

CHAPTER 5

TRANSPORTATION

I. INTRODUCTION

Thurston County's transportation system connects communities, provides routes for commerce, and creates opportunities for recreation and exercise. The transportation system costs a great deal to maintain – and in terms of monetary value, is the most valuable County asset. Growth in Thurston County is resulting in more congested roads and generating noise that impacts commuters and residents. People still lose their lives on county roads, and each death or injury ripples out to family members, friends, and the broader community. To limit adverse impacts and maximize benefits, the system must be planned thoughtfully and coordinated with land-use patterns and intensities, considering user needs today and tomorrow.

To that end, Chapter 5 of the Thurston County Comprehensive Plan sets goals, objectives, and policies for roadway design and level of service (vehicle congestion) and for bicycle and pedestrian facilities. Additional sections and regulations relate to the county's rail, air, and bus network.

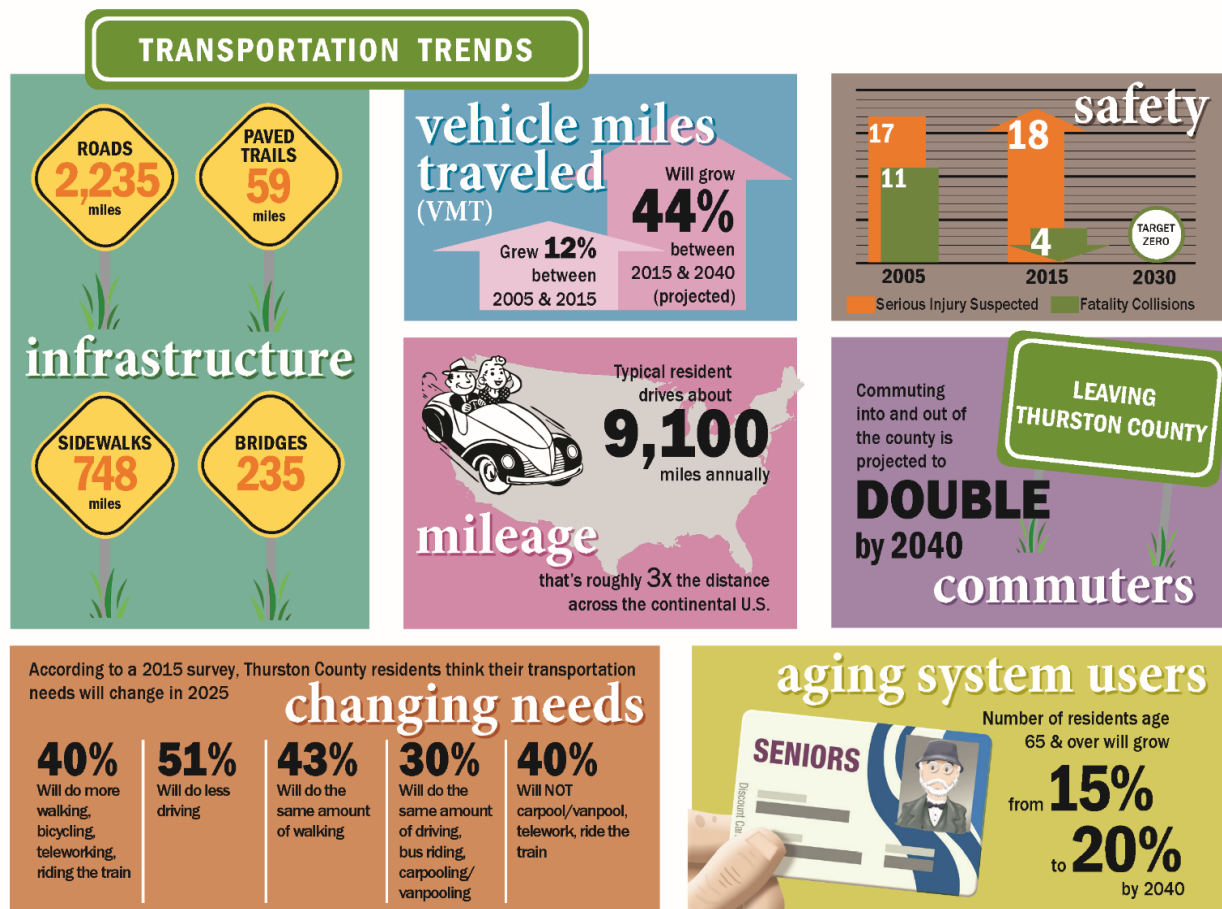
2019 Update: Critical Issues

Where we live and work – and how we travel – impact how Thurston County's transportation system meets the needs and expectations of a changing population. The county's population is projected to grow by nearly 40 percent between 2018 and 2040. Commuting into and out of Thurston County is projected to double over the same period.

Over the next few decades, some people may continue to drive alone, while others may ride a bus, bicycle, or use another alternative to get to jobs, schools, or other destinations. No matter changes in transportation modes, the system must work efficiently, equitably, and safely for all users.

From 2006 to 2016, construction costs increased almost 53 percent.¹ This means a \$1 million project in 2006 costs more than \$1.5 million as of 2016. Inflation, coupled with no increase in the federal gas tax (a grant source on which Thurston County relies) means fewer funds for transportation investments.

¹ Washington State Department of Transportation Construction Cost Index



Critical issues confronting decision-makers planning for the county's transportation network include how to:

- ❖ Finance the maintenance, preservation, and expansion of the transportation network as the traffic volume grows.
- ❖ Maintain acceptable operating service levels and a safe transportation network.
- ❖ Reduce automobile dependence and serve the needs of people who rely on public transportation services.
- ❖ Minimize environmental impacts associated with transportation systems.
- ❖ Adapt to new transportation technologies (e.g., electric and driverless vehicles).
- ❖ Preserve and promote options for passenger rail in the Puget Sound Corridor.

II. PLANNING CONTEXT FOR TRANSPORTATION

A. GROWTH MANAGEMENT REQUIREMENTS

This chapter of the Thurston County Comprehensive Plan serves as the Transportation Element, as defined by the Washington State Growth Management Act (GMA), [36.70A.070](#). The chapter meets all GMA requirements by including: descriptions of the highway and road system; local transit services; bicycle and pedestrian ways; and, rail and air systems in Thurston County. The chapter

also references relevant information in the Capital Facilities chapter (Chapter 6) and the Capital Improvement Program (Appendix G), as well as the following maps: Federal Functional Classification (T-1); County Functional Classification (T-2); Grand Mound Functional Classification (T-2a) Transit Routes (T-3); Existing and Planned Bicycle and Multiuse Trail Facilities (T-4); Rail, Port, and Airport Facilities (T-5); 2015 Modeled Traffic Volumes (T-6); 2040 Modeled Traffic Volumes (T-7); Freight and Goods Transportation System (T-8); Level of Service (T-9); 2040 Level of Service Projections (T-10).

The Growth Management Act (GMA) includes a transportation planning goal to encourage efficient multimodal systems that are based on regional priorities and coordinated with county and city comprehensive plans. The GMA also requires this plan and its chapters to implement and be consistent with the land use elements of plans and include at a minimum:

1. Per RCW 36.70A.070(6)(a)(i), the plan must include land use assumptions used to estimate travel.

The assumptions in this chapter are consistent with those used in the Regional Transportation Plan and this plan's Land Use chapter (Chapter 6). The regionally-adopted population and employment forecasts reflect locally adopted land use plans, and have been approved for use by the Office of Financial Management. The 2040 land use forecasts are based on the general policy concept of concentrating high-density residential development and commercial development in cities and urban growth areas where it can be accommodated with urban services and infrastructure, and maintaining low-density residential patterns outside of those areas to preserve rural resource lands and lifestyles, and to minimize sprawl.

2. Per RCW 36.70A.070(6)(a)(ii), the plan must include estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions.

The Regional Transportation Plan analyzes traffic impacts for the entire regional network, including state facilities. The traffic forecast volumes provided in Map T-7 include modeled traffic impacts to state-owned transportation facilities.

3. Per RCW 36.70A.070(6)(a)(iii)(A), the plan must include an inventory of existing air, water, and land transportation facilities and services, and future facility and service needs.

Maps and tables associated with this chapter show transportation facilities and services. Refer to the adopted joint plans for proposed transportation facilities within the urban growth areas around the cities and towns. Refer to the Grand Mound Subarea Plan for proposed facilities within the Grand Mound urban growth area. Six-year capacity needs are included in the Capital Improvement Program (CIP) in unincorporated areas both inside and outside of urban growth boundaries.

4. Per RCW 36.70A.070(6)(a)(iii)(B), the plan must include regionally coordinated level of service (LOS) standards for state highways, locally owned arterials, and transit routes to serve as a gauge to judge performance of the system.

LOS standards for regionally significant state facilities are consistent with those adopted by local agencies. LOS standards for highways of statewide significance (HSS) are not subject to locally-adopted standards. The list of regionally-significant transportation projects includes those needed to maintain the adopted LOS standard; such projects are included in the Capital Improvement Program, as appropriate.

5. Per RCW 36.70A.070(6)(a)(iii)(E), the plan must include traffic forecasts for at least ten years that identify vehicle trips generated by forecasted population, employment and adopted land use plans.

Twenty-five-year traffic forecasts have been completed as part of the Regional Transportation Plan, and a sample of information is presented in Map T-7. The list of transportation system improvements in the CIP reflect the results of that forecast.

6. Per RCW 36.70A.070(6)(a)(iv)(B), the plan must include a multi-year transportation financing plan that identifies system expansion and management needs that meet current and future demands and analyzes needs against probable funding resources. If probable funding falls short of meeting needs, the Comprehensive Plan must discuss the strategy for assuring that LOS standards will be met.

Short-term (six-year) and anticipated long-term (20-year) needs and possible funding sources are identified in the Capital Facilities chapter (Chapter 6) and the Capital Improvement Program (Appendix G). The proposed financing plan beyond six years, to meet future demands, is identified in the Regional Transportation Plan. All known improvements needed to provide for capacity at adopted LOS standards are included in the Capital Facilities chapter. CF Goal 1, Objective G, Policies 1-6 contain a detailed discussion for addressing funding shortfalls.

7. Per RCW 36.70A.070(6)(a)(v), the plan must include a description of intergovernmental coordination efforts, including an assessment of the County transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.

Land use and transportation goals, policies, and CIP projects are based on the Regional Transportation Plan. If adjacent jurisdiction plans are in compliance with the Regional Transportation Plan, then the Thurston County Comprehensive Plan will not adversely impact adjacent jurisdictions. Intergovernmental coordination policies are included this chapter's Goal 9, Objective A.

8. Per RCW 36.70A.070(6)(a)(vi), the plan must include a description of any existing and planned transportation demand management (TDM) strategies to reduce reliance on single-occupancy vehicles.

TDM strategies in this chapter include promoting use of public transportation, bicycling, walking, and alternative commute options. These strategies, which are consistent with the Regional Transportation Plan, are codified in this chapter's Goal 3, Objective C policies.

9. Per RCW 36.70A.070(6)(a)(vii), the plan must include a bicycle and pedestrian component. Section IV: Bicycles & Pedestrians, and accompanying policies under Goal 3, Objectives E and F, satisfy this requirement.
10. Per RCW 36.70A.070(5)(iii)(D), the plan must include a policy for transportation concurrency.

Thurston County has adopted a Concurrency Ordinance (Thurston County Code, Chapter 17.10) and will monitor the impacts of developments on the capacity of transportation facilities. This chapter's Goal 2, Objective B includes concurrency policies.

B. COUNTY WIDE PLANNING POLICIES

This Comprehensive Plan reflects the County Wide Planning Policies' emphasis on building an efficient, multimodal transportation system. As such, this chapter's intergovernmental policies (Goal 9, Objective A) lay out the commitment to coordinate regional and local transportation plans through the Thurston Regional Planning Council and its periodic update of the Regional Transportation Plan.

C. REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) – which helps guide local agency decisions on transportation and land use through 2040 – supports a transportation system that offers safe, efficient, affordable travel choices for people and goods. The Comprehensive Plan's Transportation Element (Chapter 5) and the Capital Facilities Element (Chapter 6) are important implementation tools for carrying out the regional plan. To that end, this chapter's goals, objectives, and policies adapt policy language from the Regional Transportation Plan.

D. TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) outlines Thurston County's priorities for planned transportation projects over the next six calendar years. The TIP is developed to meet the requirements of RCW 36.81 and WAC 136.15 and WAC 136.16, and is included in the RTP.

III. HIGHWAYS AND ROADS

Roadways have three basic roles in serving our overall transportation needs in Thurston County. These are:

- ❖ To provide for safe travel (Safety).
- ❖ To provide for the movement of people and goods (Mobility).
- ❖ To provide access to land (Access).

These three concepts of safety, mobility, and access are the key to designing and locating the various classes of roadways. Arterial highways and roads serve as the primary providers of mobility within the county. Land access is provided primarily by local urban and rural roadways. Intermediate to these classes of roadways is a collector/distribution function performed by

collector roadways. Each of these roadways allows safe travel from one destination to another, usually by several different modes.

A. DESIGN AND LOCATIONAL STANDARDS

Roadways in Thurston County should be constructed with a context-sensitive approach, which addresses objectives and considerations not only for the transportation facility but also for the surrounding area and its land uses, developments, economic and other activities, and environmental conditions.

Urban growth area roads should serve higher-density development and balance the needs of drivers, cyclists, pedestrians, and adjacent residential and commercial building occupants. Rural roads that serve less-dense but generally higher-speed traffic are constructed to a different standard. Inside of urban growth area boundaries, urban road standards will be applied in accordance with the appropriate joint plans and/or agreements.

Roadway classifications should reflect the appropriate emphasis on access or mobility. A roadway intended as a major carrier of traffic should have its efficiency of traffic flow maintained by limiting access. Designated as an arterial or collector, access to this roadway is limited to intersections and widely spaced driveways. Conversely, if access is to be maximized, then local access roads should be designated.

B. TRANSPORTATION SYSTEM CAPACITY & LEVEL OF SERVICE

Thurston County used the regional transportation model² to conduct the analysis in this chapter at a scale useful for identifying broad issues relating to transportation. The model allows analysis of factors such as:

- ❖ How system efficiency changes over time, or the comparison of network usage versus investments in capacity projects.
- ❖ How much we travel, generally expressed as travel volumes, or number of trips that the model predicts will utilize each part of the model network, including vehicle lanes, trails, and transit routes.
- ❖ How we travel, or mode, such as walking, bicycling, single occupancy vehicle, shared rides, school bus, or transit.
- ❖ How far we travel, generally expressed as vehicle miles traveled.
- ❖ How long it takes to travel, measured as average speed.

Maps T-6 and T-7 show current conditions (2015) and future conditions (2040).

Thurston County uses Level of Service³ (LOS) – a qualitative measure of traffic congestion – to describe how well a transportation facility is operating from a traveler’s perspective, in terms of

² The regional transportation model is a mathematical representation of supply and demand for travel in the region and represents the choices that people here make to travel. The regional transportation model is maintained by the Thurston Regional Planning Council (TRPC).

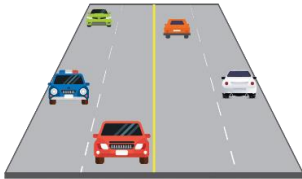
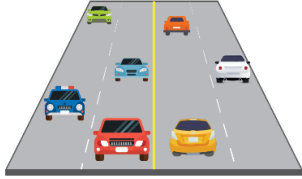




³ LOS is derived from a Volume-to-Capacity (V/C) ratio analysis, a numeric calculation of how much traffic a facility was designed to carry compared to how much traffic it actually carries. The closer a facility comes to carrying 100 percent of the traffic it was designed to carry, the lower the LOS measurement.

travel times, freedom to maneuver, traffic interruptions, comfort, and convenience. There are six LOS measurements – much like an academic grading system (A-F) (See Table 5-1 and sections a through c, below). They represent conditions from “free-flowing” (A) to “gridlock” (F) (See Table 5-2). Thurston County’s LOS standards are consistent with the regionally adopted measurement, based on a two-hour p.m. peak period. These typically reflect the busiest hours of the day on any particular roadway during average conditions. This means roads are assessed for average conditions rather than worse-case conditions, such as during the holiday shopping season. Map T-10 illustrates future level of service projections.

Table 5-1. LOS Standards for Roads

Facility	LOS Units	LOS Standard
Roads	Letter designations based on motorist delays & traffic flow (<i>A=no delays to F=delays of over one minute</i>) Table 5-2 (p. 5-8) describes the letter system.	Urban: <i>Olympia, Lacey, Tumwater UGAs--D</i> (E for high density residential corridors) <i>Yelm UGA--C</i> resid. zones; D commercial & Lt. Indus. zones; F urban core <i>Tenino & Rainier UGAs—D</i> <i>Grand Mnd. UGA--D</i> Rural: C

Table 5-2. Vehicle Level of Service

Level of Service	Description	Flow Conditions
A	Highest driver comfort; free-flowing traffic	
B	High degree of driver comfort; little delay	
C	Acceptable level of driver comfort; some delay	
D	Some driver frustration; moderate delay	
E	High level of driver frustration; high delay	
F	Highest level of driver frustration; excessive delay	

Urban and Rural Operating Conditions

The distinction between urban and rural operating conditions is a critical policy issue. What may be an acceptable level of congestion on urban streets – with their slower speed limits, frequent turning movements, and frequent signal spacing – may be completely inappropriate on rural roads, where there are higher travel speeds, fewer turns, and no signals. Thus, Thurston County takes a context-sensitive approach to LOS, roadway design, and mobility solutions. Higher-density urban population centers are areas where transportation alternatives will be used most heavily, making the most of investments in transit, car/vanpool programs, and bike and pedestrian paths. Low-density urban sprawl and rural development cannot be served efficiently by alternatives and results in almost total auto dependence and higher costs, both in dollars and degraded quality of life for the entire community. The following sections describe the LOS standard – and exceptions – for rural and urban areas, as shown in Map T-9.

a. Strategy Corridors

LOS E is the standard for the T-shaped urban corridor that connects downtown Olympia with densely developed centers in west Olympia (Capitol Mall/Harrison Avenue), Tumwater (Capitol Boulevard/Trosper Road), and Lacey (Woodland District and Hawks Prairie). Such roadways feature a wide range of services – from hospitals, to shopping centers, to industrial warehouses – so traffic volumes are comparatively heavy and congestion is common.

The capacity of a transportation system is traditionally thought of as the space needed on our streets to move cars. Thurston County looks at capacity more broadly and sees it as the ability to move people, goods, and services.

The street system can move more people when more trips are made by walking, biking, or riding the bus. On streets that have unacceptable levels of congestion, and where widening is not appropriate, Thurston County will consider using transportation technology or building facilities to support walking, biking, or transit that improves the efficiency of the roadway system.

This is needed most in many parts of the county, where roads cannot be widened further. These streets are considered “Strategy Corridors,” and are already at the maximum width, have environmental constraints, or are adjacent to areas that are built out fully.

The region and Thurston County has designated the main fully built-out urban arterials and collectors (such as Pacific Avenue, Capitol Way, Martin Way, etc.), as well as other heavily traveled roads that continue through unincorporated urban growth areas into the rural county (e.g., Yelm Highway), as “Urban Strategy Corridors” where level of service may exceed adopted standards (See Map T-9).

Thurston County defines as “Rural Strategy Corridors” (See Map T-9) places where the adopted LOS C standard may be exceeded. Such roads, which include Old Highway 99, South Bay Road, and Rainier Road, are essentially built out today at two travel lanes and paved shoulders. In lieu of road widening, alternatives (e.g., intersection improvements, connections to regional trails, extending/increasing transit service) shall be applied to mitigate congestion.

b. Urban Areas

LOS D is the standard for roads amid the urban growth areas (UGAs) slated for eventual incorporation by Thurston County's cities and towns. LOS D also is the standard for roads in the "Rural/Urban Transition Area" (census urbanized area) that surrounds the Olympia, Lacey, and Tumwater UGAs (See Map T-9). Such urbanizing areas generally have higher population densities and more commercial services than rural Thurston County, so drivers might experience moderate delays during peak hours.

LOS D applies to county roads within the Grand Mound Urban Growth Area. Please refer to joint plans for LOS standards for roads within each city's or town's incorporated urban growth area.

c. Rural Areas

LOS C is the standard for roads amid rural, unincorporated Thurston County outside of the current census urbanized area and identified strategy corridors (See Map T-9).

2. Concurrency

The Growth Management Act requires that adequate transportation facilities be available when the impacts of development occur, or that a financial plan is in place to assure that needed facilities are in place within six years of the development.

The concept of concurrency means that as our community grows, the level of service (level of congestion) that we consider acceptable for a specific street is maintained. To achieve this requires that we add "capacity" to the street. Concurrency measurements are assessed for average conditions rather than worse-case conditions, such as during the holiday shopping season.

Jurisdictions are required to adopt and enforce ordinances that prohibit development approval if the development causes the level of service on a transportation facility to drop below adopted standards outlined in the transportation chapter of the comprehensive plan. However, concurrency requirements do not apply to transportation facilities and services of statewide significance, per RCW 36.70A.070(6).

The County has adopted a Concurrency Ordinance (Thurston County Code, Chapter 17.10) and will monitor the impact of approving development on the capacity of transportation facilities

a. Consistency

The Growth Management Act requires that city and county transportation plans and the Regional Transportation Plan be consistent. The Growth Management Act defines consistency as meaning that no feature of a plan be incompatible with any other feature of a plan. This requirement recognizes that transportation and land use decisions affect one another and will affect the ability of the region to provide efficient transportation services and reach goals for reducing dependency on automobiles.

The requirements for consistency also recognize that transportation systems cross jurisdiction boundaries. This emphasizes the importance of having compatible road and bikeway standards as

well as having coordinated transit service goals and shared responsibility for preserving rail corridors.

Concurrency requirements do not apply to transportation facilities and services of statewide significance, per RCW 36.70A.070(6).

C. EXISTING COUNTY ROADWAY SYSTEM

Thurston County, as a whole, has a good roadway network. However, many roadways within and near the urban growth areas experience varying degrees of congestion. The most severe levels of congestion are experienced mainly within the incorporated cities and towns. For the most part, rural roadways operate with minimal congestion. Map T-2 illustrates the existing network of arterial roadways serving rural unincorporated Thurston County.

Of more immediate concern is the condition of existing roads. While Thurston County has an effective pavement-management program that keeps most rural road surfaces in good driving condition, there are many assets (e.g., guardrail, traffic signals, sidewalks, etc.) that continue to age and compete for limited maintenance or preservation resources. Thurston County has miles of road that do not meet current design standards. These are typically old facilities that have narrow travel lanes, as well as minimal or no shoulders that serve more residents and higher traffic volumes.

Thurston County also is responsible for more than 100 bridges, many of which are nearing the end of their design life. Many others should be retrofitted to better accommodate the needs of salmon and other wildlife. As population increases in rural Thurston County, pressure increases to retrofit these old facilities and bring them up to modern design standards. Unfortunately, this is a very expensive need, one for which there is a significant funding shortfall.

For a five-year period, from 2011 to 2016, there were 131 serious and fatal collisions on unincorporated roads in Thurston County. This represents about a 25 percent reduction from the preceding five-year period. The reduction correlates to national trends. Now, nationally, fatal crashes are trending higher, and this is reflective of in Thurston County data, too.

The predominant crash type on Thurston County roads leading to fatalities and serious injuries is lane departures. Other crash factors contributing to deaths and serious injuries include intersection conflicts, as well as behavioral issues such as impairment, speeding, distraction, and lack of driving experience. Contributing factors also include conflicts between vehicles and vulnerable travelers such as pedestrians, cyclists, and motorcyclists, and between cars and heavy trucks.

Thurston County has been experiencing increasing traffic volumes on rural roadways, especially near urban areas. The Regional Transportation Plan identified this as an area for further evaluation to ensure that Thurston County has appropriate levels of mobility on its roads in conjunction with appropriate land use zoning for projected growth well into the future.

D. ROADWAY CLASSIFICATIONS

There is a functional hierarchy of roadway classes that provides varying degrees of access and mobility. Exhibits A through D illustrate the classes of county roadways in the rural area. These images are consistent with current county road standards. In unincorporated urban growth areas,

the County will make efforts to adopt the street standards of the applicable adjacent jurisdiction. In the Grand Mound Urban Growth Area, refer to the County Road Standards. In all other areas, rural road standards will apply since the low residential densities currently allowed in these areas do not require urban road standards.

E. FUTURE ROADWAYS

An adequate network of roadways will be needed to accommodate both existing and future development. To meet future needs, the roadway system will need to be located and designed in a way that effectively serves the community. In addition, future roadways should provide for appropriate vehicle capacity, be safe for all users, and be efficient in the use of County funds. A list of all transportation improvements planned for the next six years can be found in the joint plans and the Capital Improvement Program (Appendix G). These improvements are consistent with the Regional Transportation Plan.

Map T-2 shows the existing and future rural roadway system in Thurston County. The network of arterials and collectors is based on the land use designations contained in the Land Use chapter. These designations are used to project expected population and employment distribution and provide a logical basis for planning a future roadway system for Thurston County.

F. ACCESS MANAGEMENT

According to the Transportation Research Board's Access Management Manual, the purpose of access management is to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system. Given the importance of the corridor to both movement of traffic and access to residential and commercial land uses, proper access management will be tantamount to the success of the corridor and to the realization of safety and efficiency benefits of the corridor to adjacent communities.

G. SAFETY (TARGET ZERO)

The ability to travel safely – regardless of mode – is recognized as the most basic of transportation needs. Reflecting this need, Washington State has adopted Target Zero – a goal to reduce traffic deaths and serious injuries on Washington's roadways to zero by the year 2030. Thurston County supports this goal of zero deaths and serious injuries, because every life counts. A fundamental element of this goal is that it is data driven, identifying the critical factors that contribute to fatal and serious injury crashes on Thurston County roads. Then use those factors to identify proven, recommended strategies along with new ones for reducing traffic deaths and serious injuries in a number of common areas. Coordination, collaboration, and communication among traffic safety partners (e.g., Sheriff's Department, Health & Human Services and Prosecuting Attorney's office) are key to the implementation of the strategies. However, if Thurston County is to actually reach Target Zero by the year 2030, it will take a continued concerted effort on many fronts. Reaching our Target Zero goal will only be accomplished through federal, state, and local partnerships leveraging innovation, research, and changes in the traffic safety culture of our state.

H. ROADWAY MAINTENANCE AND PRESERVATION NEEDS

Maintenance is considered a routine activity associated with repairing a physical asset or keeping the physical asset functional during the asset's useful life. Maintenance of the roadways includes such activities as repairing potholes, cleaning streets and culverts, or repairing a sign that is knocked down.

Preservation is the replacement or repair of an asset after it has reached its useful life to accomplish the same overall function. Some good examples of preservation are the replacement of a bridge, the repaving of a roadway, or the replacement of a sign when it is worn and faded and no longer adequately visible.

It is important to understand the strong relationship between maintenance of an asset and the cost of preserving or replacing the asset. If the asset is well maintained, it will maximize the useful life of the asset and minimize the cost of keeping the asset functional when it comes time to replace it. We all understand this relationship for our automobiles where regular changing of the oil and good maintenance can lengthen the life of the car and reduce our cost of having transportation. A familiar phrase is "pay me now or pay me more later."

The County regularly evaluates its roadways for future maintenance needs to maintain the system at the lowest life-cycle cost, maximizing the County investment. Evaluations generally include condition, maintenance history, regulatory requirements, and other factors. Roadway maintenance and preservation is financed mainly by County road funds and motor fuel taxes through the County Road Administration Board.

I. ROADWAY IMPROVEMENTS

The Capital Facilities chapter (Chapter 6) outlines the funding capacity and resources to finance the roadway improvements. The County uses priority programming in the development and application of techniques designed to rank any array of potential projects in order of importance for the Capital Improvement Program and distribution of limited resources.

When development occurs in the urban area, developers are required to construct improvements or contribute funds toward measures that will improve the function and safety of streets, such as installing bike and pedestrian improvements, turn pockets or special lanes for buses, or roundabouts, or modifying traffic signals.

Exhibit A: Private Road

A Rural Private Road is characterized as being very low volume, low speed, and generally less than a mile in length. Such roadways are generally designed to accommodate emergency vehicles.

A.1: Paved Private Road

Exhibit A.2: Gravel Private Road



Exhibit B: Local Road

A Local Road is characterized as being low-volume, with speeds ranging from 25-50 miles per hour. Such roadways generally connect communities with the arterial-collector roadway system.

B.1: Rural Local Road

Pictured: 100th Avenue SW

B.2: Rural Residential Local Road



Pictured: Summerwood Drive SE.

B.3: Urban Local Road



Pictured: Lady Fern Loop NW

Exhibit C: Collector Road

A Collector Road is characterized as being medium/high volume, with speeds ranging from 35-50 miles per hour. Such multimodal roadways connect communities with the arterial roadway system, and they generally include paved shoulders, higher truck volumes, and fewer driveways.

C.1: Major Collector

Pictured: Dutterow Road SE

C.2: Minor Collector



Pictured: McKenzie Road SW

Exhibit D: Arterial Road

An Arterial Road is characterized as being of higher volume and speeds. Such multimodal roadways serve as community connections for goods, services, and employment. They generally include paved shoulders, higher truck volumes, and fewer driveways.

D.1: Urban Arterial Road

Pictured: Yelm Highway

D.2: Rural Arterial Road



Pictured: Bald Hill Road SE

IV. TRANSIT SERVICE

Public transportation can be a very efficient way to move people in urban communities and can stimulate compact urban development, according to the Regional Transportation Plan. Besides supporting urban mobility, public transportation is a critical part of the social safety net that ensures access and independence for many members of the community, including those who do not own or drive a car.

A. TRANSIT SERVICES

Intercity Transit (IT) – the primary public transit operator for Thurston County – was formed as a municipal corporation in 1980 as the Thurston County Public Transportation Benefit Area (PTBA). The agency is governed by a nine-member board of directors, the Intercity Transit Authority.

Intercity Transit's service area (Map T-3) includes the urban growth areas of Olympia, Lacey, Tumwater and Yelm – an area of roughly 94 square miles. The agency operates 20 bus routes, a door-to-door service for people with disabilities, a vanpool program, and specialized van programs. The agency also supports local employers' Commute Trip Reduction efforts.

Intercity Transit also makes regional transit connections with other local providers, including Mason Transit, Grays Harbor Transit, Pierce Transit, and Sound Transit bus service to King County. Regional and interstate connections are also provided with Greyhound buses in Olympia, Amtrak passenger rail in Lacey, and Sounder commuter service in Pierce County.

Rural Transit (RT), managed by the Thurston Regional Planning Council, operates routes that serve the rural communities of Rochester, Tenino, Bucoda, Rainier, Yelm, and the Confederated Tribes of the Chehalis Reservation. RT connects to IT in the urban core and to Twin Transit in Lewis County.

B. THE FUTURE OF TRANSIT SERVICES IN THURSTON COUNTY

Increasing the use of the existing transit system and developing in a manner that supports easy access to transit are important elements of a transportation system that meets the goals of growth management planning, the State Commute Trip Reduction Law (CTR), and the Regional Transportation Plan. The policies associated with this chapter's Goal 3, Objective D are consistent with the Regional Transportation Plan goal of providing a robust level of reliable, effective public transportation options to increase the share of all trips made by public transportation.

In coming years, Thurston County will continue to see increasing commuter demand for services. Major employers are operating programs to meet the requirements of CTR, and they need to be able to direct employees to transportation alternatives.

Intercity Transit considers new services as part of its Transit Development Plan (TDP) – a six-year combined comprehensive and capital improvement program for the transit system, outlining programs and facilities that IT is involved in or will pursue. To these ends, the Comprehensive Plan and Regional Transportation Plan share several policies, including: supporting Intercity Transit's Short- and Long-Range plan, which emphasizes trunk and primary routes serving core areas along designated strategy corridors, with supportive land use and appropriate design standards by local jurisdictions; and, supporting a broad range of public transportation programs and services that

ensure a full mix of options for meeting transportation needs as they evolve. The Short- and Long-Range Plan, adopted by IT in late 2018, also identifies strategies and a financial plan to achieve the transit agency's long-term vision for public transit service in Thurston County.

V. BICYCLES & PEDESTRIANS

This section and related elements of the Comprehensive Plan serve as a bicycle and pedestrian component, in compliance with RCW 36.70A.070(6)(a)(vii)(F). The Capital Facilities chapter (Chapter 6) and CIP (Appendix G) identifies short- and long-term road, parks, and open space capital projects that support bicycle and pedestrian activity. These Comprehensive Plan elements are consistent with Regional Trails Plan and Regional Transportation Plan goals to enhance community access and promote healthy lifestyles.

A. BIKEWAY CLASSIFICATION

The Washington State Department of Transportation has set standards for bikeways funded with state and federal monies. Exhibits E through H illustrate four classes of bikeway prepared by the Thurston Regional Planning Council and consistent with these standards.

Exhibit E: Multiuse Trail

A Multiuse Trail is a 10- to- 14-foot-wide paved or compact-gravel surface, not on a roadway, for pedestrians and bicycles.



Pictured: Chehalis Western Trail

Exhibit F: Bike Lane

A Bike Lane is 5-foot-wide paved or striped roadway lane, specifically for bicycles, and is typically found in urban areas.



Pictured: Yelm Highway SE

Exhibit G: Bike Route

A Bike Route is generally a 4-foot to 8-foot-wide paved roadway shoulder. Typically found in rural areas, these routes serve pedestrians, bicyclists, emergency pull-offs, and other roadway design functions.



Pictured: Rich Road SE

Exhibit H: Shared Travel Lane

A Shared Travel Lane – typically on lower-volume rural roads – accommodates vehicles and bicycles.



Pictured: Overhulse Road NW

B. CURRENT NETWORK

Thurston County's urban core has a dense network of on-street and off-street bicycle and pedestrian transportation facilities (e.g., bicycle lanes, sidewalks and trails) that connect residential and employment areas with regional destinations, schools and public transportation services. Major shared-use trails, such as the Chehalis Western Trail and Yelm-to-Tenino Trail, provide active-transportation links between the urban core and South County jurisdictions. Map T-4 shows on-street and off-street bicycle and pedestrian transportation facilities – including bike lanes and existing and planned shared-use trails that connect Thurston County jurisdictions.

Arterial and collector roads that are upgraded to current County standards will include paved shoulders. Paved shoulders have a number of uses, including safety, bicycle and pedestrian usage, improved drainage, emergency pull off, and better support of the pavement for the driving lane. Because of the multiple usage of paved shoulders, particularly roads with higher traffic volumes, some roads may warrant shoulder paving even if they are not on a recognized future bikeway.

C. FUTURE NETWORK

Compatible goals and policies in the Comprehensive Plan, Regional Transportation Plan, and Regional Trails Plan support the creation of a connected network of bicycle and pedestrian facilities that increase the share of trips made safely and conveniently by active transportation. As the number of cyclists and pedestrians increases, however, so does the potential for conflicts with fast-moving automobiles.

In response, the Comprehensive Plan contains policies intended to improve bicycle and pedestrian facilities along and across roadways. In addition, Thurston County and its regional partners are working to expand and improve off-road trails, including those along out-of-use rail corridors.

Bicycle improvements will be part of roadway improvements, when possible, since adding these as part of roadway work is the most cost-effective strategy. The Regional Transportation Plan emphasizes the multiuse trails that serve as the backbone of the region's non-motorized system. Urban bike lanes and rural bike routes are best identified at the local level, with coordination between agencies to ensure seamless connections at jurisdictional boundaries, and at critical junctions with the multiuse trail network. Additional Regional Transportation Plan policies, which are also codified in this Comprehensive Plan chapter, encourage active-transportation connections to shorten trips, as well as neighborhood planning efforts to refine and identify pedestrian corridors to promote walking.

Exhibits I through K show examples of pedestrian facilities in Thurston County.

Exhibit I: Urban Pedestrian Facilities

Generally, urban pedestrian facilities may include a 5-to-10-foot sidewalk, vegetated strip, street lighting, and transit stops.



Pictured: Yelm Highway SE

Exhibit J: Rural Pedestrian Facilities

Generally, rural pedestrian facilities constitute a wide shoulder along a rural road.



Pictured: Cooper Point Road NW

Exhibit K: Enhanced pedestrian crossings

Generally, seen on higher-volume, higher-speed, and multi-lane roads, enhanced pedestrian crossings can include various improvements such as signage, markings, lane narrowing, medians, beacons, and lighting.



Pictured: Crosswalk on Marvin Road SE

VI. RAIL AND AIR TRANSPORTATION SYSTEM

A. RAIL TRANSPORTATION

Rail transportation in Thurston County includes both freight hauling and passenger services. Goods and materials move to, from and through Thurston County and downtown Olympia's Port of Olympia marine terminal on Burlington Northern Santa Fe (both Amtrak and Union Pacific share use of these lines), Tacoma Rail Mountain Division, Puget Sound and Pacific (operating from Centralia through Thurston County to Grays Harbor), Yelm Prairie Line, and Union Pacific.

Passengers can travel regionally and between states on Amtrak coaches that serve the rail station on the Yelm Highway. Thurston County is served by a high-speed regional rail system that carries passengers throughout the Western Washington Corridor and from Eugene to Vancouver B.C. Existing railroads and other freight corridors in Thurston County are illustrated on Map T-8.

During the process to update the Thurston County Comprehensive Plan and the Regional Transportation Plan, the Thurston County community indicated they want more rail transportation services. The community may be faced with a number of problems and opportunities affecting rail transportation. These include:

1. Decline in local shipping by freight rail, which causes rail lines to be abandoned;
2. Passenger rail facilities that are nonexistent or need major improvements;
3. The need to identify and preserve critical right-of-way so Thurston County can participate in regional passenger rail;
4. Land use densities and types that are needed to support rail transportation services;
5. Timely preservation and acquisition of right-of-way that railroad companies are disposing of, after rail services are stopped;
6. Decisions as to what uses are appropriate and environmentally sound on railroad right-of-way that is acquired by public entities (e.g., nature trails, bikeways, historical/cultural activities, future roadway connections, future rail); and
7. Intergovernmental coordination in enhancing and planning for more rail transportation services throughout the State of Washington.

A substantial amount of work has been done to enhance rail transportation services and to address the specific issues and impacts on the Thurston County community. This Comprehensive Plan contains policies to guide preservation and enhancement of rail transportation services (Goal 6, Objective B). Additionally, the Regional Transportation Plan recommends updating and expanding the Regional Rail Strategy to ensure information is current, realistic strategies are in place to keep rail corridors intact if faced with abandonment, options are explored to expand passenger rail and freight rail services in Thurston County, and safety issues are identified and addressed.

B. AIR TRANSPORTATION

Air transportation in Thurston County includes both a small public airport owned and operated by the Port of Olympia and some private airstrips. The Port of Olympia's Airport Master Plan concludes that the Olympia Regional Airport has adequate capacity to meet projected air traffic growth through 2030.

Thurston County should continue to coordinate with other jurisdictions and the Port of Olympia to determine future plans for the Olympia Regional Airport that will affect adjacent land uses. To that end, this chapter's Goal 7, Objective B includes policies to help maintain compatible relationships between all of Thurston County's airfields and landing strips and surrounding land uses.

One such policy (7B.1) calls for coordination among the County, Port of Olympia, and the cities of Olympia and Tumwater to maintain consistency between adopted land use plans and long-range airport development strategies, and to encourage land use compatibility in affected areas adjacent to the airport.

VII. GOALS, OBJECTIVES AND POLICIES

GOAL 1: ENHANCE THE SAFETY AND SECURITY OF THOSE WHO USE, OPERATE, AND MAINTAIN THE TRANSPORTATION SYSTEM.

OBJECTIVE 1A: Reduce traffic fatalities and serious injuries on Thurston County roadways to zero by 2030.

POLICIES:

- T.1A.1. Adopt Washington state "Target Zero" safety goal.
- T.1A.2. Use a combination of education, enforcement, engineering, and evaluation to maintain and enhance the transportation system safety.
- T.1A.3. Add or widen shoulders, or use other measures as appropriate, on narrow, high-volume, and high-speed rural roads.
- T.1A.4. Support projects that improve passenger safety and security on public transportation and at associated facilities such as park-and-ride lots and transit centers.
- T.1A.5. Provide and support safe routes to schools programs and projects.
- T.1A.6. Develop and maintain a data-driven county road safety plans to identify priorities and proven, recommended, and new solutions to support the Target Zero safety goal.
- T.1A.7. Consider the safety of all users when designing transportation facilities, and design infrastructure to encourage safe user behavior.
- T.1A.8. Prioritize roundabouts instead of traffic signals at intersections to maintain traffic flow and improve safety performance

OBJECTIVE 1B: Enhance community emergency management by providing a safe and secure transportation system.

POLICIES:

- T.1B.1. As transportation facilities are upgraded, consider retrofitting them to improve their ability to withstand a major earthquake or other natural disaster.
- T.1B.2. Build in system resilience into transportation improvements to support emergency response and reduce community disruption during natural or man-made disasters.
- T.1B.3. Encourage coordination between transportation system providers and emergency response providers who rely on that system.
- T.1B.4. Develop or support policies to respond to spills and accidents of hazardous materials on County transportation facilities.
- T.1B.5. Develop and maintain a rapid-reaction strategy to assess safety of transportation facilities during an emergency.
- T.1B.6. Support Interstate 5 detour strategy with regional partners.
- T.1B.7. Map transportation infrastructure that is vulnerable to repeated floods and/or landslides, and designate alternative travel routes for critical transportation corridors when roads must be closed because of natural hazards.

Goal 2: Ensure the design, function, and capacity of transportation facilities are consistent with and support sustainable, economically vibrant, healthy urban, suburban, and rural communities.

OBJECTIVE 2A: Ensure long-range plans for transportation address county growth projections.

POLICIES:

- T.2A.1: Use urban design standards to encourage walking, bicycling, transit use, and other alternatives to driving alone.
- T.2A.2: Consider transportation investments that support economic development and economic sustainability throughout the County.
- T.2A.3: Support mobility, access, and economic goals in designated Strategy Corridors, with an appropriate combination of investments, policies, and land use measures.
- T.2A.4: Support policies, programs, and procedures that promote urban infill, and make transportation investments that support increased urban densities.
- T.2A.5: Provide transportation facilities to help maintain rural character outside of urban growth areas.

OBJECTIVE 2B: Ensure compatibility between transportation and land use.

POLICIES:

- T.2B.1. Continue implementation of city road design standards for urban growth areas.
- T.2B.2. Plan, design and construct multimodal, context-sensitive, complete streets and roads.
- T.2B.3. Avoid widening any local arterial or collector to more than two through lanes in each direction – except auxiliary turn lanes, where appropriate (five lanes maximum mid-block width) – to preserve an acceptable community scale and minimize transportation impacts on adjacent land uses.
- T.2B.4. Avoid widening rural Strategy Corridors to more than one through lane in each direction – except auxiliary turn lanes, where appropriate – to preserve an acceptable community scale and minimize transportation impacts on adjacent land uses.
- T.2B.5. Designate arterial and collectors as Strategy Corridors once they are fully built-out. Continue to consider alternatives to road widening aimed at improving mobility for people, goods, and services.
- T.2B.6. Continue and support development of an interconnected grid of local streets and roads to increase individual travel options and neighborhood connectivity, while improving efficient use of the overall regional network.
- T.2B.7. Continue to support and implement urban and rural access management principles to preserve the safety and efficiency of the transportation system.
- T.2B.8. Continue to implement the concurrency management ordinance to support adopted levels of service as required by state law. The concurrency ordinance includes alternatives such as: move a needed improvement on a transportation facility into the Capital Improvement Program; change the level of service; increase revenues; reprioritize existing projects; implement transportation demand management strategies; and, revise the Comprehensive Plan’s Land Use chapter.
- T.2B.9. Coordinate with all cities, towns, and communities to implement appropriate context-sensitive urban improvements.

OBJECTIVE 2C: Design and invest in transportation projects that have a lasting, positive impact, reflect the goals of the people who live and work in the area, and contribute to a sense of place and community.

POLICIES:

- T.2C.1. Support awareness of our historic, cultural, and natural heritage through signs and other methods.

- T.2C.2. Support the creation of vibrant city centers and activity nodes along transit corridors.
- T.2C.3. Support safe and vibrant rural communities and centers that foster entrepreneurship, active transportation, civic pride, and a sense of place through development of Main Street or community action plans.
- T.2C.4. Support protection of the region's farms, forests, prairies, and open spaces while providing appropriate transportation services.
- T.2C.5. Engage and inform the community in transportation infrastructure planning and investments.

GOAL 3: PROVIDE MOBILITY FOR ALL RESIDENTS, REGARDLESS OF AGE, ABILITY, OR INCOME.

OBJECTIVE 3A: Ensure transportation system investments support the special travel needs of youth and elders, people with disabilities, people with literacy or language barriers, people with low incomes, and other affected groups.

POLICIES:

- T.3A.1. Ensure transportation facilities comply with the Americans with Disabilities Act.
- T.3A.2. Support public transportation stops and walkway approaches that are accessible for those with differing capabilities.
- T.3A.3. Present information and provide public participation opportunities for everyone, including people with physical disabilities, people with limited literacy skills, and/or people who do not speak or read English.

OBJECTIVE 3B: Provide for quality travel mode options appropriate to existing and future land uses, including walking, bicycling, public transportation, rail, and motor vehicles, including freight.

POLICIES:

- T.3B.1. Support development of transit transfer centers, activity centers, employment centers, schools, rail stations, and other projects that enable multiple modes of travel and safe, efficient connections among those modes of travel.
- T.3B.2. Promote public education on the rights and responsibilities of automobile drivers, bicyclists, and walkers, and ways to travel together efficiently and safely.

OBJECTIVE 3C: Increase the overall operating efficiency of the transportation system through the effective use of measures that reduce the need to drive and help achieve the Regional

Transportation Plan's targets for reducing vehicle miles traveled as well as the State commute trip reduction goals for the jurisdiction and region.

POLICIES:

- T.3C.1. Encourage use of public transportation, ridesharing, bicycling, and walking by improving access, convenience, and reliability.
- T.3C.2. Support 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.
- T.3C.3. Use transportation demand management techniques to provide alternatives during temporary congestion, such as during major construction.
- T.3C.4. Use new technologies or alternative designs – such as roundabouts as alternatives to traffic signals or stop signs – to safely and efficiently manage the flow of traffic.
- T.3C.5. Use access management techniques to improve roadway capacity and operating efficiency, and increase overall safety.
- T.3C.6. Incorporate alternative strategies to address congestion where road widening and traffic-control devices are not acceptable, particularly along Strategy Corridors.

OBJECTIVE 3D: Provide a robust level of reliable, effective public transportation options to increase the share of all trips made by public transportation.

POLICIES:

- T.3D.1. Support Intercity Transit's Short- and Long-Range Plan, which emphasizes trunk and primary routes serving core areas along designated Strategy Corridors, with supportive land use and appropriate design standards developed by local jurisdictions.
- T.3D.2. Support investments in regional commuter vanpool programs to provide cost-effective, flexible alternatives to commuting in single-occupancy vehicles.
- T.3D.3. Support inter-regional transportation partnerships for long-distance commute trips to and from Thurston County. Identify opportunities to coordinate with and support other regional transportation providers serving Thurston County.
- T.3D.4. Support safe, convenient, and cost-effective transportation services for youth, elders, people with disabilities, or other people with special needs.
- T.3D.5. Support increased awareness of public transportation options and how to use them through expanded education and public information tailored to various groups and interests.

- T.3D.6. Support a broad range of public transportation programs and services that ensure a full mix of options for meeting transportation needs as they evolve.
- T.3D.7. Support exploration of public transportation options for newly emerging urban centers, including innovative partnerships and programs, where fixed-route service is not currently feasible or sustainable.

OBJECTIVE 3E: Increase the share of all trips made by bicycling.

POLICIES:

- T.3E.1. Develop a continuous, safe, and convenient regional bicycle network that functions as an integral part of the overall transportation system.
- T.3E.2. Provide safe and convenient bicycle routes to all schools in the region, and encourage their use.
- T.3E.3. Invest in a regional network of contiguous and connected north-south and east-west dedicated shared-use trail corridors, as outlined in the Regional Trails Plan, to serve as the backbone of the non-motorized system.
- T.3E.4. Support bicycle parking facilities at transit centers, park-and-ride locations, train stations, and other multimodal facilities.
- T.3E.5. Support education programs for motorists and bicyclists to increase understanding of bicycling laws, and encourage safe and lawful sharing of the road.

OBJECTIVE 3F: Increase the share of all trips made by walking.

POLICIES:

- T.3F.1. Develop a continuous, safe, and convenient regional pedestrian network that functions as an integral part of the overall transportation system.
- T.3F.2. Develop and encourage connections for pedestrian and bicycle travel to shorten trip lengths to transit routes, schools, parks, trails, activity centers, and other destinations.
- T.3F.3. Provide street lighting, pedestrian buffers, trees, benches, and other elements that make walking safe and pleasant.
- T.3F.4. Encourage neighborhood or community planning efforts to refine and identify pedestrian corridors and promote walkability.
- T.3F.5. Ensure that street, road, and bridge projects are integrated with pedestrian amenities in neighborhoods and communities.

- T3F.6. Identify and construct high-priority multiuse path trailheads to maximize the visibility of trail users and vehicle drivers.

Goal 4: Protect investments that have been made in the transportation system.

OBJECTIVE 4A: Maintain and preserve the existing transportation system.

POLICIES:

- T.4A.1. Prioritize maintenance, preservation, operations, and repair the existing transportation system.
- T.4A.2. Develop a strategic asset management plan.
- T.4A.3. Use preventative maintenance programs to ensure lowest life-cycle costs.
- T.4A.4. Coordinate annually with local utility providers and local and state governments on road construction and maintenance activities.
- T.4A.5. Use street restoration standards, and coordinate utility and street projects, to minimize the impact of utility projects on streets. Where possible, leverage investments for both project types to deliver more cost-effective public facilities.

OBJECTIVE 4B: Use technology-based approaches to address transportation congestion, safety, efficiency, and operations.

POLICIES:

- T.4B.1. Explore innovative programs that reduce infrastructure life-cycle costs, improve safety, or increase efficiency of service delivery, including use of new materials, technologies, and resource partnerships.
- T.4B.2. Use transportation technologies to more effectively utilize the existing transportation system.
- T.4B.3. Use or support transportation technologies to better integrate transportation modes.
- T.4B.4. Make short-range technology investment decisions that support future technology implementation strategies.
- T.4B.5. Look for opportunities to integrate transportation technology considerations in all projects.
- T.4B.6. Recognize that transmittal of electronic information is an important function of a transportation system, and integrate this practice into transportation system evaluation, policies, and implementation strategies.

OBJECTIVE 4C: Develop performance measures that are realistic, efficient to administer, effective in assessing performance, and meaningful to the public.

POLICIES:

- T.4C.1. Incorporate two-hour p.m. peak traffic volumes into transportation and infrastructure planning or use current regional policies.
- T.4C.2. Use Transportation Level of Service (LOS) thresholds of LOS E or better in urban centers and corridors; LOS D or better elsewhere inside city limits, urban growth boundaries, and census urbanized areas; LOS C outside any census urbanized areas or meet regional policies, except on Strategy Corridors, where widening is not an option, level of services may fall below adopted levels.
- T.4C.3. Develop and use transportation performance measures to evaluate, monitor, and respond to the performance of County policies and investments.
- T.4C.4. Use transportation performance measures that reflect priority regional objectives, such as consistency of transportation and land use decisions, improved mobility and access, adequate maintenance and repair of the existing system, environmental protection, and safety.
- T.4C.5. Explore performance measures that reflect the contribution of all modes of travel.
- T.4C.6. Where feasible, use performance measures consistent with those used by other adjacent jurisdictions to enable comparisons.

OBJECTIVE 4D: Secure adequate funding to implement the goals and policies in this plan.

POLICIES:

- T.4D.1. Provide timely and comprehensive public information about transportation funding issues and opportunities to better enable citizens to participate in complex funding decisions.
- T.4D.2. Prioritize transportation system maintenance and preservation over expansion.
- T.4D.3. Consider benefits and costs in the allocation of transportation funds to ensure best long-term investment decisions.
- T.4D.4. Make strategic transportation investments that reinforce land use and transportation goals and policies of this plan.
- T.4D.5. Ensure that transportation investments are equitable to all segments of the community – in terms of costs such as relocations, adverse health impacts, and land use disruptions, and in terms of benefits derived from the system, such as levels of service or travel choices.

- T.4D.6. Support efforts to improve the availability, predictability, and flexibility of transportation revenues for all modes.
- T.4D.7. Use transportation funding policies and investments to make development decisions predictable, fair, and cost-effective.
- T.4D.8. Continue local policies that require new development to pay for its impacts on the transportation system.
- T.4D.9. Establish a revenue source for the Thurston County Transportation Benefit District.

Goal 5: Create and preserve a transportation system that supports and promotes economic vitality.

OBJECTIVE 5A: Ensure freight mobility and access within the region.

POLICIES:

- T.5A.1. Support freight access to and from highways and other major freight corridors, and between the region's intermodal facilities and industrial areas.
- T.5A.2. Support efforts to increase the amount of freight that is moved by rail to enhance efficiency, productivity, safety, and mobility on the region's roadways.
- T.5A.3. Explore strategies to reduce conflict and optimize safety for all transportation system users where industrial/commercial land uses are in highly urbanized areas.
- T.5A.4. Promote policies and design standards that enable delivery trucks to access businesses while minimizing impacts on the transportation system.
- T.5A.5. When creating new roadways or upgrading existing ones, design roadways to reduce weather-induced weight restrictions on streets, roads, and bridges that are important freight routes.

OBJECTIVE 5B: Support tourism in the region.

POLICIES:

- T.5B.1. Install and maintain signage for identified regional historic, cultural, and natural heritage and scenic routes such as the Bountiful Byway.
- T.5B.2. Consider economic vitality in the prioritization of transportation investments.

Goal 6: Support a rail network that provides viable options for passenger, freight, and shared-use rail.

OBJECTIVE 6A: Increase safety and efficient use of existing rail system.

POLICIES:

- T.6A.1. Use design techniques, technology (ITS), and operations coordination to minimize potential conflicts between trains and other modes of transportation.

OBJECTIVE 6B: Expand use of existing rail system to improve passenger and freight travel.

POLICIES:

- T.6B.1. Support appropriate opportunities for the potential shared use of freight rail lines for passenger rail opportunities.
- T.6B.2. Consider the acquisition of railroad rights-of-way threatened with abandonment in order to preserve these corridors for transportation use in the future.
- T.6B.3. Support future potential rail opportunities during long-range planning to include planning of sites that may have the opportunity for future rail, and reserve areas for future rights-of-way, as appropriate.
- T.6B.4. Support efforts to position the Thurston County region for a future commuter rail connection to central Puget Sound.
- T.6B.5. Support high-capacity transportation options such as upgraded interstate passenger rail service.

Goal 7: Support appropriate infrastructure to meet the aviation needs of residents and businesses in the region.

OBJECTIVE 7A: Encourage sufficient airfield capacity to accommodate existing and future demand.

POLICIES:

- T.7A.1. Support regional passenger air service at the Olympia Regional Airport.

OBJECTIVE 7B: Maintain compatible relationships between airfields and surrounding land uses and transportation facilities.

POLICIES:

- T.7B.1. Coordinate with the Port of Olympia, as well as with the cities of Olympia and Tumwater, to maintain consistency between adopted land use plans and long-range airport development strategies, and to encourage land use compatibility in affected areas adjacent to the airport.
- T.7B.2. Support multimodal access to the Olympia Regional Airport and to Sea-Tac International Airport.

Goal 8: Support appropriate marine infrastructure to meet the needs of residents and businesses in the region.

OBJECTIVE 8A: Encourage sufficient marine capacity to accommodate existing and future demand.

POLICIES:

- T.8A.1. Support a marine terminal for water-borne freight movement.
- T.8A.2. Coordinate among the Port of Olympia, the City of Olympia, and other stakeholders to maintain consistency between adopted land use plans and long-range marine terminal development strategies, including adequate truck and rail access.
- T.8A.3. When appropriate, participate in the partnerships regarding long-term strategies for integrating maritime passenger service into the regional transportation system as viable alternatives develop.

Goal 9: Ensure transportation facilities and programs function seamlessly across community borders and between regions.

OBJECTIVE 9A: Coordinate among local, regional, tribal, state, and federal governments in the planning and operation of the transportation system.

POLICIES:

- T.9A.1. Coordinate with jurisdictions on new regional connections that provide more direct routes and reduce vehicle miles traveled.
- T.9A.2. Work with government agencies to update and implement county-wide transportation planning policies to support existing land use plans.
- T.9A.3. Coordinate street and road projects of all our local jurisdictions and transit agencies, where appropriate.
- T.9A.4. Exchange information among local jurisdictions, tribal, state, and federal transportation authorities, and economic development interests to facilitate informed, reasoned decision-making processes.
- T.9A.5. Maintain government-to-government relations with tribal governments within the region to encourage coordination of land use and transportation plans.

Goal 10: Minimize transportation impacts on the natural environment and the people who live and work in the Thurston County region.

OBJECTIVE 10A: Reduce the impacts of transportation infrastructure on the natural environment during construction, retrofit, and maintenance.

POLICIES:

- T.10A.1. Protect water quality from the impacts of stormwater runoff by minimizing impervious surface areas by using low-impact development methods, where feasible, and effectively treating and managing unavoidable runoff.
- T.10A.2. During transportation planning, design, and construction, proactively address fish barrier removal, taking into consideration the habitat of fish-bearing streams and environmentally sensitive areas.
- T.10A.3. Develop a transportation system supporting compact, mixed-use development policies and non-motorized travel that curbs growth in miles of motor vehicle travel to increase energy efficiency, reduce environmental impacts, and encourage physical activity and community health.
- T.10A.4. Promote use of alternative fuels and technologies that reduce pollution and other environmental impacts from motorized vehicles.
- T.10A.5. Ensure federal Title VI requirements for environmental justice are met. Title VI protects minority populations and people with low incomes so that they do not incur disproportionately high and adverse human health or environmental effects from transportation programs, policies, and investments.
- T.10A.6. Comply with federal Clean Air Act transportation requirements.
- T.10A.7. Support policies and actions that reduce greenhouse gas emissions.