issues like "exploitation of natural and human resources" or "global greenhouse gas emissions." This delusion of grandeur ignores the reality that Tumwater, a small city, contributes an insignificant fraction to global emissions. No amount of sacrifice by its residents or businesses will have a measurable impact on the global climate. Instead of focusing on local needs—like maintaining roads, improving public safety, or expanding economic opportunities—the city has chosen to align itself with globalist frameworks like the Justice40 Initiative. This alignment subjects local governance to external ideologies and objectives, distancing it from the practical concerns of Tumwater residents. Utopian and Impractical Goals	Olympiachud@gmail.com	The parts this community member wants removed are state requirements of the element. The draft plan does include actions that are intended to improve public health and safety and includes roadway projects for multi-modal transportation.	☐
First draft survey	CL-1: Equity-Centered Climate Policies • The insistence on "centering equity principles" diverts focus from universal solutions to divisive, identity-based politics. This policy prioritizes specific groups based on race and income, undermining the principle of equal treatment under the law. Such an approach fosters resentment among residents who feel excluded from decision-making processes or penalized for their economic status.	Olympiachud@gmail.com	The parts this community member wants removed are state requirements of the element.	☐
First draft survey	CL-3.2: Transition to Non-Motorized Transportation • Mandating infrastructure for walking and biking ignores the reality that Tumwater is a car-dependent community. These actions are impractical for suburban or rural residents, forcing lifestyle changes that many do not want or cannot afford. Reducing parking and discouraging car use could lead to decreased accessibility, especially for families and small businesses.	Olympiachud@gmail.com	One of the requirements for the Climate Element is that it include strategies to reduce vehicle miles traveled. We have received many more comments through the Climate Element development process in favor of active transportation like walking and biking than against. Building more active transportation facilities does not force lifestyle changes. We will be mindful to not reduce accessibility.	☐
First draft survey	CL-5: Vehicle Miles Traveled Reduction • Policies aimed at reducing vehicle miles traveled by promoting dense, urban-style development are antithetical to American values of suburban living and personal freedom. These measures penalize residents who choose to live in single-family homes and depend on cars. They also disregard the geographical realities of Tumwater and the surrounding area, where public transit infrastructure is insufficient.	Olympiachud@gmail.com	One of the state requirements of the Climate Element is that it includes strategies to reduce vehicle miles traveled. The purpose of the Growth Management Act, which the entire Comprehensive Plan is based on, is to promote urban development within urban growth areas to reduce sprawl in rural areas. The draft plan includes actions to work with Intercity Transit to address areas of the City where transit infrastructure is insufficient. Often where public transit is inefficient, it is because of less dense development.	☐

First draft survey	CL-7.1: Net-Zero Municipal Emissions • Achieving net-zero emissions by 2045 for municipal operations is not only economically burdensome but also a symbolic gesture with no tangible impact on global climate change. Taxpayers will ultimately shoulder the cost of retrofitting city facilities and transitioning to renewable energy, with little to show for it.	Olympiachud@gmail.com	The state requires us to be consistent with the statewide GHG emission reduction goals. Luckily, with the Clean Energy Transformation Act, the work of transitioning our energy utilities to renewable energy will be accomplished by PSE, not local governments. To reduce emissions in city facilities and operations, we simply need to increase efficiency, which is a cost-saving effort in the long run.	☐
First draft survey	CL-10.2: Renewable Energy Incentives • Incentives for renewable energy, such as subsidies for solar panels and electric vehicle chargers, disproportionately benefit wealthier residents who can afford the upfront costs of adopting new technologies. Low-income households, ironically the focus of the equity rhetoric, may be left behind while bearing the financial burden of these subsidies.	Olympiachud@gmail.com	We have made efforts to incorporate equity into these actions.	☑
First draft survey	CL-11: Equity and Environmental Justice Programs • This policy goes beyond climate action to implement social justice frameworks, which are not the purview of municipal governance. By prioritizing "historically disadvantaged communities" for climate programs, the city risks alienating a significant portion of its population, creating unnecessary division and resentment.	Olympiachud@gmail.com	This is a state requirement of the Climate Element. Prioritizing people left out historically does not mean that those who haven't been left out get any less effort or attention.	☐
First draft survey	CL-12.3: Climate Hazard Preparedness • While preparing for climate hazards is practical, framing this as a way to address systemic inequities distorts the purpose of emergency management. The focus should be on building resilience for all residents, not categorizing individuals into victim groups based on race or income.	Olympiachud@gmail.com	The focus is for building resilience for all residents. Some residents have specific needs in order to attain resilience as they have less resources and adaptive capacity. For instance, a person in a home with air conditioning will have an easier time dealing with a heat wave than a resident living outdoors. Another example is in the event of a necessary evacuation - residents with access to personal vehicles will use evacuation routes where those without access vehicles will need assistance. The goal is community resilience for all.	☑
First draft survey	CL-15: 15-Minute Neighborhoods • The concept of creating "15-minute neighborhoods" where daily needs are accessible by walking or biking is unrealistic for a suburban community like Tumwater. Attempting to force this urban model on a suburban area ignores resident preferences and the economic reality of car dependence in smaller cities.	Olympiachud@gmail.com	One state requirement of the Climate Element is reducing vehicle miles traveled. This action, which is from the City Council accepted Thurston Climate Mitigation Plan, is a council approved way to reduce vehicle miles traveled. Additionally, we heard a resounding demand for improved bike and pedestrian infrastructure in our community engagement.	☐
First draft survey	CL-17.1: Justice40 Compliance • Aligning with the federal Justice40 Initiative and directing 40% of climate investments to specific groups based on historical disadvantages prioritizes political ideology over practicality. This approach introduces federal social policies into local governance, undermining the autonomy of Tumwater's residents and risking inefficient allocation of resources.	Olympiachud@gmail.com	The parts this community member wants removed are state requirements of the element.	☐
First draft survey	CL-18.2: Urban Canopy Expansion • Expanding the urban canopy is a noble goal, but mandating tree preservation and planting initiatives could conflict with private property rights. Forcing homeowners or businesses to comply with strict canopy requirements adds unnecessary costs and infringes on individual freedom.	Olympiachud@gmail.com	The City will not force homeowners to comply with canopy requirements outside of the Tumwater Municipal Code requirements. The Climate Element does not require this and instead includes actions to preserve and enhance existing canopy.	☑
First draft survey	CL-20.1: Public Participation in Climate Policies • While public participation is essential, the plan's focus on engaging "frontline communities" suggests a deliberate effort to amplify certain voices over others. All residents should have an equal say, and the city's approach should not skew toward particular groups to fulfill ideological goals.	Olympiachud@gmail.com	The effort to engage frontline communities isn't to amplify certain voices over others, rather to make efforts to ensure their voices are included where they haven't been in the past.	☑
First draft survey	The Climate Element of Tumwater's Comprehensive Plan is fundamentally flawed, driven by ideological narratives rather than pragmatic governance. Its anti-American focus on equity, redistribution, and globalist policies ignores the core principles of freedom, personal responsibility, and economic growth that define this nation. Asking for timeline adjustments is akin to rearranging deck chairs on the Titanic—it fails to address the insanity of the ship's direction. However, as requested, here are specific suggestions for shifting action timelines: CL-1: Equity-Centered Climate Policies • Original Timeline: Immediate implementation of equity-based policies. • Suggested Change: Push this timeline to "indefinite" or "never" until the city provides evidence that these policies will serve the entire population equitably rather than focusing on identity politics and redistributive social frameworks. Equity should not be a government-imposed criterion for climate action, which should focus on universal, practical solutions. CL-3.2: Transition to Non-Motorized Transportation • Original Timeline: Incremental implementation beginning within 2 years. • Suggested Change: Delay until 2060 or beyond. This policy assumes that car dependency is a problem to be solved, but in a free-market society, transportation preferences should remain a matter of personal choice. Public funds should not subsidize anti-car infrastructure that most residents do not prioritize or need. CL-5: Vehicle Miles Traveled Reduction • Original Timeline: Target reductions by 2030. • Suggested Change: Eliminate this target timeline entirely. Reducing vehicle miles traveled is a direct attack on personal mobility, economic freedom, and suburban living. The assumption that car travel must be curtailed to fit an urbanist utopia is both impractical and anti-American. CL-7.1: Net-Zero Municipal Emissions • Original Timeline: Achieve net-zero by 2045. • Suggested Change: Shift the timeline to "never" until the city can demonstrate that achieving net-zero municipal emissions will have a measurable impact on global climate conditions. Until then, this goal is a waste of resources that could be better allocated to immediate, tangible improvements for residents.	Olympiachud@gmail.com	The Climate Element is required to incorporate equity, GHG reduction, and reduce vehicle miles traveled that can be measured and reported on as early as 5 years from now. Our GHG reductions must meet state goals. The timeframe of the plan is through 2045, so delaying actions until 2060 is not within the planning timeframe. We welcome suggested alternatives to meet state requirements while shifting the timelines as you suggest.	☐
ft survey	The very question of identifying "publicly identified priorities" from the framework provided in Part 1 assumes that this ideologically driven plan represents a legitimate or fair process of community input. However, the icons and so-called "public priorities" are not a genuine reflection of the community's needs or values but rather a curated agenda designed to reinforce the anti-American, socialist, and globalist ideologies embedded in the climate plan. The public workshops and surveys described in the document appear to have been constructed to elicit predetermined answers, favoring the city's ideological goals rather than allowing for genuine dissent or alternative perspectives. While I will address the icons and actions as requested, it is critical to highlight that this framework does not represent a true democratic process or legitimate governance. Response to Publicly Identified Priorities 1. Equity-Focused Icons Icons highlighting equity as a priority are riddled throughout this framework, including for actions such as CL-1 (Equity-Centered Climate Policies), CL-17.1 (Justice40 Compliance), and others. These policies aim to centralize identity politics and redistribute resources under the guise of environmental justice. Critique: These policies are inherently divisive, prioritizing certain groups based on race, income, or perceived vulnerability rather than serving the city as a whole. They undermine the American principle of equality before the law and promote favoritism instead of fairness. Using these equity-focused icons to define priorities is not only inappropriate but dangerously ideological. 2. Transportation Actions Policies such as CL-5 (Vehicle Miles Traveled Reduction) and CL-3.2 (Non-Motorized Transportation) are marked as publicly supported, yet they clearly reflect the city's anti-car, anti-freedom bias. These icons suggest that reducing personal vehicle use is somehow a community priority when, in reality, this initiative imposes urbanist ideals on a suburban community.	Olympiachud@gmail.com	As evidenced by your ability to share what you think in this survey, the community engagement was developed and offered in an open and welcoming format to foster community input by all. Equity is a requirement of the Climate Element, so we will not remove its presence from the Climate Element. We welcome suggestions to reduce vehicle miles traveled (as is required by the state) without offering alternatives to single-occupancy vehicle transportation. As mentioned above, the goals related to expanding tree canopy are not intended to infringe on personal property rights. We will reconsider these actions to ensure they cannot be interpreted as such. Your concern that incentives may result in a cost burden to tax payers will be considered.	☑

First draft survey	My answer is twofold: First Response: I expect that the implementation of this plan will result in catastrophic economic, social, and cultural harm to the City of Tumwater. This climate framework, veiled in social justice rhetoric and false compassion, is fundamentally anti-American, anti-growth, and anti-human. The focus on identity politics, equity-based redistribution, and globalist goals over practical governance reveals a complete disregard for the hardworking residents and businesses that make Tumwater thrive. The outcomes will likely include: • Economic Collapse: Small businesses and working families will be crippled by the financial burden of unnecessary regulations, subsidies, and mandates tied to green energy and urbanist planning. • Erosion of Freedom: Residents will see their personal choices, such as driving cars or living in single-family homes, curtailed in favor of ideologically driven agendas. • Division and Resentment: The obsession with race, income, and identity as central policy considerations will foster division, resentment, and alienation among the community. • Failure to Address Real Needs: While Tumwater chases abstract and esoteric goals like net-zero emissions and equity metrics, core needs like public safety, infrastructure maintenance, and economic growth will fall by the wayside. In short, this plan is a betrayal of the American ideals of freedom, merit, and the pursuit of happiness. It is an inhumane framework designed to serve global technocrats and ideologues, not the people of Tumwater. Second Response: Expectations for a Great Tumwater What I expect, and demand, is for Tumwater to reject this entire framework and instead focus on building a community rooted in American values: strength, prosperity, freedom, and the well-being of its people. Tumwater does not need to align itself with globalist climate agendas or utopian abstractions that weaken our city and divide our people.	Olympiachud@gmail.com	We will strive to not over regulate and ensure community members still have their freedom of choice. Many actions in the Climate Element focus more on the "carrot" than the "stick" approach.	☑
First draft survey	My answer is twofold: 1. Tumwater's Fundamental Changes Would Have Zero Impact on Climate but Massive Negative Impact on the Well-Being of Its People The City of Tumwater could implement every single measure in this Climate Element, fundamentally changing its infrastructure, economy, and culture, yet it would have literally zero measurable impact on the global climate. Tumwater is a small city, and its greenhouse gas emissions contribute an infinitesimal fraction to global emissions. Even if the city achieved complete carbon neutrality tomorrow, it would not alter the trajectory of global climate trends. Tumwater's sacrifices, therefore, serve as a symbolic gesture at best, rather than a meaningful solution to a global problem. The real impact, however, would fall squarely on the well-being of Tumwater's residents: • Economic Harm: The cost of implementing renewable energy mandates, retrofitting buildings, and subsidizing non-motorized transportation systems would disproportionately hurt small businesses, low-income families, and fixed-income seniors. Residents would face rising costs for housing, utilities, and transportation, all to meet goals that provide no tangible local benefit. • Erosion of Livelihoods: Stricter regulations on businesses, coupled with urban density mandates and the reduction of parking, will discourage investment and economic growth. Residents and businesses would face fewer opportunities as Tumwater becomes an unwelcoming environment for those who value freedom and choice. • Quality of Life Deterioration: Policies that prioritize dense, walkable "15-minute neighborhoods" and reduce vehicle usage would limit personal mobility and lifestyle choices. These measures are entirely unsuitable for a suburban and rural area like Tumwater, forcing residents into impractical urban frameworks that diminish their quality of life. Ultimately, this climate plan is a self-inflicted wound on Tumwater. The city is pursuing policies that harm its people for the sake of symbolic climate goals that will have no meaningful impact globally or locally. This focus is fundamentally against the well-being of Tumwater's residents, prioritizing abstract, ideological goals over tangible improvements to their daily lives. 2. An Equity Focus Violates the Principle of Equal Treatment Under the Law The Climate Element's explicit focus on equity is not only divisive and counterproductive, but it also contradicts the principle of equal treatment under	Olympiachud@gmail.com	We're mandated by the State to reduce GHG emissions and meet the state GHG reduction target. While Tumwater's contributions to global climate change are small compared to the global problem, staff has direction from our City Council to reduce emissions and follow their climate emergency resolution. As with all Ordinances, we will seek public participation for any Climate Element action which triggers the development of regulation/code/Ordinance which should help reduce any potential harm (including extra costs) to community members and businesses in Tumwater. Furthermore, the State requires we plan to accommodate a certain number of housing units in the next 20 years and urban density is a necessity to meet this requirement.	☐
First draft survey	I especially appreciate the emphasis on the 15-minute neighborhood as an improvement to health and quality of life.	Anonymous	Thank you.	☐
First draft survey	CL-6.1.1 (bike and pedestrian plan) (preserve and expand shade cover) CL-10.5 (improved access to public green spaces CL-11.1.1 I (incorporate Traditional Ecological Knowledge into city planning) CL-12.1.3 (tree species planting guidance) CL-12.2.2 (wetlands and corridors) CL-13.6.2 (decrease sprawl and protect ecosystems) CL-15.2.3 (rain gardens and lawn alternatives)	Anonymous	Thank you.	☐
First draft survey	10.8 Emphasis on wildlife corridors is important. CL-3 Emphasis on educational outreach is good. Cl4 2.3 - Education to home buyers is important. CL 4.3.3 - Cool roofs and living walls are an interesting idea. CL 4.4.3 - Guidelines for deconstructing and salvaging materials is a cool idea. CL 8.1.6. Establishing tree canopy in existing parking lots is an interesting idea.	Anonymous	We added language something about non-human residents impact of air quality in CL-10.8.4.	☑
First draft survey	The changes above would improve health of all residents in addition to the livability of the community for humans and also wildlife.	Anonymous	Thank you.	☐
First draft survey	No. I appreciate the detail that was put into this report and found reading it very inspiring.	Anonymous	Thank you.	☐
First Draft survey	A brief statement regarding my support for the maximum amount of carbon reduction actions in the Tumwater Comprehensive Plan Update: With the new Federal Administration policy of maximizing fossil fuel use and thus accelerating climate change, it is imperative that the States and Local Jurisdictions do as much as they can to promote and achieve significant carbon emission reduction. Every ton of carbon dioxide released into the atmosphere drives the average global temperature up a small incremental notch. Globally, humans release about 40 billion tons of CO2 annually into the atmosphere, which stays there a thousand or so years. The U.S. share is about 5.5 billion tons annually. Almost all nations have agreed via the Paris Climate Accord that we must not let global temperatures increase more than 2.0C, at which point the worst of climate change effects are expected to gradually start appearing. However, even with current national carbon reduction commitments, scientists have calculated that our average global temperature increase will pass 2.0C between 2040 and 2060 and will reach about 2.7C by 2100, and continue rising until we stop burning fossil fuels. (IPCC 6th Assessment Report) The quickest way to reduce our carbon footprint (about 10 tons annually per person in Thurston County) is to go all electric living, powered by renewable energy sources (solar, wind, hydroelectric, and unfortunately nuclear also.) Shifting from gas powered cars to electric saves 4-10 tons of CO2 per year, depending upon your mileage. Installing solar panels on your roof avoids 6-10 tons annually. Heat pumps, more insulation, and modern windows provide additional home energy efficiency and CO2 emissions avoided. Besides the Comp Plan, the Thurston Climate Mitigation Plan (TCMP) is also a good guide. If we don't make these upgrades and continue using fossil fuel, we'll leave a hell-hole legacy for our grandchildren. Even if we don't get to net-zero carbon emissions, every ton of CO2 not emitted will slow the pace of carbon change, and is worth the effort.	Wayne Olsen <oceanguyolsen@comcast.net>	Thank you.	☐
First Draft survey	I'm pleased and heartened to see the City adopting policies to consider and help address the climate crisis.	Thad Curtz	Thank you.	☐
First Draft survey	To encourage EV market growth in Tumwater I would suggest the following: Set a goal for support of multifamily housing EV charging to be easy to use and the electric power cost equal to home charging rates, the number of charging stations should match the expected or forecast demand at least 2 years out. For example, the number EVs expected by 2026 is 100 for multifamily units and by 2027 300 units are expected. That means 400 charging stations would be installed by 2026. The goal is that EV charging stations be ready in advance of EV sales. So apartment households can shop for an EV knowing there is a way to charge them. List alternatives for apartment owners to consider, including examples of apartment solutions that have been built and the funding used to install them and cost sharing with EV owners. Does Tumwater have a data base of possible solutions?	gatorbobby47@outlook.com	We have added an action related to existing multifamily housing EV charging. PSE has an existing program for existing building, and the Energy Code requires this for new multifamily already.	☑
First Draft survey	I would like to suggest that prior to Q4 2025, Tumwater join with other cities in the state of Washington requesting that the State of Washington publish a resolution to the EV industry that the EV industry update the 2016 Transferable EV battery warranty of 100,000 miles and 8 years to 250,000 miles or 12 years for LFP EV batteries. The latest LFP batteries have an expected life of 1,200,000 miles. CATL offers, with a bus manufacturer, a 900,000-mile 15-year warranty for LFP batteries used in a bus. This industry update would increase consumer confidence, high light the recent improvement in battery life and provide the new EV buyer with confidence that his EV will have a higher resale in year 7, with a transferable warranty that exceeds the warranty of many new gasoline vehicles. The Q4 2025 date matches the expected date for new sub $30,000 EVs to enter the market.	gatorbobby47@outlook.com	We added an action related to lobbying for consumer protections regarding EVs.	☑
First Draft survey	To reach 0 emissions by 2050, electric vehicles have replaced gasoline and diesel vehicles 100%. Current assumptions is that EV sales will be 100% market share by 2035. Given the current market share is less than 10% that suggests market share grows by more than 25% year over year and assumes fossil fuel vehicles have a 15 year expected life. So all 2034 new gas vehicles would reach end of life by 2050. It would be better to have a plan to encourage trading in fossil fuel vehicles prior to their end of life as 100% market share is a wish, not a mandate. 25% share growth is very aggressive. Tumwater join with other cities and suggest encouraging early end of life for fossil fuel vehicles with incentives like a trade in above market value. At some point gas stations will close in mass as EVs approach 100% of the installed base of vehicles. Incentives to close gas stations at a faster pace might encourage earlier end of life for fossil fuel vehicles. In 2026, consider plans to encourage faster end of life for fossil fuel vehicles. In 2026, consider plans to accelerate the trade in of high consumption vehicles. Some studies suggest 20% of vehicles consume 50% of gasoline and diesel. This will increase reduction of fossil fuel faster than a uniform reduction of low, medium and high users of fossil fuel.	gatorbobby47@outlook.com	The City is not in a position to be able to enforce a mandate such as this and we've received multiple comments regarding personal choice with transportation. We realize that fossil fueled vehicles are a hindrance/obstacle to meeting GHG targets, but this kind of suggestion is best taken at the State level.	☐

General Government Meeting	We are remodeling T2, we are building a community center, and also building a public works facility. How does Goal CL-9 work with those upcoming projects?	Councilmember Dahlhoff	The community center design is still conceptual, but we could incorporate battery backup. We have solar and storage assessments for both fire stations and are seeking grant funding for construction. The public works facility is designed with backup power.	☑
General Government Meeting	Did you get feedback from Police and Fire on CL-10?	Councilmember Dahlhoff	Yes, now Police and Fire have reviewed the Element.	☑
General Government Meeting	Do we have an inventory of places and spaces that have a connection to our tribes? How do we preserve, protect, and sustain cultural sites if we don't know where they are.	Councilmember Dahlhoff	We do not have an inventory ourselves, but the Tribes do. We continue to consult local tribes whenever we disturb ground to ensure that we can steward them. We can request data from the tribes.	☐
General Government Meeting	When there are specific issues that we know about, like endangered species, how do we incorporate that into broader goals?	Councilmember Althauser	The Conservation Element deals with this specifically.	☑
General Government Meeting	People experience pain points with our code - how do we incorporate flexibility for those pain points into the Climate Element?	Councilmember Dahlhoff	That flexibility would be incorporated into Development Code amendments. Many Climate Element goals and policies provide language for incentives for flexibility.	☑
General Government Meeting	If we were able to get Intercity Transit to have additional routes down Hwy 99 or Black Hills Highschool - where would that go in the Comprehensive Plan? We know that there are infrastructure challenges that are part of why there aren't routes.	Councilmember Dahlhoff	Some actions in the Climate Element work on this, as well as the Transportation Element. One specific one that speaks to the Councilmember's comment is that we would review the Capital Facilities Plan for its prioritization for all modes.	☑
General Government Meeting	I can't see rural residents in the overarching goals. For instance, for rural residents cars are the only option and they're on well water and septic. How does that fit into all of this, since Tumwater is made up of a lot of rural areas? We need people to be able to see themselves in the document.	Councilmember Dahlhoff	CL-2.2.1 will include rural residents; CL6.2.3, CL 6.2.4, CL-7.2.3, CL-10.1.6, CL-10.3.1, Cl-10.3.4, & CL-13.3.2, can specifically benefit rural residents, among many other actions and policies in the Climate Element.	☑
General Government Meeting	How do you track of all the elements and the impacts to Departments?	Councilmember Dahlhoff	All Departments have had the opportunity to review the Elements of the Comprehensive Plan and are privy.	☑
General Government Meeting	Regarding CL-12.5. What is allowed in protected wetlands? Does this mean we're allowing development in wetlands?	Councilmember Cathey	This speaks to City maintenance activities that occur in wetlands, such as beaver management.	☑
General Government Meeting	Why do we not push so that there is transportation to Black Hills High School?	Councilmember Cathey	We have an infrastructure issue that is keeping Intercity Transit from extending transit to Black Hills High School. This concern is interwoven into Climate Element actions related to multimobility prioritization in the Capital Facilities Plan. We also included actions to work with Intercity Transit to expand transit routes.	☑
Meeting	After viewing the map of Tumwater assets with the bike lanes, she felt the data did not tell a full story "just bc they exist doesn't mean they are safe "She lives by black lake where there is poor connections to those bike lanes and levels of comfortability are very low even for an experienced biker. They need to be more safe connectors to get to the bike lines.	Kerri Wilson	This will be better addressed in the Transportation Element. We're incorporating assessment of "level of traffic stress" for both pedestrians and bicyclists.	☑
Meeting	Tumwater Schools do not allow public access to the playground or basketball courts etc. during non-school ours. This means that folks have less walkable/bikeable access to outside spaces. Therefore, people are more likely to drive to get to a park or outside recreation space. Both North Thurston and Olympia School Districts give public access to their playgrounds and basketball courts and see the value in doing so. Tumwater should join them in this.	Kerri Wilson	This is outside of the City's jurisdiction/authority.	☐
Meeting	She feels disappointed seeing that there is new construction happening without bike lanes and pedestrian friendly features	Kerri Wilson	We've incorporated this into the Transportation Element.	☑
Meeting	CL 15.1.4: Assess current groundwater reservoirs aquifers for any projected climate impacts, including saltwater intrusion, contamination, and reduced quantities (diminishment of aquifers and reduction of streamflow). If necessary, develop and implement strategies to mitigate impacts. Either in CL-11 or 16, wherever it fits best add a new policy: Collaborate with tribes to provide access to foraging opportunities including but not limited to: camas, evergreen huckleberry, bog plant species, and cedar.	Squaxin Island Tribe natural resources staff	Edits made.	☑
Meeting	Dial a Lift service can be taken away from folks, and there are issues with wheelchairs/vehicles. Folks get stuck in south Tumwater because of lack of transit and sidewalks. We need more gradual curbs, better sidewalks, and streetlights in south Tumwater.	People First	We've added actions related to this and also incorporated this feedback into the Transportation Element.	☑
Meeting	Emergency responders need to be better trained for non-verbal or folks with developmental disabilities. When someone is being taken away in an ambulance, emergency responders need to make sure assisted equipment for the patient needs to come with them.	People First	We've shared this feedback with our Emergency Manager.	☐
Meeting	Air filter and portable heat pump program would be great for seniors.	Area Agency on Aging	We think so too and have actions related to this in the Climate Element.	☑
Online Open House	Create programs and incentives that support resident access to clean energy, such as heat pumps, solar, and EV chargers. Include specific carveouts for low-income and elderly populations.	Anonymous	This has been incorporated.	☑
Online Open House	The ability to walk or roll around our community is a transportation method not dependent on income or on the presence of fuels or electricity. Having a fully accessible, walkable community will be resilient as well.	Anonymous	This has been a guiding principle as we work on the Climate Element and Transportation Element.	☑
Online Open House	Sidewalks along Trosper Road and nearby streets are incomplete. Many older residents live in this area and need safe walking routes to get to the commercial area to the east.	Anonymous	Sidewalk connectivity has been included in the Transportation Element.	☑
Online Open House	Provide safe walking and cycling throughout the city. This is important to reduce emissions and pollution. It is also important so that people can move around if fuel becomes scarce or some services are not accessible by car. It is also important that people who need to get to transit can walk safely to reach a bus stop. Transit cannot go everywhere, so that means that people need safe walking routes to and from their home and services and destinations.	Anonymous	This has been incorporated.	☑
Online Open House	I believe the City is in need of more cooling & heating centers for community members. This summer was relatively cool but investing in at least one other area in a different part of Tumwater to support heating & cooling for community members would be a great idea.	Anonymous	This has been incorporated.	☑
Online Open House	I also really liked an idea I heard at the ASHHO event, which was to find a way to repurpose abandoned parking lots that become heat islands during extreme weather events. If these lots cannot be repurposed right away, maybe trees can be planted in the sidewalk areas that border these lots, to help shade the parking lots somewhat when it's really hot outside. Or, maybe we could consider building simple structures that could provide shade over parts of certain heat islands. An empty parking lot on a busy road that had some sort of shade structure with a bench or two underneath it could help a severity of heat coming from that asphalt and also give passerby a place to sit in the shade on hot days.	Anonymous	This has been incorporated.	☑
Online Open House	My concern is putting warehouses near schools. The Tumwater planning dept. should not allow this. Schools need better air quality nearby, not trucks going to and from large Port of OLY. warehouses.	Anonymous	This comment was relayed to Planning staff for consideration for the Land Use Element.	☐
Online Open House	My concern is water quality. The Port allowed a Coca Cola plant to lease a parcel in Tumwater. My concern is allowing a industrial plant to bottle our water to be shipped out of state. I do not think we have enough scientific evidence that Tumwater has enough available water for the next 20-25 years to do this. The town of Lacey has water restrictions. This is a big deal. Do we have enough water for the next 40 years of growth? We should not allow industry to take our water!	Anonymous	We do have enough water to supply this at this time and have a mandated "duty to serve."	☐
Online Open House	Protect the Davis Meeker Garry Oak!	Anonymous	The DMGO will not be removed.	☐
Online Open House	The Davis Meeker Garry Oak is sacred to several Coastal Salish Tribes, as well as many Tumwater residents. The DMGO is located on the historic Cowlitz Trail (parts of which became Old Highway 99), and is fairly close to the site of the Bush Family Farm. The City of Tumwater needs to protect the DMGO as one of the only visible reminders of the Cowlitz Trail, and our shared history. The DMGO provides important habitat for birds, as well as sequestration of atmospheric carbon. Too many large trees have been removed in Tumwater already.	Anonymous	The DMGO will not be removed.	☐
Online Open House	There are many mobile home parks in Tumwater. Most of us senior citizens do not have the money to add insulation, although we are exposed to the increase in temperatures more rapidly than most stick-built homes. Help us upgrade the mobile homes we live in. Our rent is being increased annually and on a reduced fixed income leaves little money for improvements.	Anonymous	We've incorporated actions related to this.	☑
Online Open House	In a wildfire or incident, how would large numbers be able to exit on the present two- lane roads? Are there enough fire stations, equipment & responders? Would the city be able to expedite building permits to rebuild?	Anonymous	We added an action to assess this.	☑
Online Open House	I wonder, when it gets hot in the summer, or wet in the winter, whether climate change is showing up, or whether it's just local variation.	Anonymous	Scientists agree it is climate change. However, variations in weather still occur in the short term.	☐
Online Open House	I have experienced the heat events but fortunately my health has not been impacted. I also have noted the increase in smoke events.	Anonymous	We've incorporated actions related to this.	☑
Online Open House	Summer wildfires are much more frequent in this area compared to when I was a kid growing up here. Summers are hotter.	Anonymous	Yes.	☐
Online Open House	Our rivers and streams are low. We have less rain. Our thick forests are super dry in the summer. We could have a massive forest fire (my sister went through this in another town, her area was wiped out by fire). We must be aware of how much water we remove from the water table. We must not allow industry into our area that will contribute to lowering the water table.	Anonymous	We have a legal "duty to serve."	☐
Online Open House	I purchased a portable a/c for my apartment about 4 years ago to help with the heat. But I am not convinced still that it is related to climate change. I believe the earth goes through cycles like this, it just wasn't tracked 100's of years ago. Tracking temperatures has only been happening for the last 150 years or so.	Anonymous	We're glad you will be safer during any heat events.	☐
Online Open House	I am noticing longer hotter and drier summers.	Anonymous	Yes.	☐
Online Open House	Aware of increased heat in summer & more snow days in winter. We are less active in summer due to heat and more careful of road conditions in winter. Have been impacted by smoke from fires in other areas.	Anonymous	We've incorporated actions related to this.	☑
Online Open House	I haven't made any changes, but I was pleased to buy a home with a heat pump since it gets pretty warm during the summer.	Anonymous	We're glad you will be safer during any heat events.	☐

Online Open House	We installed a single split heat pump in the back of our house; replaced our old gas water heater with a new heat pump water heater; went from our plug-in hybrid to a full battery electric; put in a 240 charger; and signed up for PSE's community solar and their time of use rate program. We don't eat red meat any more (except for occasional bacon and for meat on pizza); We don't fly for vacations.	Anonymous	Thank you! You're a champion!	☐
Online Open House	Went to ductless system from burning wood for heating house. Electric bill has gone up but overall less work/time to heat house.	Anonymous	We're glad you will be safer during any heat events.	☐
Online Open House	Yes, we purchased a window-install AC unit. (heat pump) to prepare for heat events. This was the best choice for us since retrofitting our entire home would be expensive. We also have air filters now.	Anonymous	We're glad you will be safer during any heat events.	☐
Online Open House	Yes, I've made many changes, but I've also not been able to make all the changes I'd like to because of budget constraints. I drive an EV, I bike to work in the warmer months, I eat a mostly plant-based diet, I've taken my investments out of fossil fuels, and I'm active in local climate groups.	Anonymous	Thank you! You're a champion!	☐
Online Open House	Air conditioning is more necessary for quality of life than it used to be in this area.	Anonymous	Yes, unfortunately. We've incorporated actions related to this.	☑
Online Open House	I try to commute by bike as much as I can to reduce my personal carbon emissions.	Anonymous	Thank you! You're a champion!	☐
Online Open House	We bought 23 solar panels to our house. Our electric bill is lower now. We travel less, so less Green house gas (GHG) emissions.	Anonymous	Thank you! You're a champion!	☐
Online Open House	I try to recycle as much as possible....but because it is a good thing to do. Not because of climate change.	Anonymous	Thank you!	☐
Online Open House	In the fourteen years I have lived here, I have had to add AC to my home due to summer heat in the last five years. I am sensitive to heat and have to abstain from participating in outdoor activities or un-airconditioned locations on hot days. In my work, I am required to work outdoors but have the flexibility to choose when I can work outdoors. My schedule has had to change due to high heat days.	Anonymous	This is a reality for many. We're glad you have access to A/C to keep you safer.	☐
Online Open House	Have added a portable air conditioner. Have had to adapt a homemade window screen to deter smoke and wear masks outside.	Anonymous	We're glad you will be safer during any heat and smoke events.	☐
Online Open House	Require landlords to implement pollution reduction and safety upgrades on their rental housing. Prevent them from undue increases in rental fees.	Anonymous	We've incorporated actions related to this.	☑
Online Open House	Prevent new development in tree areas - protect trees from removal.	Anonymous	We will be incorporating this into our edits to TMC 16.08 later in the year.	☑
Online Open House	I would like to talk more about the buildings portion - how can that be reduced?	Anonymous	Please share your ideas!	☐
Online Open House	More community education and outreach about the issues, and opportunities for individual action, available incentives, household planning for gradual electrification. Education and outreach about consumption emissions. Add building recommissioning to the actions in the regional climate plan. EV group purchasing program.	Anonymous	We've incorporated actions related to this.	☑
Online Open House	Time limits on car charging stations, some public stations (city parking lot) have cars parked in them all day even though they are fully charged in less then 2 hours. This leaves limited charging space for others to use.	Anonymous	As we add more EV charging stations at city facilities, we will watch for this issue and respond accordingly.	☐
Online Open House	Stop allowing building of homes and services that are not near already established services and transit. We need to grow with density in order to support efficient transit and allow for non-motorized travel. This is an action in the regional Climate Plan. Spreading out beyond existing services is going to increase emissions and miles driven. It also creates inequitable and unaffordable housing which requires ownership of a car. Lowering emissions means we live closer together and drive much less.	Anonymous	The Climate Element encourages dense development near where transit already exists.	☑
Online Open House	Something that improves the lives of poor and working class people. More bike and ped infrastructure in Tumwater - make it not only safe, but inviting for people to get out of their cars.	Anonymous	We've incorporated actions related to this.	☑
Online Open House	Better community planning that reduce sprawl and car-dependency; improved non-motorized transportation options/infrastructure; increased public transit reliability and awareness; higher cost to GHG-emitting modes	Anonymous	We've incorporated actions related to this.	☑
Online Open House	Do we have enough electric charging stations? I doubt it. We bought an electric vehicle. WE NEED MORE ELECTRIC CHARGING STATIONS!	Anonymous	We've incorporated actions related to this.	☑
Online Open House	Any improved mitigation would be appreciated.	Anonymous	We will do our best!	☑
Online Open House	We continue to float along about the 50% of local reductions that the plan says are supposed to come from afforestation. Creating 37,000 acres of new forest seems totally unrealistic. This requirement doubles if we use the estimates for sequestration TRPC adopted in its white paper, even though the ICLEI methodology they said they were using actually recommends using local sequestration estimates when those are available, which is what the plan does. We're also going to get a significantly larger reduction from recent State legislation that the plan estimates). We ought to have a plan that's based on facts and realistic estimates, even if that means we have to recognize that we can't make the reductions we need with our local capacities alone.	Anonymous	Staff is not sure how to respond to this comment. We continue to implement the Urban Forestry Management Plan.	☐
Online Open House	I feel like there definitely could have been a goal for increasing the amount of space available for walking and biking. I feel like we should invest more money into improving areas of town to be more walkable and bike-able. Improve spaces to be used by modes of transportation that don't burn fossil fuels. I also don't see anything mentioned about improving the structures of our buildings to waste less energy.	Anonymous	We've incorporated actions related to this.	☑
Online Open House	Yes - please continue to commit to the TCMP! And take the actions in the Plan. There are plenty of actions to take. Don't think that doing a handful is enough. We need to do almost all of the actions in order to save our planet.	Anonymous	We have incorporated the TCMP into the Climate Element.	☑
Online Open House	Regulating large polluters in whatever ways the City can	Anonymous	We work with many pieces of the enforcement puzzle to keep polluters in check.	☑
Online Open House	YES, we want to commit to lowering our GHG emissions. We need more charging stations.	Anonymous	We've incorporated actions related to this.	☑
Online Open House	Living here during heat waves and/or heat domes. Many housing units don't have air conditioning, especially rentals.	Anonymous	We've incorporated actions related to this.	☑
Online Open House	During the June 2021 heat wave I experienced heavy sweating, heart racing and flushing. It felt like my brain was in a fog and I felt weak and fatigued. I recognized these symptoms as the symptoms of heat exhaustion, and went to the mall to escape the heat for a while. We did not have air conditioning in our home, and as there was almost no wind, opening the windows couldn't help. Our house got hotter than it was outside. I am 71 years old, so such heat is especially dangerous for my health. After this heat wave we contracted to install a heat pump in our house. This has made our life much more comfortable in the last few years, and when the next heat wave comes we will be protected. I was very concerned for my neighbor who lives alone and is much older and quite frail and does not have air conditioning. I have told him that we will check on him in future heat wave, and he can shelter with us. I worry about the health of so many other people who are similarly at risk.	Anonymous	We're glad you will be safer now with any heat waves. Elders are especially vulnerable to heat, and we have specific actions targeting vulnerable populations and resilience.	☑
Online Open House	Portable a/c units or heat pumps that I could rent or borrow during heat events	Anonymous	We've incorporated actions related to this.	☑
Online Open House	We did not have any air conditioning for the June 2021 heat wave, and suffered for not having what we now consider essential with our changing climate. We have lived in Thurston County for 36 years and never had air conditioning until we installed our heat pump after this heat event. Many of our friends are in the same position. We need a robust program to help our residents have a safe home. I would not want to go to a cooling shelter, and Tumwater's shelter is only available during the daytime and would be very crowded. People need to be able to protect themselves at home.	Anonymous	We've incorporated actions related to this.	☑
Online Open House	Great looking plan.	Anonymous	Thank you.	☐
Online Open House	I would like to see people being able to walk and cycle safely without needing to own a car. Homes and services are located so that people can access services and schools without driving. There are no homes or businesses in the areas where flooding will happen. A transit system is in place along major corridors. That transit provides access to other communities and helps people move along Tumwater corridors.	Anonymous	We've incorporated actions related to this.	☑
Online Open House	I would improved transit and non-motorized connectivity; emphasis on density and mixed-use zoning; protection and restoration of our precious natural resources; restoration of derelict properties	Anonymous	We've incorporated actions related to this in both the Climate Element and Transportation Element.	☑
Online Open House	A resilient Tumwater would protect the basic needs of the community, including clean water; available housing with limited restrictions for homeowners who want to add ADUs to assist in that effort; encouragement of business growth; and clean and repaired streets.	Anonymous	This is the underlying vision of the Climate Element and is incorporated.	☑
Online Open House	I would like to see all the warehouse roofs covered with solar panels. I recommend that there be a requirement for all new warehouse construction, otherwise, that is just wasted real estate, missing the opportunity for developing the backbone of a distributive electric grid. Better to do it there than on agricultural land or forested land.	Anonymous	Action CL-4.3.3 addresses this.	☑
Online Open House	More stringent building codes for renewable electrification across the board. ... EV-ready, etc.	Anonymous	We've incorporated adding more renewable energy, solar ready incentives, and more EV charging into the Climate Element.	☑
Online Open House	I would like to see people have their basic needs met and they are happy to live in Tumwater. There are electric vehicles on our streets, but there is not congestion and people who walk and cycle can do so safely.	Anonymous	This is part of the vision of the Climate Element and has been incorporated.	☑
Online Open House	I'd like to see improved transit and non-motorized transportation; significant decrease in per capita vehicle miles traveled; higher density housing and mixed-use zoning	Anonymous	This has been incorporated.	☑
Online Open House	I'd like to see that it will be a city that is proud of its beauty and inclusion.	Anonymous	This has been incorporated.	☑
Online Open House	Having staff out in the community is good.	Anonymous	Thank you.	☐
Online Open House	The City will improve my trust in them by following through to actually take the actions in the Climate Plan. Moving forward with many actions, not just a few. Be open about challenges.	Anonymous	We will endeavor to be more transparent about implementation, including being open about challenges.	☐
Online Open House	It is not equitable to zone areas for housing or to place low income housing where the people who live there cannot walk or cycle for their needs. Denser areas of housing mean that fire, utilities, mail, deliveries, police, etc. cost less to provide and can respond more efficiently.	Anonymous	Urban density has been incorporated throughout the Comprehensive Plan, including the Climate Element.	☑
Online Open House	Schools need to be located amongst the population who will attend the school. And those students should be able to walk to school.	Anonymous	This is incorporated into the Land Use Element and is otherwise the authority of the Tumwater School District.	☑

Online Open House	This all points to stopping sprawl and developing as a close-knit denser community. That actually is more equitable for everyone.	Anonymous	Yes! That is what we're after.	☑
Online Open House	Reduce future harm	Anonymous	That is a consistent driver and goal of this work.	☑
Online Open House	I'm most concerned about young people who will inherit the world in the condition we leave it.	Anonymous	We are too, and we've developed this Element to reduce harm for current and future generations.	☑
Online Open House	I'm most concerned about poor and working class folks	Anonymous	We've utilized targeted universalism to develop goals and policies that will lift everyone up, including specific considerations for poor and working class folks.	☑
Online Open House	Tumwater has a significant elderly population who are vulnerable to heat-related illness and many of whom depend on transit or pedestrian routes. Tumwater needs a complete non-motorized network with good tree canopies.	Anonymous	We've incorporated actions related to this.	☑
Online Open House	What is going to happen to the old brewery project when the Deschutes returns to an estuary, tides reach up the river, and sea level continues to rise?	Anonymous	This will be investigated fully when we implement CL-3.1 in 2027. We would do it sooner but the Department of Commerce changed when the funding for this would be available.	☑
Online Open House	What are you doing to change business as usual to reduce GHG's, increase HOV's reduce water usage, replant forests that are burning up releasing more carbon into the air?	Anonymous	This is outlined in the Climate Element.	☐
Open House RSVP survey	Please include specific climate actions in all chapters	Karen Messmer	We have placed most of the climate actions in the Climate Element. However, there are dispersed climate-related actions in other Elements. All Elements are consistent with the Climate Element.	☑
Open House RSVP survey	A more rapid roll out of plug in stations for electric vehicles would be helpful for our 36% Transportation carbon footprint. Also, in cleaner energy buildings, solar and heat pumps could bring down our reliance on PSE, which is about half coal and fracked gas. Olympia has Energize Oly $$ options for homeowners. What does Tumwater have? AND Olympia Community Solar helps local buildings find finances to add rooftop and community solar arrays. Engage them. What do we have in place to prepare for what we can't prevent? Like forest fires? Increase pedestrian safety and places to walk. I consider the current situation in Tumwater to be very unsafe.	Rhonda Hunter	The Climate Element includes Policy CL6.2 to increase the adoption of EVs. Draft implementation actions speak to increasing access to public EV stations on City properties. The WA Clean Energy Transformation Act will decarbonize the electric grid. Tumwater is hosting Energize Thurston starting in 2025. Olympia Community Solar has been engaged in the Comprehensive Plan process, specifically in the Climate Element. Level of Traffic Stress is being addressed in the Transportation Element for both bicyclists and pedestrians.	☑
Open House RSVP survey	Yes, Tumwater allows way too much bulldozing of all vegetation on our available lands. It looks a lot like Fife now. Developers definitely have the upper hand. Are there high environmental standards with regards to new builds? I just don't see environmentally friendly practices occurring. This starts with simple actions such as requiring employees to take a bus, walk, or bicycle to work. I have noticed all the vehicles parked at city hall now. How many actually take public transportation? What about additional pathways along the Deschutes River, which were funded by taxpayers? The project has really stalled out. What happened?	Valerie Lange	The City is in the process of updating the Tree and Vegetation Protection code. Specifics about land clearing and development will be included there. The City and State require a Commute Trip Reduction program which encourages employees to take alternative commutes to work. The Thurston County Commute Trip Reduction program is managed by the Thurston Regional Planning Council. Funding has been a problem for the Deschutes Valley trail, but work continues and we've added a nearer timeline for completion in the Climate Element. This feedback will be incorporated into the revisions to TMC 16.08.	☐
Open House RSVP survey	I'm thrilled that Tumwater is being aggressively pro-active in addressing climate change! Thank you! it's a great idea. Excellent idea to include food and activities for children to help more people be able to attend.	Jennifer Lyne	Thank you.	☐
Planning Commission	The key for actions icons should be closer or repeated just before each sub-element	Planning Commissioner	Edit made.	☑
Planning Commission	Brad would also like the icons we plan to use for qualitative, quantitative, and state requirement to start considering them for other elements	Planning Commissioner	After various drafts, the inclusion of too many icons was discouraged by staff.	☐
Planning Commission	CL4.2.1 required a lot of explanation. Perhaps we can clarify the language to be more specific here about Home Energy Score disclosure.	Planning Commissioner	Edit made.	☑
Planning Commission	CL-4.2.4 anything in the permit process is a hammer we can use (positive feedback I think). Enforceability is the concern.	Planning Commissioner	comment addressed	☑
Planning Commission	CL-4.3.3 we should remove living wall as an option in consideration of defensible space and wildfire resilience	Planning Commissioner	Edit made.	☑
Planning Commission	CL-5.1.3 should have no completion date, this is going to be going on forever	Planning Commissioner	Edit made.	☑
Planning Commission	CL-6 in general doesn't include any actions related to the movement of goods, business, deliveries, industry, or freight. We should add actions that speak to the emissions	Planning Commissioner	CL-6.3.1 was added to address the movement of goods.	☑
Planning Commission	CL-6 also in general doesn't include any actions that would benefit folks who commute INTO the City. This was requested as many state offices have their in-person office in Tumwater	Planning Commissioner	CL-6.3 was revised to account for this.	☑
Planning Commission	CL-6.2.2 needs to be reworded for clarity to be about helping existing rental buildings update wiring and install EV chargers.	Planning Commissioner	The action was revised to improve clarity.	☑
Planning Commission	CL-6.2.2 there was also conversation about adding an action to require 50 amp outlets in new residential buildings to facilitate EV charging. I'm not sure if Energy Code does this or if it might be in our way of requiring this. Needs more research, but I support this.	Planning Commissioner	This is already part of WA Energy Code.	☐
Planning Commission	CL-8.1.6 we need to navigate the conflict for parking lot owners to choose solar collectors OR canopy trees.	Planning Commissioner	Nuance was added to CL-8.1.6.	☑
Planning Commission	CL-8 the PC would like to see some sort of action about encouraging de-paving or converting impervious surfaces to pervious - Should this be included in a different chapter, like Conservation?	Planning Commissioner	CL-8.1.6 includes depaving.	☑
Planning Commission	Are vacant buildings were a product of work from home (unintended consequence of Commute Trip Reduction) and how we could take advantage of that for our goals	Planning Commissioner	This will be incorporated into the Housing Element.	☐
Planning Commission	Social unrest is a climate hazard. Are we addressing that in the Resilience sub-element?	Planning Commissioner	We will in the development of response plans and updates to the Emergency Management Plan.	☑
[illegible]ssion	Action CL-9.1.1 says we're going to start it in 2028, but we're undergrounding power lines right now. Update the Element to show that this is ongoing.	Planning Commissioner	We have made this edit and we've added clarity about existing and new powerlines.	☑
[illegible]Commission	Regarding CL-9. Identifying the funding is one thing, but carrying it out is a separate action. Add an action so its not implied but explicit.	Planning Commissioner	Edit made.	☑
Planning Commission	Regarding CL-9.3.2 the sentence ends in the middle.	Planning Commissioner	Typo fixed.	☑
Planning Commission	Regarding CL-9.3.4, we have conflicting issues with reducing the amount of energy used and meeting people's needs. Is mandating that all residential buildings in Tumwater have air conditioning conflicting? I only need 4-5 days of air conditioning now. If we mandate that all housing, including rentals, have air conditioning they're going to run it all summer long and that is going to increase emissions. How do we address this conflict?	Planning Commissioner	Ensuring the passive survivability aspect is key for this as a base requirement. Staff removed this item to have consistency with the Greenhouse Gas sub-element.	☑
Planning Commission	A lot of these actions we can't do alone, or if we did them ourselves the impact would be very very small. This will be most powerful working in partnership.	Planning Commissioner	We've included many actions that would be stronger with partnerships.	☑
Planning Commission	We should move up the timeline for developing policies related to the wildland urban interface.	Planning Commissioner	Timelines have been moved up, but are still contingent on the maps being developed by the state.	☑
Planning Commission	Regarding CL-15.5. Don't we already do this? Change the date to show its ongoing.	Planning Commissioner	Edit made.	☑
Planning Commission	In CL-15 you use the word lobby, in CL-16 you use the word advocate for statewide regulations. I prefer the language you used in CL-16.	Planning Commissioner	Edit made.	☑
Tabling at Food Bank	Regarding CL 13.2.4: sets people up in boxes about ideologies	Anonymous	We revised the language for CL-13.2.4 to be more clear.	☑
Tabling at Food Bank	Regarding CL 13.2.4:creates some hostility to people who have different ideas	Anonymous	We revised the language for CL-13.2.4 to be more clear.	☑
Tabling at Food Bank	Regarding CL 13.2.4: Says a lot without saying much	Anonymous	Staff is not sure how to respond to this comment.	☐
Tabling at Food Bank	Regarding CL 13.2.4:Does this have anything to do with climate change?	Anonymous	The intention of this action is to keep people gainfully employed even as different kinds of jobs are abandoned due to the just transition.	☐
Tabling at Food Bank	Regarding CL 13.2.4: The percentage of people it impacts is small?	Anonymous	Yes, this could be true.	☐
Tabling at Food Bank	Regarding CL 13.2.4: Waste of gov money	Anonymous	We will reword this to make it clear that we would work with pre-existing workforce development agencies to do this. We would play a minor role.	☑
Tabling at Food Bank	Regarding CL 13.2.4: How does this relate? How does city do that? It's important to make sure we have opportunities for people who are transitioning employment.	Anonymous	We will reword this to make it clear that we would work with pre-existing workforce development agencies to do this. We would play a minor role.	☑
Tabling at Food Bank	Regarding CL 13.2.4:Why would we have fewer climate disaster workers?	Anonymous	We revised the language for CL-13.2.4 to be more clear.	☑
Tabling at Food Bank	Regarding CL 13.6: Encourage Any expansion of alerts system - local weather	Anonymous	This is incorporated into later resilience actions regarding alert systems such as CL 10.4.	☑
Tabling at Food Bank	Regarding CL 13.6: Feels like a free for all- need to protect from ecological and hazards	Anonymous	Thank you.	☐
Tabling at Food Bank	Regarding CL 13.6: Supports the action	Anonymous	Thank you.	☐

Tabling at Food Bank	Regarding CL-15.2.1: Support the action	Anonymous	Thank you.	☐
Tabling at Food Bank	Regarding CL-15.2.5: Supports the action	Anonymous	Thank you.	☐
Tabling at Food Bank	Regarding CL-15.2.5: Support using grey water properly	Anonymous	Thank you.	☐
Tabling at Food Bank	Regarding CL-15.2.5: Supports using grey water	Anonymous	Thank you.	☐
Tabling at Food Bank	Regarding CL-14.1: Transit connections - dial a lift doesn't take his chair	Anonymous	We can add language to capture this specifically in the Transportation Element.	☑
Tabling at Food Bank	Feels crowded	Anonymous	Wherever we can simplify and consolidate, we will.	☑
Tabling at Food Bank	Bicycling- unsafe due to driver behavior	Anonymous	Thank you. We are hoping to address this by focusing on level of traffic stress in our Transportation Element.	☑
Tabling at Food Bank	Motorized need lanes and education more enforcement	Anonymous	Thank you. We are hoping to address this by focusing on level of traffic stress in our Transportation Element.	☑
Tabling at Library	Cl-12.2.3 all in favor. What does riparian mean?	Anonymous	We defined riparian in the document and attempted to avoid jargon.	☑
Tabling at Library	CL-12.2.2 perfect, anything! CL-11.1.1 also great	Anonymous	Thank you.	☐
Tabling at Library	brewery - lets preserve the historical aspects. city got greedy - water choice or free water (free water being the artesian well like in downtown Olympia). trees shouldn't be cut for development.	Anonymous	The City is in the process of updating the Tree and Vegetation Protection code. Specifics about land clearing and development will be included there. The City has a "Brewery District Plan" intended to improve the Brewery district while preserving the historical aspects. These requested changes will be incorporated into the revisions to TMC 16.08.	☐
Tabling at Library	CL-10.9. that would be really nice. If we can't lift the bottom of society, how can we provide for people living paycheck to paycheck? Community has been segmented since covid - people are distant and isolated.	Anonymous	Our intention with the Climate Elements is to improve quality of life for all Tumwater community members. Thank you.	☑
Tabling at Library	cl-9.4.3 good action	Anonymous	Thank you.	☐
Tabling at Library	CL-10.9. Centralized cooling and preparation for events, knowing where to go. It is less resource intensive to work on a centralized scale rather than each home (and less tax cost)	Anonymous	Actions under CL10.9 seek to coordinate for more centralized sheltering, while also allowing a route to provide more decentralized sheltering to meet everyone's needs.	☑
Tabling at Library	more bus stops. safety on the bus - almost got stepped on while getting on the bus. bus drivers should be able to defend themselves. 30 minute intervals are too long between busses. need bus expansion in Tumwater, there are no busses to black lake and it's a 2 hour walk to black lake from the nearest bus stop.	Anonymous	Increasing transit in Tumwater is incorporated into CL-7 and CL-14.	☑
Tabling at Library	there should be more places to have cooling shelter or change your underwear.	Anonymous	See CL-10.9	☑
Tabling at Library	Please do something about the noise pollution by cars who have altered their muffler. This is particularly loud at the intersection of Henderson & Yelm Highway.	Library patron	We have relayed this comment to the TED department.	☐
Tabling at Library	It has gotten hotter in recent years.	Library patron	We agree and we've included actions to help prepare our community for extreme heat.	☑
Tabling at Library	I am concerned about fishing and water quality - how algae blooms because of the heat impact shellfish and reduce the season where I can recreationally harvest them.	Library patron	Reducing our GHG emissions will help reduce that impact, even if only a little bit globally. We have included actions to protect aquatic species.	☑
Tabling at Library	Please connect sidewalks. We live off Sapp Road near Linwood Ave and there are areas with and then without sidewalks. Please connect them. Connect the sidewalk with the future Sapp Road fish crossing project.	Library patron	Comment relayed to staff working on Transportation Element.	☐
Tabling at Library	Model the pedestrian infrastructure off of Fort Collins, Colorado. They have a bridge with a splash pad underneath. That would be great in the valley with the Deschutes.	Library patron	Thank you for the inspiration! We have forwarded this comment to Parks and Planning staff to inspire them too.	☐
Tabling at Library	Policy CL1.1 could be good, but it might just employ more bureaucrats without clear goals being established.	Library patron	That is a very valid concern. We will endeavor to incorporate clear roles and goals into any additional climate staff position.	☐
Tabling at Library	Goal 3 are essential first steps.	Library patron	Thank you.	☐
Tabling at Library	Patron placed a star near CL-5.1	Library patron	Thank you.	☐
Tabling at Library	Regarding Goal CL-8: is there a program for tree planting? Because many stands of trees are reaching the end of their life spans.	Library patron	Yes! Our Urban Forestry Management Plan accounts for this and maintaining a diverse urban and community forest.	☑
Tabling at Library	Goal CL-10.3 start sooner?	Library patron	We will endeavor to start this sooner, but are retaining the 2030 start date on the document per our Emergency Management staff's request. We need to staff up Emergency Management first.	☐
Tabling at Library	Patron placed a star near CL 10.5, 10.7, and 10.8. Wrote "yes!" next to CL-10.9.	Library patron	Thank you.	☐
Tabling at Library	Patron placed a start next to CL-12.2, 12.3, 12.4, and 12.5	Library patron	Thank you.	☐
Tabling at Library	Patron wrote "essential!" next to Goal CL-15.	Library patron	Thank you.	☐
Tabling at Library	Patron placed a star near CL 14.1 and wrote "sooner" next to CL 14.3	Library patron	Thank you.	☐
Tabling at Library	Patron placed a star near CL-15.1 and 15.2.	Library patron	Thank you.	☐
Tabling at Library	Patron placed a star near CL-16.2	Library patron	Thank you.	☐
TCAT Community Assembly	How will Tumwater protect natural resource lands and agricultural lands with mandated growth?	Thurston Conservation District	This is addressed in the Conservation Element.	☑
TCAT Community Assembly	How does agriculture tie into food systems, food security? How can urban food systems be included?	Hispanic Roundtable	Tumwater is working on a food system plan that is being incorporated into various Comprehensive Plan elements, including goal CL-16 of the Climate Element.	☑
TCAT Community Assembly	How much are you engaging underserved communities in the development of this?	WA Tenants Union/TCAT Board Member	We're trying hard, but not having as much success as we would like. We have made efforts to meet with a variety of people and service organizations and are focused on meeting people where they're at such as at the Library and Food Bank. We've got a number of folks on our CPAT that are from underserved or affected communities also. There are many actions in the Climate Element focused on continuing to get better at engaging everyone in our work and having representation.	☑
TCAT EV Group	Would love to see an agenda for helping multifamily apartment complexes get access to charging	Bob Roth	Added CL-6.2.2.2. PSE has an incentive program but it has limited reach and capacity.	☑
TCAT EV Group	Specific goals on how to track demand and stay in sync with supply of EVs	Bob Roth	This is a KPI out of our control, but it could be part of a larger dashboard of climate actions that we create using ARCGIS and 5-year Department of Commerce reporting.	☐
TCAT EV Group	Disappointed with the sprawl in Tumwater over the ast 5 years, the big annexation, the absorption of the fire district. This has resulted in a lot of development that creates school transportation and other climate related issues. The biggest step we can take is to shrink the urban growth area to match the existing boundaries of the water and sewer systems.	Jim Lazar	This would be best addressed in the Land Use Element, but point taken.	☐
TCAT EV Group	Fascinated with the great goals and policies for walking, cycling, and transit	Karen Messmer	Thank you.	☐
TCAT EV Group	if you don't have any place to walk to, you're not going to have a practical trip. Don't sprawl transit out so far because its low density.	Karen Messmer	We incorporated this into Transportation and Land Use elements for consistency.	☑
TCAT EV Group	Concerned about reducing the requirements for parking. What does that mean for the proliferation of EV charging? Conundrum.	Karen Messmer	We removed this action.	☑
TCAT EV Group	is a city the size of Tumwater the right size to run an incentive program? This could be administratively expensive.	Karen Messmer	We would need to navigate the gift of public funds concern, unless this incentive was only for low-income EV buyers.	☐
TCAT EV Group	Provide a small incentive for EVs, like $50	Wayne Olsen	We would need to navigate the gift of public funds concern, unless this incentive was only for low-income EV buyers. Incorporated into CL-6.2.1.	☑
TCAT EV Group	City would explore the possibilities of micromobility e-bikes, electric scooters, car sharing for low income communities and thinking about the potential impacts of autonomous vehicles	Thad Curtz	E-bikes, micromobility, and car-shares are incorporated as actions. We will depend on TRPC for studies on autonomous vehicles.	☑
TCAT EV Group	TRPC is doing a study of bicycle connectivity between the jurisdictions	Karen Messmer	This is great to know.	☐
TCAT EV Group	do a regional study of autonomous vehicles		We will depend on TRPC for studies on autonomous vehicles.	☐
TCAT EV Group	Control the sprawl. Condense the housing down to areas near transportation hubs, have multi-modal transportation available, and keep it within the utility districts.	Pete Weymiller	Incorporate into Transportation and Land Use elements for consistency.	☑
TCAT EV Group	He is a landlord and he has charging ports in his units, as well as heat pumps and solar. Charges a little more on rent but not as much as the energy savings might be. There is very little motivation for the tenants to choose dwellings with charging. Can we get more incentives for landlords to install renewables, heat pumps, ev charging?	Pete Weymiller	There is an action in the TCMP intended to do this. The City Council accepted the TCMP in 2021 and is in the implementation phase.	☐
TCAT EV Group	Something that might help landlords is to know about what others have done. His daughter lives in an apartment complex and she pays $100 per month for access to a charger in Kirkland.	Bob Roth	Is there a landlords group that could convene this discussion?	☐

Tumwater Climate Element Public Workshop Notes & Comments

Idea for icon to indicate – publicly supported actions

Comment Cards

"Tumwater is making no plans to move to higher ground – because the residents love their city. But eventually sea level rise will force a move regardless of how much anyone loves their city. That means that everything that is built here in Tumwater will have to be abandoned. The longer we stay here, the more stuff we build here only to be abandoned. The sooner we move, the more money we save. I would like to see at least a place identified for an eventual high-ground Tumwater. Maybe with some laws to prevent people from trying to make money off the move."

"I want the city of Tumwater to save as many of our older trees as possible. It's time to pressure the insurance industry to allow old trees to stay standing!"

"Encourage building bicycle paths throughout Tumwater – safe bicycle paths that are not part of major streets i.e. Cleveland. The bike lanes on Cleveland are useless because they are not safe. People drive 60 mph on Cleveland and being in the bike lane is suicide!!!"

"Please look closely at the effort to save the Davis-Meeker Garry Oak + be careful with trusting this mayor with these precious resources."

"Please promote redevelopment over new development. Get used to saying "no" to developers."

"Re: Governance, seems like the city approves every application for a building permit. The Hearing Examiner doesn't know much about environmental needs or even laws. Educate those HE's!"

"Whenever airport expansion is discussed, someone says "why don't we build faster railroads instead of more airports?" But the remark is greeted with silence. Why don't we take that option seriously since it (railroad travel" is very much less harmful to the climate than air travel?"

"Invest in solar banks for neighborhoods so less poor(?) space + more equity + sustainable"

"Tear down the brewery – make community areas. Park n Ride, Art, film, Hub"

"flooding mobilizes pollutants 6PPDQ; mobile homes – preserve & protect; green space for high density – shade along walk to bus stop, parking lots; white roofs; HOAs – green grass –

fire/fireproofing – involve developers; airport expansion concern; AI – scientific American; electric grid; advocacy for regionally sound policy

Post-it comments from Resilience station

- Lessen power of airport – no expansion
- Provide education on fire-resistant yard design – no grass!
- Ways to fireproof without removing trees
- Ordinances to encourage trees to remain on land – slow drainage, carbon sequestration
- Coca cola bottling factory – water use/dwindling water supply?
- Olympia airport traffic
- Incentivize business owners to avoid more warehouse building
- Corridors of trees + better building design for no AC need (passive cooling – Madrid, Spain)
- Prioritize protecting existing mature trees
- More trees in parking lots
- Permeable surfaces
- Using methane by-product as power source
- Contiguous trails + access to cooling areas
- Urban shading - shade structures where trees are not feasible (i.e. parking lots)
- White roofs
- Businesses/warehouses should be required to put up solar panels, not private residents
- Don't impose new codes without working with groups impacted if they are to be effective
- More public green spaces near high density housing
- Give some love to the small but mighty Palermo neighborhood
- City/other gov't entity should rule that non-sustainable rules/covenants are in violation of public policy – this would allow residents to overrule HOAs that prevent them from making sustainable choices
- New low-income housing has to be resilient to climate impacts
- Incentivize developers instead of punishing – or make fines actually punitive and use to fund incentive programs
- Water supply concerns vs. corporate-owned housing, HOAs etc. w/ green lawns
- Keep developers, builders, investors involved in design & solution-making – use that talent, don't push away key tax base

- Older mobile homes are immobile – enable communities to acquire the land they live on – prevent redevelopment
- Mobile homes more sustainable than a new-build replacement – let people keep their homes
- Permitting to allow rainwater collection on private property – dept. of public health prevents this
- Requirement to pave XX feet from sidewalk on new developments – limits developers in avoiding impermeable surfaces
- "Flooding introduces pollutants to ESA habitat – e.g. Black Lake"
- "Flooding captures road contaminants 6PPDQ – Coho – Salmon run"
- "HD Housing areas need traffic calming, good x walks + protection from freeway traffic in their neighborhood"
- "Municipal Gov't should encourage new business that is not resource intensive – water, energy, nat. resources
    - Data centers
    - Hydrogen Fuel Cells
    - Small or large nuclear
    - Soda bottler plants (SWIRE)"
- "Water quality is missing for people and wildlife. Water quality/levels for wildlife should not be sacrificed for people. 100%"
- Building codes that allow 95% impervious surface are not good for recharge OR runoff"

Station Notes

Resilience

- Resilience – community's ability to bounce back and also enhance, be equitable, and be efficient
- Start in low-income, historically affected areas, places that are most affected but have contributed the least to climate change
- Wildfire smoke
- Interruptions to the power grid – extreme heat and wildfires can impact
- Incentives for installing solar panels on homes
- Drought concerns
- How is Tumwater going to find new wells? Do they hold enough water? Do we need to spend so much money on finding them? Do wildlife need surface water?
- How do we grow and accommodate future population growth and maintain net zero emissions by 2050?

- Ask developers to use solar?
- Places to park bikes when using them? Bike racks at stores; Make it comfortable to use bike trails
- Do future bike/ped plans plan to incorporate bike racks?
- Balance that allows building for more homes that will also benefit current residents
- Parking lots don't have trees anymore – all that asphalt contributing to urban heat islands
- Leaving quality trees that are there
- Incorporating stormwater ponds into parking lots – help them cool down
- Corridors of trees – help to overall cool environments that won't need AC
- Flood map could be improved
- No mention of mass transportation
- Need more outside the UGA van service

GHG Reduction

- Jim Lazar: inadequate connection b/w Sustainable Thurston & TCMP; shrink UGA to existing boundaries of water + sewer infrastructure
- Lynn: ban on gas in new construction; tree preservation (not enough), also decrease ag. Emissions
- Darin: Which impacts are greatest?
- Elizabeth: divest from cars and have safe bike lanes
- Justin: lawns are terrible for water conservation; naval base Whidbey Island example; shared vision exercise including people who don't agree
- Jim: New developments w/lawn required – don't require
- Jesse: Remove minimum parking requirements
- Kim: Change the mindset of what is beautiful – lawns, personal vehicles; cost to develop is high that keeps small folks from developing. Streamline permits and create a database of feasibility studies for public use
- Jessie: Transit needs to be more frequent, more stops; get cars off the road
- Justin: lived 2 miles from bus stop
- Jim: prioritize sidewalks and bikes to parks (seconded by Darin); prioritize improvements at time of sale
- Jessie: push back against stick, choose carrot (rebate costs for climate)
- Joanne – Hybrids sell and buy network for hybrids + EVs
- Elizabeth – HOAs w/ green lawns
- Kim - $2500-5000 to doing blower test and insulation improvements in LMI homes
- Bonnie: Save whales & Oregon spotted frogs

- Brianna: update old homes that may have lead pipes – help w/ that cost
- Tom – bldg. energy + transportation; energy efficiency in rentals, businesses, homes; get people out of cars, affordable EVs
- Matthew: bike lane connectivity, huge parking lots yet no boke parking
- Valier: unsafe – 500 cars in 1 hour all speeding, driving SUVs. She walks everyone. Lynnwood + 2nd ave. crosswalk – doesn't feel heard
- Jim: have a bus system that works. Doesn't take people to where they want to go (including where they work)
- Valerie: people drinking on the bus – feels unsafe
- Nathaniel: goals are important. More public education – public policy; zoning and building codes; we need community support
- Lin: solutions need to cross cities; transit to SeaTac for example, hasn't been explored; light rail stops at Lakewood; net zero goal – how do we actually get there?
- John: more outreach w/ the schools; transport to schools is a mess; need sidewalk routes to school
- Matthew: work w/ schools to work on mitigation; compost, recycling, solar, heat pumps
- Brianne: buy up blighted property and do GHG – plans?
- Doug: is this b/c state requirements only
- Lin: more regional work for greater effort
- Brianna: biofuels, dams & fish conflicts
- Janine: not enough focus on tree protection/preservation; preserve vs. new planting
    - Seconded by Chris
- Jeff: this is going to be expensive for a long time; engage businesses and solution providers; invite businesses to begin
- Karen: improve bus + walking; buses on dense corridors then make walking and biking more safe; Sustainable Thurston implementation w/ city density and stop sprawl; build upwards
- Jolt: Tumwater has opportunity to develop urban core at DOT facility; allow higher heights in our zoning code; Ride share-EV autonomous vehicles
- Chris: disservice Costco warehouse – may open for business
    - Deborah: it's a distro center
- Janine: walkable buildable core
- Betty: solar everywhere we can, bird-friendly windmills; solar on industrial property rooftops; get buildings to participate in flex too, not just residents
- Jeff: all solar should also include storage
- Jennifer: in phoenix – demand pricing

- Chris: small urban farms kept in place
- Janine: encourage food systems
- Jennifer: density of animals at farms very high; pollution from runoff
- Deborah: CAFOs w/ stormwater permits
- Carla: multifamily EV charging; more charging stations in Tumwater
- Chris: land use + permitting for ADUs need to be easier; streamline
- Janine: make it extremely easy or incentivized ADU
- Betty: increase public transit and keep it free – "middle transport"
- Bonnie: also small van routes
- Jennifer: permeable hard surfaces
- Janine: encourage native drought tolerant plants including when developments go in enforce tree rules
- Asland Meade: edc – food production in Tenino

Governance

- How to get attention for climate/sustainability issues:
    - Facebook post, QR codes will not be used
    - Need to understand the benefit of doing an action (clear relationship of cost-benefit)
    - No press release received (JOLT)
    - Cost to households
    - Clearly track cost
    - Reach out more to schools, youth
    - All costs upfront, cost/benefits
    - Natural gas may or may not be
    - Need more incentives to get people to participate, staff participation in TCAT to get message out and be enacted
    - Public involvement – one age bracket responding
    - Going beyond perception that only benefits homeowners
- Level of trust in city
    - Long-term residents issue with the mayor with the tree issues; wary and betrayed by staff and administration
    - City has established some level
    - City council reference to the regional refer to it (?)
    - Permitting/regulatory issues – enforcement, advocating for insurance
    - How to get trust – changing of personnel, lack of contacts on website - feeling disconnecting; lack of email access to staff

    - Climate lens throughout comp plan
- Do you feel that the city is communicating what is happening or not
    - Newer resident (4 years) - Tumwater nature of smaller site allows people (us, KC) to interact
    - Not clear how the Tumwater is reachable, reach out more to the other cities to coordinate letting people know
    - Still allowing for printed copies, radio station
    - 72 action items on the TCMP
        - Need to publicize how people actions are being met
    - Tumwater on Tap/Jolt share more information on website and as a part of signs throughout city; passing out notices worked; coordinating w/ school district
    - More educational materials from city
    - Different audiences – how are you reaching those who are on the edge or denying, putting more information on videos, short bites of information
    - City's communication reflects the level of the challenge (use of fossil fuels) to meet 2050 goal
    - Climate emergency is not reflecting the magnitude of the challenge
        - What does success and failure mean
    - Women's – personal
    - Adding utilities bill notices how we get the message gets, communication online, email list based on topic to push information social messaging on more platforms
- Trust in the cities
    - Information video on the jevaa set ice bean in the water
    - Development size – the city doing wide variety of actions, city more responsive, existential threat, need more on climate issues, transparency, more communication
    - Mayor issue with oak tree – issue with trust, sell water rights to squire
    - Communicating what it can and cannot do something
    - Alyssa very good – more resources needed to address climate and what else will be reduced to devote resources to this issue
    - Pay attention to where money goes
    - reader board in front of city hall
    - turnover in the community
    - Tumwater 101 course
    - Work with the school districts

- How/who of it to implement action – communication/trust/what the city can do to engage and implement
- How did you hear about the event and do you feel the communication by the city is reaching you/neighbors, is it sufficient, how do you make it better?
    - Tumwater metro areas expansion, senior housing, how do you get to and from, who were you trying out to everyone and how are groups (homeowners & tenants) review of traffic analysis for new housing development (only PM peak), how are these things taking into counter, how to address how permitting process relates to the goal of the climate element, TCMP development (consider climate change) in all actions by city council, Olympia implementing council to take the involvement that into decisions, city governments not set up to meet these climate goals, not business as usual
    - How the information is shared, education is very important, need to think beyond the boundary lines
- Issue with transportation boundary lines to go more to a regional model
    - Jobs, shopping, and where people live
    - Rail expansion
    - More light rail/public transportation
    - More work is needed from outreach to group out
- How important is the 18-35 age range for governmental planning
- How important is community background – native, LGBTQA+, immigrants, homeowner, homeless, family unit, individual) to what should be done in communities?
- Level of trust to get involved
    - Public education important
    - How important is community background notice, EBT, immigrants, homeless, family unit, intercity transit
    - Build trust through clear conversation and communication
    - Update comprehensive plan complexity, how will those ideas end up in the comprehensive plan
    - City council climate change awareness of this will work
    - City level/community forum, concrete actions, maybe fewer actions

Other Alyssa notes

- Chris: get people out of WUI
- Janine: sponsor more workshops; commercial composting

- Another one of these in February
- Tom (not Crawford): AI – data centers energy + cooling; what do we do, how can we address this regionally; electrical grid – PSE wind purchase and cost to consumers for that transition
    - Tom Crawford – advocacy at state level
- Jeff: Panatone + Burien example of greenspace and walking trail; DeMoins Way & 140th "Miller Creek"; Chehalis Airport vertical life takeoff