

Chapter 2

Recommendations

While recommendations are often located at the end of a plan or study, Thurston Regional Planning Council's (TRPC's) Regional Transportation Plan (RTP) brings them forward. It recognizes that for many people, the recommendations themselves are the primary outcome of the regional planning process.

These recommendations reflect the Guiding Principles, Goals and Policies, and the results of the future conditions analysis outlined in the RTP, as well as the actions identified in the Sustainable Thurston Plan that relate to transportation.

Moving to a more sustainable region requires action by all. If we don't like what we see in the Future Conditions Chapter, we will need to make changes at the personal, jurisdictional, and regional levels. This will likely mean a focus on land use and transportation demand management, emerging technology, investment in our multimodal system, and exploring finance options. Both the TRPC Work Program Priorities and the Regional Projects may change over time, evolving and providing opportunities to move beyond "business as usual." We'll need to continue to work together and open our minds to new possibilities and strategies.

The RTP recommendations included in this plan fall into two general categories:

- **TRPC Work Program Priorities:** Those actions and TRPC research that address the many questions and issues posed by the RTP, and move the region forward in achieving the RTP and the Sustainable Thurston Plan priority goals.
- **Regional Projects:** Specific construction projects, programs, and preliminary studies. These projects impact travel over a large area.

The RTP identifies current and future issues and opportunities meriting follow-up effort. These require the kind of coordination, collaboration, and broad perspective found at the policy maker table.

In determining the Work Program Priorities, regional policy makers reviewed the previous RTP's outstanding elements, considered TRPC and Transportation Policy Board (TPB) discussions, state and federal legislative agendas, emerging opportunities and challenges, and the Sustainable Thurston Plan.

The Work Program Priorities will shape the regional transportation work program for at

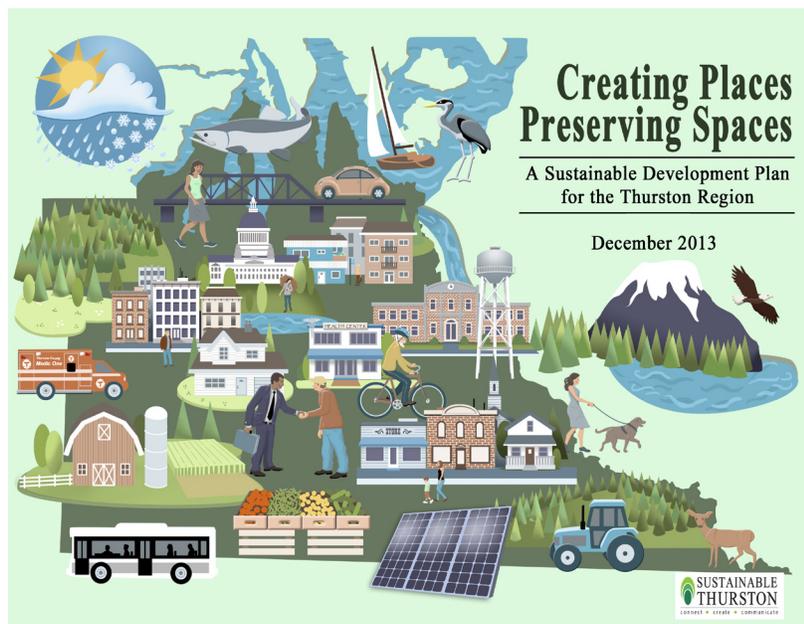
Sustainable Thurston Plan Priority Goals

This three-year, region-wide sustainability planning effort led to the 2013 adoption of *Creating Places, Preserving Spaces – A Sustainable Development Plan for the Thurston Region*. The Sustainable Thurston Plan articulates how we must address the triple bottom line – economic, environment, and social – to achieve sustainability. In measuring progress toward achieving the vision, the Sustainable Thurston Plan sets forth priority goals, targets, and action steps. How we build, manage, and maintain the transportation system will play a key role in achieving the 12 priority goals:

1. Create vibrant centers, corridors, and neighborhoods while accommodating growth.
2. Preserve environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands and develop compact urban areas.
3. Create a robust economy through sustainable practices.
4. Protect and improve water quality, including groundwater, rivers, streams, lakes, and the Puget Sound.
5. Plan and act toward zero waste in the region.
6. Ensure that residents have the resources to meet their daily needs.
7. Support local food systems to increase community resilience, health, and economic prosperity.
8. Ensure that the region's water supply sustains people in perpetuity while protecting the environment.
9. Move toward a carbon-neutral community.
10. Maintain air quality standards.
11. Provide opportunities for everyone in the Thurston Region to learn about and practice sustainability.
12. Make strategic decisions and investments to advance sustainability regionally.

Source: *Sustainable Thurston Plan*.

Figure 2-1: The Sustainable Thurston Plan Was Adopted by Regional Policy Makers in 2013



least the next decade. They will complement actions and strategies at the local level, and should support more effective investment and decision-making processes at both the regional and local levels. Some of the work program elements also require collaboration with state and federal government. The results of these efforts will inform future updates of the RTP.

The list of priority actions is varied and long, and may not be fully completed before the next major RTP update. New opportunities and challenges will also arise over the years. How the region proceeds with this work program will reflect other needs and resources. Policy makers will continue to determine priorities through RTP amendments and the Unified Planning Work Program (UPWP) that governs TRPC's regional transportation efforts.

The work program priority actions represent new initiatives that complement TRPC's required and core transportation planning efforts. As the federally-designated Metropolitan Planning Organization (MPO) and state-designated Regional Transportation Planning Organization (RTPO) for the Thurston region, TRPC must comply with all applicable federal and state laws and planning requirements. This ensures a comprehensive, continuous, and coordinated approach to regional transportation planning that supports local, state, and tribal planning activities and systems development, and effective,

cooperative transportation decision-making. Required activities for TRPC include updating the RTP, maintaining transportation project lists, transportation modeling, land use forecasting, programming transportation funding, and other initiatives related to transportation compliance. A new requirement under federal guidelines is to develop and monitor meaningful performance measures.

TRPC also conducts numerous on-going activities that are essential to achieving the goals laid out in the RTP. These include:

- Continue to promote multimodal, active transportation, and demand management activities such as: Healthy Kids/Safe Streets, the Walk N Roll program; update of the Regional Bike Map; trails planning

and coordination efforts; and Thurston County Human Services Transportation Forum activities supporting non-emergency special needs transportation.

- Continue to engage in Thurston Thrives process, and coordinate appropriate work program items with Thurston Thrives actions.
- Continue to support county-wide Commute Trip Reduction and Transportation Demand Management strategies. Act on the recommendations of the *Bottom Line on Telework for the Thurston Region – State and Local Government* report. Evaluate trip reduction program effectiveness.
- Coordinate with partners outside the region, such as the South Sound Military & Communities Partnership, Joint Base Lewis-McChord, the Regional Catastrophic Planning Team, and the Puget Sound Regional Council, as well as statewide organizations like the Washington State Rideshare Organization, the Agency Council on Coordinated Transportation, transit agencies such as Sound Transit, and the Commute Trip Reduction Board. Activities may range from general communication and coordination to active involvement in relevant plans and processes.
- Continue to seek funding for and coordinate public transportation alternatives in selected rural areas outside the Public Transportation Benefit Area (PTBA).
- Develop and maintain a regional transportation model and regional population and employment (land use) forecast to predict future conditions, supplying a variety of local and state data needs.
- Conduct data collection and surveying to support transportation policy, plans, projects, and programs.
- Conduct outreach activities to broaden general awareness of transportation issues, and bring more people into the transportation decision-making process at the most productive time, including the use of web-based applications, surveys, social media, and other tools tailored to specific needs of individual project areas, and briefings as requested on various transportation subjects to community groups and the media.
- Maintain an effective public process that ensures people are heard whenever or however they choose to participate.

Thurston Thrives

Thurston Thrives is the region's initiative to improve the health of all Thurston County residents through collaborative partnerships and community engagement, addressing key factors in community health outcomes.



The Sustainable Thurston Health & Human Services panel recognized the importance of social determinants of health, such as how our community is built and what economic and educational opportunities it provides. The panel identified the need for a process to create an action agenda, with shared measurement and aligned activities, to ensure that our community moves together toward better health.

In 2013, the Thurston Thrives initiative, led by the Thurston County Board of Health and assisted by the County's Public Health & Social Services Department, began this effort, engaging the community on developing strategies and taking action on these factors.

Community leaders from business, education, local government, philanthropy, neighborhoods, medical care organizations, local nonprofits and social groups stepped forward to develop the Thurston Thrives strategy maps and action plans as part of nine initial action teams:

- Child Development and Resilience.
- Clinical Prevention, Medical and Behavioral Treatment.
- Community Design.
- Community Resilience.
- Economy and Income.
- Education.
- Air & Water Quality, Disease Carriers and other Environmental Health.
- Food Systems.
- Housing.

Thurston Thrives early successes:

- Implemented Communities-in-Schools programs in two school districts.
- Defined clear strategies to accomplish coordinated efforts among groups working to alleviate homelessness and provide affordable housing in our community.
- Community Design Strategy:
 - Calls for continued efforts on Safe Routes to School programs in the Healthy Kids, Safe Streets Action Plan.
 - Intends to make the built environments – neighborhoods, streets, trails – more supportive of daily moderate physical activity. Supporting active transportation (walking and bicycling) reflects a science-based way to increase activity levels.
 - Encourages governments in the region to continue efforts toward compact development and complete streets that increase walkability, while also improving conditions for people using bicycles and transit for their local trips.

In 2014, Thurston Thrives moved to a public-private, multi-sector Coordinating Council model, with the Thurston County Chamber Foundation as the fiscal agent. Teams regrouped, merged, and changed: a new Public Safety and Justice action team completed its strategy map in early 2015 and a combined group, Health Impacts of Climate Change, began looking at conservation, clean energy, and other strategies to reduce Thurston County's emissions.

To learn more, visit www.ThurstonThrives.org.

Work Program Priorities

The RTP groups work program priority actions by general category, with no specific priority of sequence implied in the list:

- Sustainable Thurston Plan and Leadership
- System Maintenance
- Transportation and Health and Human Services
- Transportation and Local Food Systems
- Transportation, Energy, and Climate Change
- Transportation and Land Use
- Transportation and Economics
- Multimodal Transportation
- Transportation Technology

RTP Work Program Priority Actions

NOTE:

Short (1-3 years)

Medium (3-10 years)

Long (10-20 years)

High Priority items identified in TRPC or Transportation Policy Board (TPB) retreat.

* Denotes item of particular interest to the TPB.

<p>Timeline: Short; then Ongoing Priority: High</p>	<h3>Sustainable Thurston Plan and Leadership</h3> <p>Priority Action: Monitor progress in achieving Sustainable Thurston Plan goals and targets.</p>
<p>Timeline: Short Priority: High*</p>	<h3>System Maintenance</h3> <p>Priority Action: Create an annual “state of the transportation infrastructure” report.</p>
<p>Timeline: Ongoing Priority: High</p>	<h3>Transportation and Health and Human Services</h3> <p>Priority Action: Continue to work with efforts such as Thurston Thrives that link health outcomes to transportation and land use. Includes participating in workgroups such as community design.</p>
<p>Timeline: Short Priority: High</p>	<p>Priority Action: Monitor and evaluate changing demographics, mobility needs, and affordability (housing + transportation). Examine such issues as income, age, and linguistic isolation.</p>
<p>Timeline: Medium</p>	<h3>Transportation and Local Food Systems</h3> <p>Priority Action: Identify methods for creating and financing farmers’ transportation co-operatives for taking goods to market and to central distribution points.</p>
<p>Timeline: Short; Medium Priority: High*</p>	<h3>Transportation, Energy, and Climate Change</h3> <p>Priority Action: Develop a Climate Action Plan, focusing on the transportation element. Establish regionally-consistent methodologies for evaluating climate-induced environmental impacts, assessing and prioritizing vulnerabilities, and understanding the sources of regional greenhouse gas emissions.</p>
<p>Timeline: Short; Medium Priority: High</p>	<p>Priority Action: Develop a greenhouse gas emissions framework for integrating emissions analysis into traffic impact analysis and other transportation decision-making. (Example: look at the tradeoff between investment decisions in increasing transit versus adding vehicle lane capacity.)</p>
<p>Timeline: Ongoing</p>	<p>Priority Action: Use social marketing and other tools to educate and encourage behavior changes that reduce energy use.</p>

Timeline: Ongoing

Priority Action: Periodically report on air quality, green house gas, and vehicle miles traveled data and targets.

Transportation and Land Use

Timeline: Short

Priority: High*

Priority Action: Gather and evaluate data relating to transportation and land use.

For example:

- Evaluate how street connectivity affects traffic patterns; and
- Evaluate how changes in land use patterns over time can trigger new or increased transit service.

Timeline: Short

Priority: High*

Priority Action: Update the “Vision Reality” report. Using the baseline regional forecast, analyze the capacity of the current transportation network to accommodate the growth as projected; identify problem areas, possible solutions, and estimated costs to maintain a fully functional network. Compare this to the vision of the Sustainable Thurston Plan, including analyzing what actions and investments it will take to reach our regional vehicle miles traveled and greenhouse gas emission goals.

Timeline: Short;
Medium

Priority: High

Priority Action: Reconvene the Urban Corridors Task Force to report on progress to date, re-engage with the private sector, and refine the tools available to encourage development along these corridors.

Timeline: Short;
Medium

Priority: High

Priority Action: Develop and advocate for policies related to the siting of public facilities to reduce their effect on the transportation network. This includes any entity or project that receives public funding, including grants.

Timeline: Ongoing

Priority: High

Priority Action: Continue to work with state agencies (Department of Enterprise Services and the Office of Financial Management) to ensure that the siting of leased and owned state facilities conforms to the Thurston region’s transportation and land-use policies.

Timeline: Short;
Medium

Priority: High

Priority Action: Research and develop strategies to increase access to goods and services in existing and planned neighborhood centers throughout the region. Identify strategies to achieve the Sustainable Thurston Plan’s preferred land use vision.

Timeline: Ongoing

Priority Action: Where appropriate, pursue a legislative agenda to improve financial feasibility of infill projects.

Timeline: Medium

Priority Action: When updating the regional land use and transportation forecasts, evaluate impacts of Endangered Species Listings and other emerging issues such as water rights.

Transportation and Economics

Timeline: Medium

Priority Action: Monitor and participate in the development of policies that affect the economic/transportation functions at key transportation nodes. (Nodes along I-5 now; cross county corridors later).

Timeline: Ongoing

Priority: High

Priority Action: Monitor and participate in the development of economic policies and activities that have transportation infrastructure implications – such as corridor work or efforts to strengthen rural communities.

Timeline: Short

Priority Action: Identify potential methods for enhancing public transportation funding at the local, state, and federal levels.

Timeline: Short

Priority Action: Update past studies identifying transportation financing opportunities.

Timeline: Short

Priority Action: Explore funding opportunities such as an Economic Development District to fund infill and redevelopment projects (with Economic Development Council).

Timeline: Medium

Priority: High

Priority Action: Integrate freight perspectives more fully in the regional transportation planning process.

Multimodal Transportation

Timeline: Short;
Medium

Priority: High

Priority Action: Develop information and methods to enhance multi-modal transportation systems. For example, inventory missing links (data/maps), identify walk sheds and bike sheds, and prioritize projects.

Timeline: Short

Priority Action: Work with interested stakeholders to create transportation management areas where traditional fixed-route transit service is not feasible.

Timeline: Short;
Medium

Priority Action: Develop methods for measuring multimodal level of service.

Timeline: Medium

Priority Action: Coordinate with local agencies and other stakeholders to update the countywide Thurston Regional Trails Plan to evaluate the progression of trail system development, identifying new opportunities for improving connectivity and access to existing trails, open spaces, and major community destinations.

Timeline: Short;
Medium

Priority: High

Priority Action: Identify ways to establish park-and-pool facilities that increase vanpool and carpool options in the cities and rural communities.

Timeline: Short;
Medium

Priority Action: Evaluate strategies that could be used to address congestion and mobility in the region’s designated strategy corridors

Timeline:
Medium; Long
Priority: High*

Priority Action: Conduct an alternatives analysis to determine what types of high capacity transit (bus rapid transit, passenger rail, commuter rail) the region may be able to support in the future.

Timeline: Ongoing

Priority Action: Identify and implement ways to enhance and promote our trail network.

Transportation Technology

Timeline: Ongoing
Priority: High

Priority Action: Monitor and periodically update policymakers on advances and opportunities in transportation technology – including vehicles and traffic management.

Timeline: Short;
Medium

Priority: High

Priority Action: Research and develop policies for the use of electric-assist bicycles and mobility devices on trails and streets.

Planning For...

During the update of the RTP, we heard from elected officials and other members of the community about their special interest in how we plan for certain elements of our transportation system. Many of the actions on these issues are in TRPC’s work program or underway by local partners. The following pages dig a little deeper into those issues:



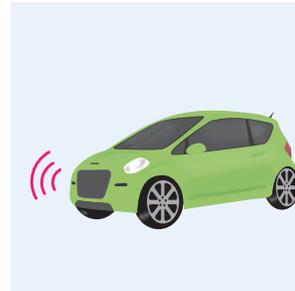
Changing Population



High Capacity Transportation



Moving the Needle



Technology



Main Street Highways

Planning for...

Changing Population



Big Changes Coming

By 2040, many more people will live in the Thurston region – with the region growing from around 270,000 residents to around 400,000 by 2040. More people means more demand on our transportation system. Even without growth, we'd see major changes in the region. Different age groups have different transportation needs:

- Children ride the school bus and bicycle more than other age groups.
- Families with children tend to share rides more than singles or couples without children.
- Young adults generally ride transit and walk more than other age groups.
- Empty nesters tend to drive alone more than other demographic groups.
- Frail seniors rely increasingly on services such as transit and dial-a-lift.

The Last 15 Years

In the last 15 years, we've seen many changes in our demographics. Compared to total population, there were proportionally:

- Less children.
- Less adults in their family-forming years.
- More empty nesters.
- More frisky seniors.

AND...

The Next 25 Years

In the next 25 years, demographics will shift again. Compared to total population, we'll see proportionally:

- Less children.
- Less adults in their family-forming years.
- Less empty nesters.
- More frail seniors.

How to Plan for Changing Demographics

Some of the steps we can take to prepare for changing demographics include:

- Ensure zoning adjacent to frequent transit corridors and in city centers allows for a full range of housing, including lower-maintenance housing such as duplexes, triplexes, town homes, and accessory dwelling units. These are the areas with the greatest range of transportation options and with convenient access to jobs, goods, and services.
- Anticipate the need for increased transit, including dial-a-lift, to accommodate an aging population.
- Encourage tech-savvy alternatives to commuting such as telework – seize the opportunity for change when there is rapid turnover in the work force.

Planning for...

Moving the Needle

on Mode Split



Changes are Slow

In the last 15 years, we've seen virtually no difference in the drive alone rate in Thurston County. While bicycling, walking, and transit use rates went up slightly, the number of trips taken in shared rides went down. One of the reasons may be our changing demographics. As the percent of families with children decreased, so did the proportion of trips with more than one person in a car – or shared rides.

What the Future Holds

The region's transportation model forecasts similar trends for the next 25 years:

- A slight increase in walking, bicycle, and transit trips.
- Virtually no change in the drive alone rate.
- A small decrease in shared rides.

Moving the Needle

Increasing the proportion of trips taken by walking, biking, or transit will mean doubling down on our efforts to:

- Encourage infill and redevelopment in existing city centers where there are already services, jobs, pedestrian infrastructure, and transit.
- Encourage infill along corridors with relatively frequent transit service.
- Encourage neighborhood commercial centers near existing residential neighborhoods, and allow infill in these neighborhoods to support the viability of neighborhood commercial centers.
- Promote alternatives to commuting such as working at home, telework, or compressed work schedules.
- Make alternative ways to travel safe and convenient by investing in bicycle lanes and bicycle racks, covered transit stops, and wide sidewalks, where the surrounding land uses are likely to generate demand for those sorts of trips.

Of course, other factors will influence the way people choose to travel, including:

- Gas prices.
- Demographics - we'll have less families and more frail seniors.
- Technology such as smart cars that may encourage driving alone and longer commutes.
- Economic trends.

Planning for... Main Street Highways

State highways run through cities, towns, and rural communities acting as both thoroughfares and main streets. Since these “main street highways” serve the regional mobility needs of the public and act as the center of commerce for local communities, they both maintain traffic flow and support community livability.

In Thurston County, three highways act as main streets for both incorporated and unincorporated communities:

- Highway 507 through Bucoda, Rainier, Tenino, and Yelm
- Highway 510 through the Nisqually Indian Reservation and Yelm
- Highway 12 through Rochester.



What the Future Holds

Over the last several years, Washington State Department of Transportation (WSDOT) has recognized the need to balance competing interests along some highway corridors. Several local communities worked with WSDOT to plan for improving their Main Street Highways. While every community has a unique set of circumstances, most face the following issues and needs:

ISSUE

- Historically, transportation planning has focused on moving vehicles.
- The highest rate of pedestrian and traffic collisions on the state highway system occurs where highways have the dual role of main street and through-way.
- State highways bisect community downtowns.

NEED

- Balance moving vehicles with community livability and economic viability.
- Increase pedestrian safety by slowing speeds and providing pedestrian amenities such as safe crossing points, larger sidewalks, visual cues that slow traffic, and on-street parking.
- Enhance the character of downtowns to encourage more vital business districts by emphasizing the Main Street quality of the highway and encouraging visitors to stop and spend time in downtowns.

Next Steps

Planning for Main Streets Highways will include:

- Supporting both incorporated and unincorporated communities, either through funding or staff support, in their efforts to define a future vision.
- Coordinating with the Washington State Department of Transportation.
- Identifying funding sources to implement infrastructure improvements and other elements of community visions.

Planning for... High Capacity Transportation

Many people in the Thurston region envision a future, perhaps by 2040, which includes rail – commuter rail (Sounder), light rail (Link), or more frequent intercity rail (Amtrak) service. Approximately 30 percent of the people who responded to the Thurston Regional Planning Council’s (TRPC) Investment Survey opted for commuter rail when choosing one big priority.

However,



- Pierce County residents currently pay taxes to support Sound Transit. Sound Transit’s latest plan (ST3) projects that Link light rail may expand in Tacoma by 2041-2047.
- The ST3 funding package will likely not include expansion to points further south, such as DuPont.
- The Washington State Department of Transportation projects increased frequency of Amtrak service within the horizon of this plan, with more trips in the early morning and late evening by 2018.
- Successful rail implementation typically requires high urban density – not the land form in most of the Thurston region.
- Intercity Transit’s current revenues are not sufficient to support continued express service or increased connections to Centennial Station for Amtrak.

TRPC’s 2006 Passenger Rail Group encouraged the region to support the state’s Amtrak service and Intercity Transit’s express routes. The Group also suggested a high capacity transportation study – necessary for qualifying for funding.

Since 2006, the region and country have experienced a significant financial downturn. Communities are finding it difficult and cost-prohibitive to maintain crumbling infrastructure, let alone expand it – or invest in a costly new mode.

How to Plan for 20 Years

- Work with elected officials and the community to expand understanding of commuter, intercity, and light rail and how each supports different travel patterns.
- Continue to work with Sound Transit and other providers to keep high capacity transportation options on the table in the more distant future.
- Build compact, high density, efficient communities.
- Encourage state investment in cross-county transit – such as express bus service from Olympia to Pierce County.
- Support local investment in public transportation, which includes local fixed route, dial-a-lift, and express services.
- Support expansion of High Occupancy Vehicle (HOV) lanes through Thurston County.
- Increase transportation demand management and commute trip reduction efforts that encourage people to find other ways of traveling.
- Site public facilities (schools, government offices) and private facilities (medical, senior living) close in and on transit routes.

Planning for... Technology



How to Plan for 20 Years

- Keep building efficient, walkable communities. Many trips begin and end with walking.
- Keep investing in smart signal technology that will provide better traffic management now and support smart vehicle interactions in coming years.
- Monitor changes in technology and regulatory developments.
- Update the Regional Intelligent Transportation Systems Plan.
- Expect new standards for how we build, maintain, and operate our transportation system and communities. Be ready to adapt to and accept new requirements.
- Continue to invest in tools such as ramp metering, variable message signage, and smart transit strategies like automated stop announcements and “One Bus Away” apps.

Big Changes Coming

Today, our smart vehicles might feature adaptive cruise control, lane departure warning systems, automatic braking, parking assistance, and blind spot monitoring. On the other hand, some countries recently announced a new emphasis on electric vehicles. Today, depending on your location, you may use your smart phone to summon ride sharing services such as Uber and Lyft. With so many different ideas on how vehicles will continue to improve and how we’ll use them, it is difficult to anticipate how these changes will affect the way we live, work, play, and travel. It will take time for these technologies to mature, and likely even longer before widespread usage.

We also don’t know how the various technologies might impact the environment, our health, or our pocketbooks. Some speculate that we’ll drive more if driving is easier. Some believe that future vehicles will have no impact on the environment. We’ll also need to think about how we’ll pay for building and maintaining new infrastructure.

Smart Vehicles

Some knowns...

- Smart vehicles will drive on roads, and interact with infrastructure like roads, parking lots, terminals, and garages.
- Government will continue to set standards (for safety, insurance ...), license users and register vehicles, regulate driving, and enforce motor vehicle laws.

BUT...

BUT...

Some Unknowns...

- How smart will infrastructure need to be?
- What standards will need to be met?
- How will smart vehicles impact how many miles we travel, congestion, wear and tear on the road network, or parking needs?
- Will government regulations be uniform across the US?
- How will smart vehicles impact local governance, for example, in providing police and other emergency services, and managing traffic?

Regional Project List

The second element of RTP recommendations is the Regional Project List. These projects impact the overall movement of people and vehicles at the regional scale. Typically, these large projects add substantial capacity to the system, create major change in access, or add new programs or services. The Regional Project List calls out road, bicycle, pedestrian, and transit facility, system, and service changes that will have a substantial impact on how we travel in the future.

The Regional Projects will add:

- Around 14 miles of new road connections.
- Over 85 lane miles of new general purpose lanes and center turn lanes (including new connections).
- Over 75 miles of new or rebuilt bicycle and pedestrian facilities.
- Over 20 miles of new multiuse trails.
- 6 new or realigned highway interchanges.
- Improved transit facilities and service.

The RTP must reflect regional needs and investments over at least the next 20 years. These major projects must be listed individually in the RTP to show they meet financial constraint, air quality conformity requirements, and are part of a collaborative, coordinated, comprehensive, and

continuous planning approach for major intermodal and multi-modal facilities and services. By being listed individually in a financially constrained list in the RTP, these projects are eligible to proceed when they secure funding.

In addition to projects and services, TRPC’s Regional Project List also includes studies that investigate the impacts of potential regional projects and services. The list also identifies assessment areas to monitor for potential issues in the future.

The RTP contains general project information. For further details/the most up-to-date information please contact project sponsors.

Figure 2-2: Identifying the Regional Project List Is an On-going Process

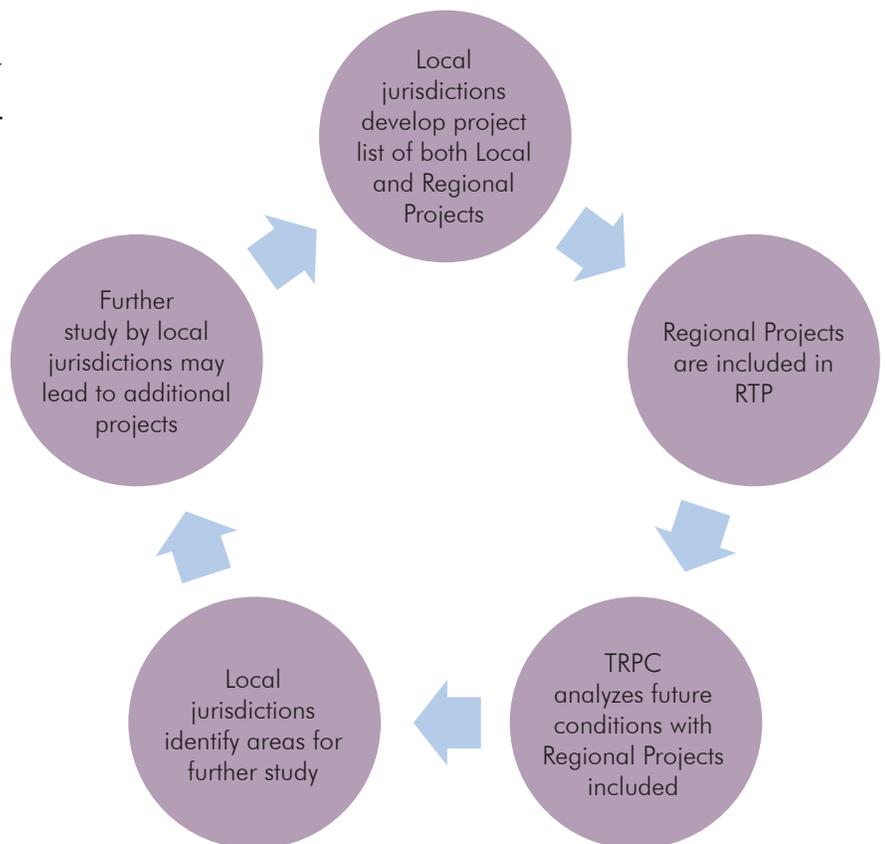


Table 2-1: Regional Project List

Project Number	Project Name	Sponsor	Estimated Cost	Financially Constrained
C Capacity Projects including Multimodal Improvements				
C7	Elderberry Road Upgrade	Thurston County	\$2,000,000 Public	Yes
C11	Carpenter Road Improvements from Pacific Avenue to Shady Lane	City of Lacey	\$3,500,000 Public	Yes
C12	Marvin Road Widening	City of Lacey	\$12,400,000 Public	Yes
C13	Rainier Road Widening	City of Lacey	\$2,300,000 Public	Yes
C14	Yelm Highway Widening (Lacey)	City of Lacey	\$4,000,000 Public	Yes
C17	Fones Road Widening	City of Olympia	\$16,400,000 Public	Yes
C19	Old Highway 99 Improvements	City of Tumwater	\$22,000,000 Public	Yes
C22	Old Highway 99 SW Capacity Project	Thurston County	\$11,000,000 Public	Yes
C23	Pacific Avenue Capacity Project	Thurston County	\$15,000,000 Public	Yes
C24	Rich Road Capacity Project	Thurston County	\$3,700,000 Public	Yes
C26	Britton Parkway	City of Lacey	\$2,000,000 Public	Yes
C28	Carpenter Road Widening from Martin Way to Britton Parkway	City of Lacey	\$15,000,000 Public	Yes
C29	Tumwater Boulevard Interchange	City of Tumwater	\$23,000,000 Public	Yes
C31	Boulevard Road Corridor Project	City of Olympia	\$7,400,000 Public	Yes
C32	15th Avenue NE and Draham Road NE	Thurston County	\$18,000,000 Public	Yes
C35	Boulevard Road Corridor Project – Other Improvements	City of Olympia	\$29,600,000 Public	Yes
C36	Harrison Avenue Widening Phase 4	City of Olympia	\$7,400,000 Public	Yes
C37	37th Avenue/Herman Road Widening/Median	City of Olympia	\$32,400,000 Public	Yes
C38	Capitol Boulevard – Trosper Road to Israel Road	City of Tumwater	\$27,000,000 Public	Yes

Project Number	Project Name	Sponsor	Estimated Cost	Financially Constrained
C39	Brewery District Transportation Project	City of Tumwater	\$18,750,000 Public	Yes
C40	Martin Way/I-5 Interchange Project	City of Lacey	\$40,000,000 Public	Yes
C42	College Street Corridor Improvements	City of Lacey	\$30,000,000 Public	Yes
C43	Marvin Road Widening	Thurston County	\$28,000,000 Public	Yes

A New Connections and Alignments

A2	College Street NE Extension from Martin Way to 15th Avenue NE	City of Lacey	\$2,600,000 Public	Yes
A4	Log Cabin Road Extension	City of Olympia	\$11,700,000 Public \$17,000,000 Private	Yes
A7	Tyee Drive Extension	City of Tumwater	\$4,900,000 Public \$5,850,000 Private	Yes
A12	Hogum Bay Truck Route	City of Lacey	\$8,500,000 Public	Yes
A19	Kaiser Road Connection	City of Olympia	\$17,200,000 Private	Yes
A20	E Street Extension	City of Tumwater	\$38,000,000 Public	Yes
A21	US 101/West Olympia Access Project	City of Olympia	\$40,000,000 Public	Yes
A22	Mosman Avenue	City of Yelm	\$2,164,000 Public	Yes
A23	Hoffman Road Extension	City of Olympia	\$4,700,000 Private	Yes
A24	12th/15th Avenue Connection	City of Olympia	\$13,500,000 Public	Yes
A25	Ensign Road Connection	City of Olympia	\$7,400,000 Private	Yes
A26	Tahoma Boulevard Extension – South	City of Yelm	\$1,600,000 Public \$6,400,000 Private	Yes

Project Number	Project Name	Sponsor	Estimated Cost	Financially Constrained
A27	Tahoma Boulevard Extension – North	City of Yelm	\$565,000 Public \$2,258,000 Private	Yes
A28	Coates Avenue Extension	City of Yelm	\$2,608,000 Public	Yes
A29	Mosman Avenue SE	City of Yelm	\$4,900,000 Public	Yes

S Corridor Studies and Sub-Area Plans

S26	Desmond Drive Extension Study	City of Lacey	\$50,000 Public	Yes
S27	14th Avenue SE Extension Study	City of Lacey	\$150,000 Public	Yes
S28	Ruddell Road Corridor Study	City of Lacey	\$200,000 Public	Yes
S31	Rural Mobility Study	Thurston County	\$250,000 Public	Yes

L Assessment Areas

L10	South Henderson Boulevard	City of Tumwater	-	-
L11	14th Avenue Access to I-5	City of Olympia	-	-
L12	Plum Street	City of Olympia	-	-
L14	Crosby Boulevard/US 101 Interchange	Cities of Tumwater and Olympia	-	-
L15	SR 510	WSDOT and Thurston County	-	-
L17	Mud Bay Assessment Area	Thurston County	-	-
L18	Black Lake Boulevard	Cities of Tumwater and Olympia	-	-
L20	510/507 Loop – South Section (Y2)	WSDOT and City of Yelm	-	-
L21	Dutterow Road	Thurston County	-	-

B Trail Projects

B6	Deschutes Valley Trail	City of Tumwater	\$6,250,000 Public	Yes
B7	Gate-Belmore Trail	Thurston County	\$8,000,000 Public	Yes

Project Number	Project Name	Sponsor	Estimated Cost	Financially Constrained
B8	Yelm Prairie Line Trail	City of Yelm	\$10,281,000 Public	Yes
B9	Olympia Woodland Trail Phases 3 and 4	City of Olympia	\$24,500,000 Public	Yes

T Public Transportation Projects and Studies

T2	Expansion of Urban Transit Service	Intercity Transit	\$34,400,000 Public	Yes
T3	Transit Transfer Station Expansion	Intercity Transit	\$230,000 Public	Yes
T5	Regional "Park-and-Pool" Plan and Implementation Strategy	Intercity Transit	\$75,000 Public	Yes
T6	Lacey/Olympia/Tumwater/Yelm Intra-County Express Corridor Plan & Implementation Strategy	Intercity Transit	\$1,000,000 Public	Yes
T10	Olympia Transit Center Expansion	Intercity Transit	\$4,000,000 Public	Yes
T11	Intercity Transit Rehabilitation and Expansion of Operations Base	Intercity Transit	\$26,000,000 Public	Yes

O WSDOT Projects and Studies

O4	US 101/SR 8 Interchange Improvements	WSDOT	\$4,807,000 Public	No
O5	I-5 Corridor Mobility Strategy	WSDOT	\$4,000,000 Public	No
O6	SR 507 Corridor Study, SR 510/SR 507 (Yelm) to SR7 and/or Tenino to SR 510	WSDOT	\$1,000,000 Public	No
O7	Regional Park-and-Ride Investments	WSDOT	\$3,051,000 Public	No
O9	Freeway Management System	WSDOT	\$40,480,000 Public	No
O11	510/507 Loop – South Section (Y2)	WSDOT	\$100,000,000 Public	No
O13	SR 510 Yelm Loop – North Section (Y3) Stage 2	WSDOT	\$58,500,000 Public	No
O15	Study – Add 4th Lane to I-5	WSDOT	\$1,000,000 Public	No
O16	Marvin Road/I-5 Urban Interchange Improvements	WSDOT	\$72,000,000 Public	No

About the Projects

The following pages provide a definition and maps of the projects included in the Regional Project List. The projects are broadly grouped in parallel to the expenditure forecast categories in Chapter 5. This includes:

- Streets, Roads, and Bridges
- Public Transportation
- State Transportation Projects

The first two categories – Streets, Roads, and Bridges, and Public Transportation – are financially constrained through TRPC’s RTP. Projects in the last category – State Transportation Projects – must follow an additional statewide process that differs from the other regional projects and are not financially constrained by TRPC’s RTP.

All costs are planning level estimates in constant 2015 dollars.

The Streets, Roads, and Bridges group includes several categories:

- Capacity Projects including Multimodal Improvements
- New Connections and Alignments
- Corridor Studies and Sub-Area Plans
- Assessment Areas
- Trail Projects

For Public Transportation, all projects, services, and studies are in the group:

- Public Transportation Projects and Studies

For State Transportation Projects, the Washington State Department of Transportation (WSDOT) is the lead on all projects and studies in the group:

- WSDOT Projects and Studies

For more details on each project see Appendix P.

Local Projects, Maintenance, Preservation, and Operations

To keep the transportation system functioning effectively, the region’s focus is on safety, efficiency, and preservation – a focus that is reflected in the investments made in our transportation system.

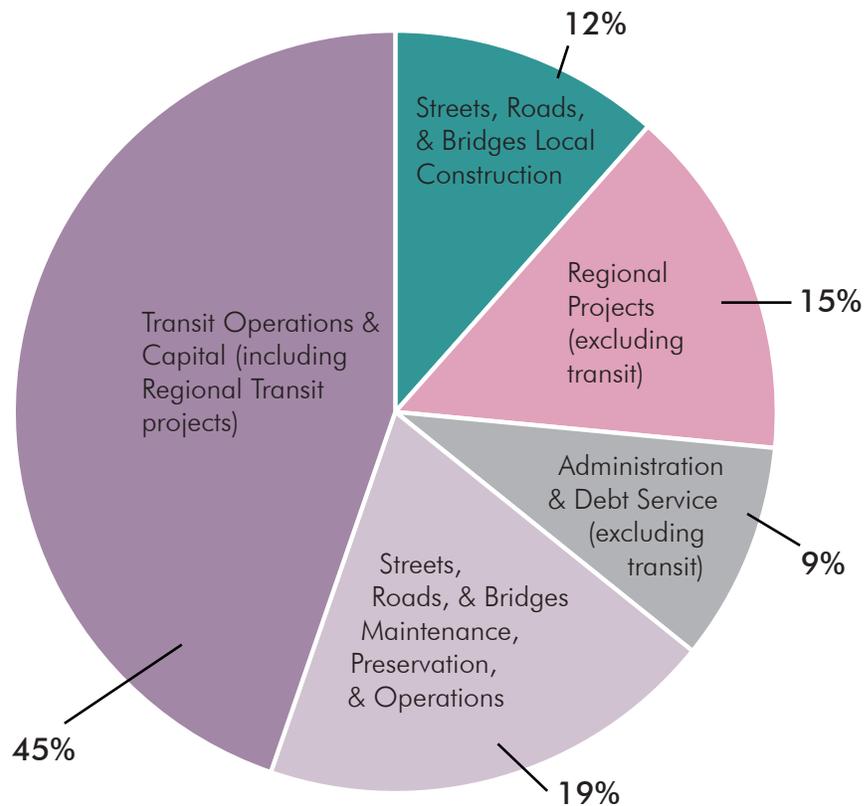
In addition to the projects on the Regional Project List, local projects such as adding a signal or a single roundabout to an intersection, adding sidewalks or bicycle lanes, or re-paving streets or roads are an important part of the region’s investment strategy. While such projects are essential to the safe and efficient operation of the transportation system, they are too numerous to be detailed in the RTP. The RTP accounts for them in the overall Goals and Policies, and in the local construction, preservation, maintenance, and operation

expenditures in the financial forecast, as they are an important part of our regional strategy. More information on locally significant projects can be found in Appendix B.

The region also puts focus on maintenance, preservation, and operations of both the streets,

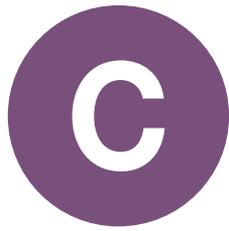
roads, and bridges network, and the transit system. Investments in new local and regional projects accounts for just over a quarter of the expected expenditures in local transportation investments.

Figure 2-1: Local Transportation Expenditure Forecast, 2015-2040



Source: Chapter 5: Finance, Tables 5-2 and 5-5.

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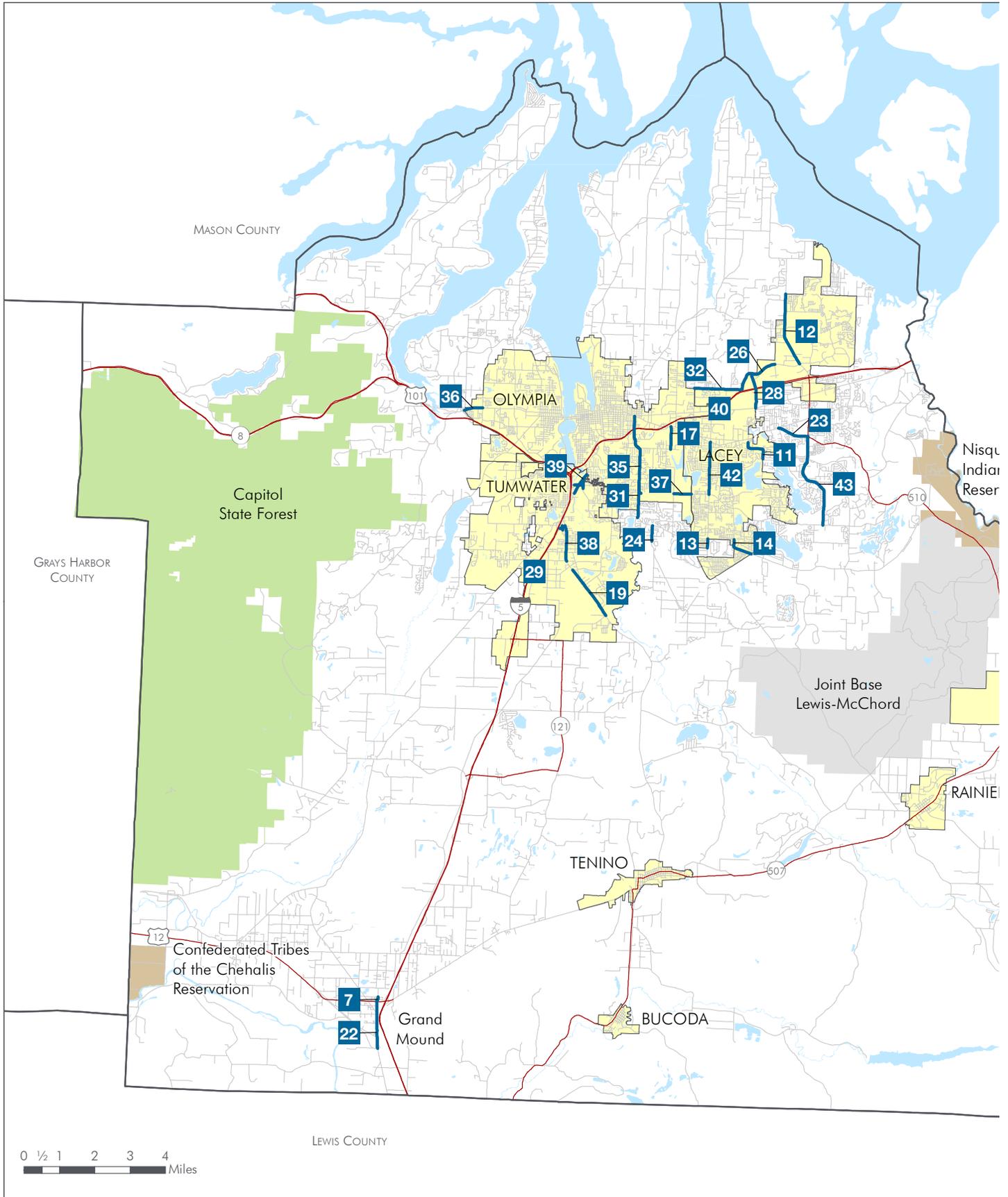
Capacity Projects including Multimodal Improvements

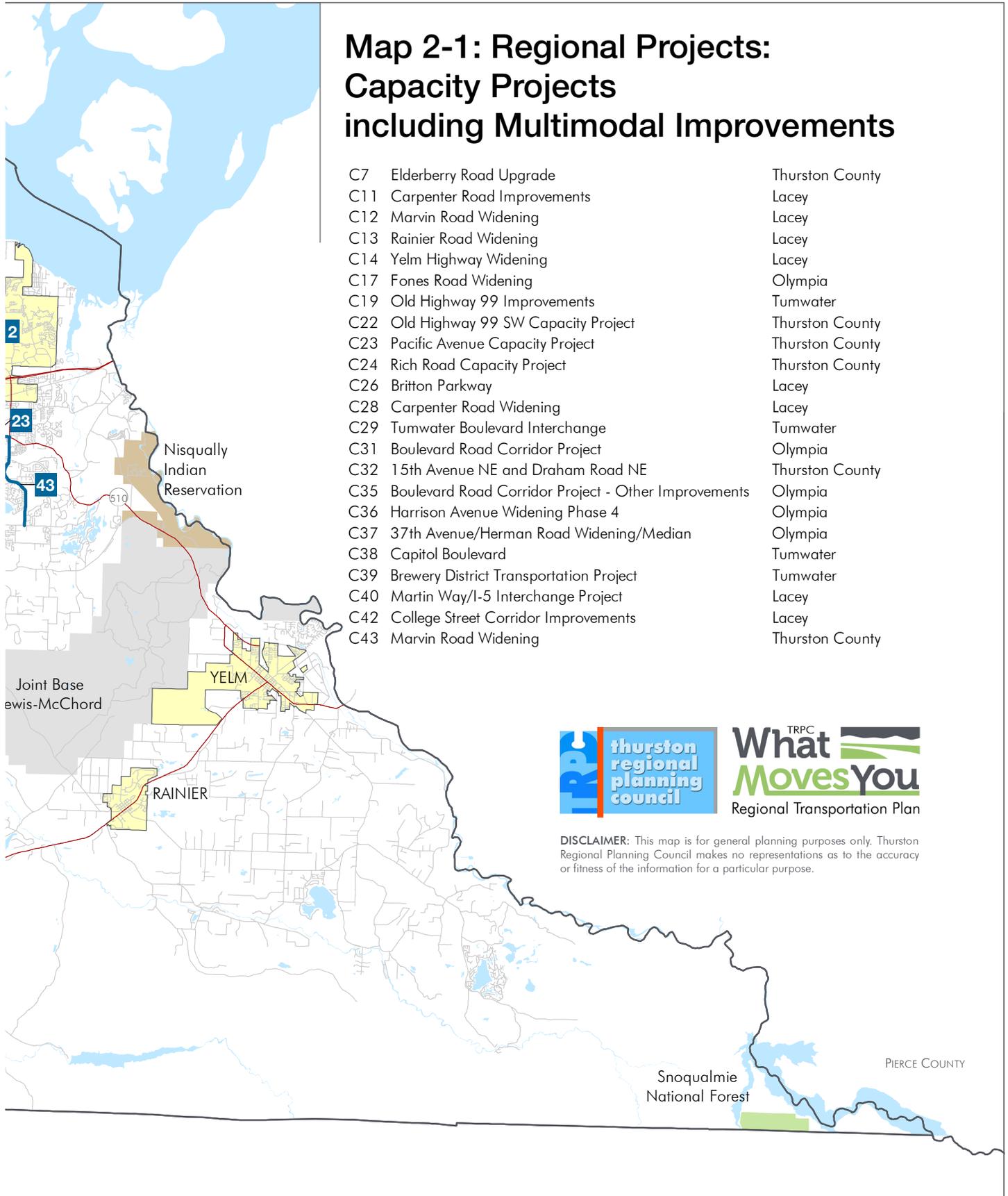
The Capacity Projects including Multimodal Improvements fulfill a variety of needs and support a variety of modes. They improve system mobility and circulation by adding vehicle capacity to existing streets, roads, and bridges that are part of the regional transportation system. These projects also include general-purpose travel lanes, continuous two-way left turn lanes, corridor access management (such as a system of medians and roundabouts), and freeway interchange reconstruction. In urban areas, they upgrade streets and roads to communities' design standards and usually include sidewalks, bicycle lanes, landscaping, and lighting. Rural projects in this category typically widen shoulders, serving people who walk and bike. Both urban and rural projects upgrade stormwater infrastructure.

Highway and freeway projects sponsored by local agencies, and not yet part of a state facilities plan, are included in the Multimodal Capacity Improvement category, and are financially constrained in this RTP.

Although not described in the RTP, every construction project must meet a variety of requirements before building begins – complying with local, state, and federal requirements for design, environmental review, and right-of-way acquisition.

See Map 2-1 for a comprehensive look at Capacity Projects including Multimodal Improvements, or use the [online interactive map](#).





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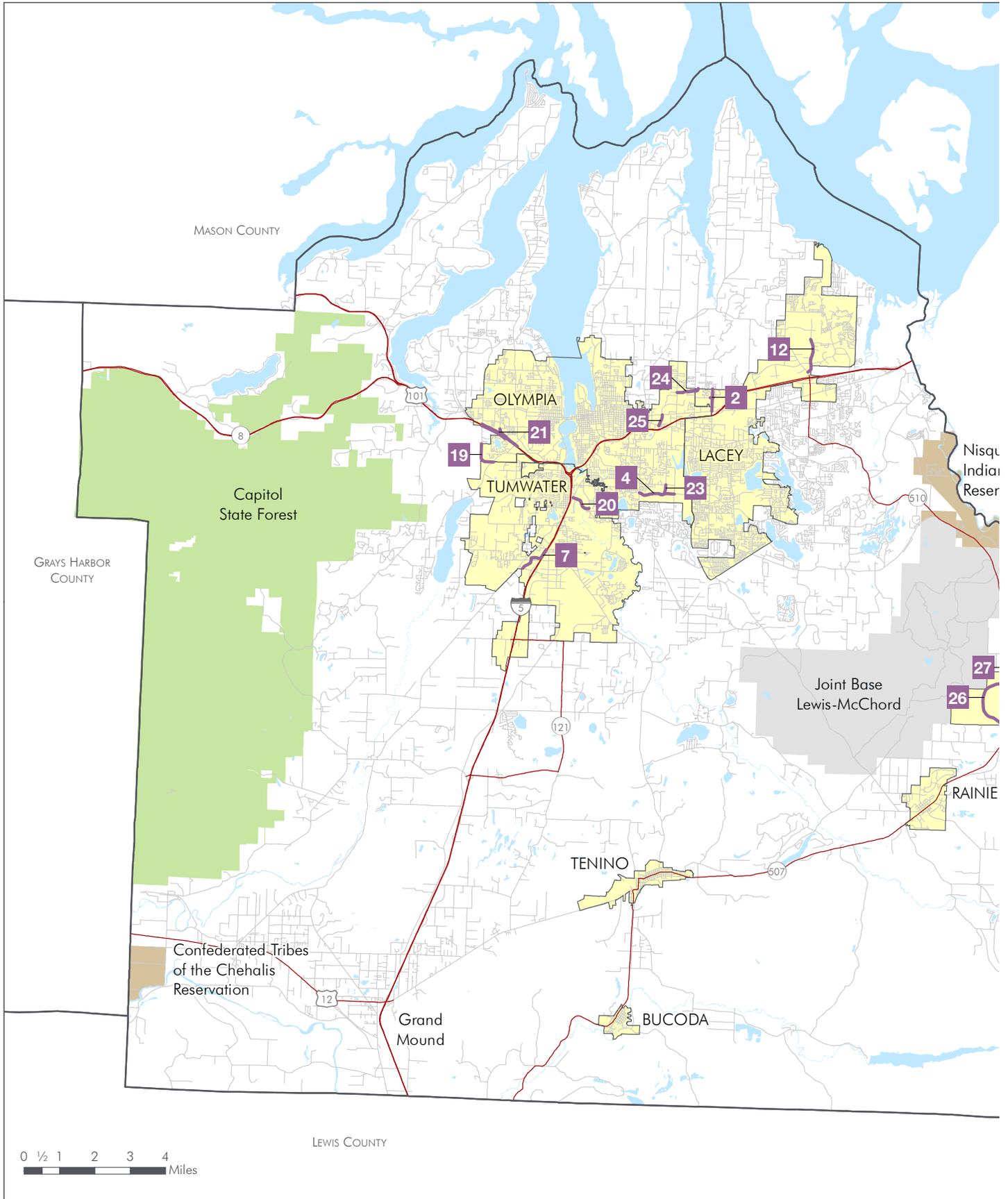
A New Connections and Alignments

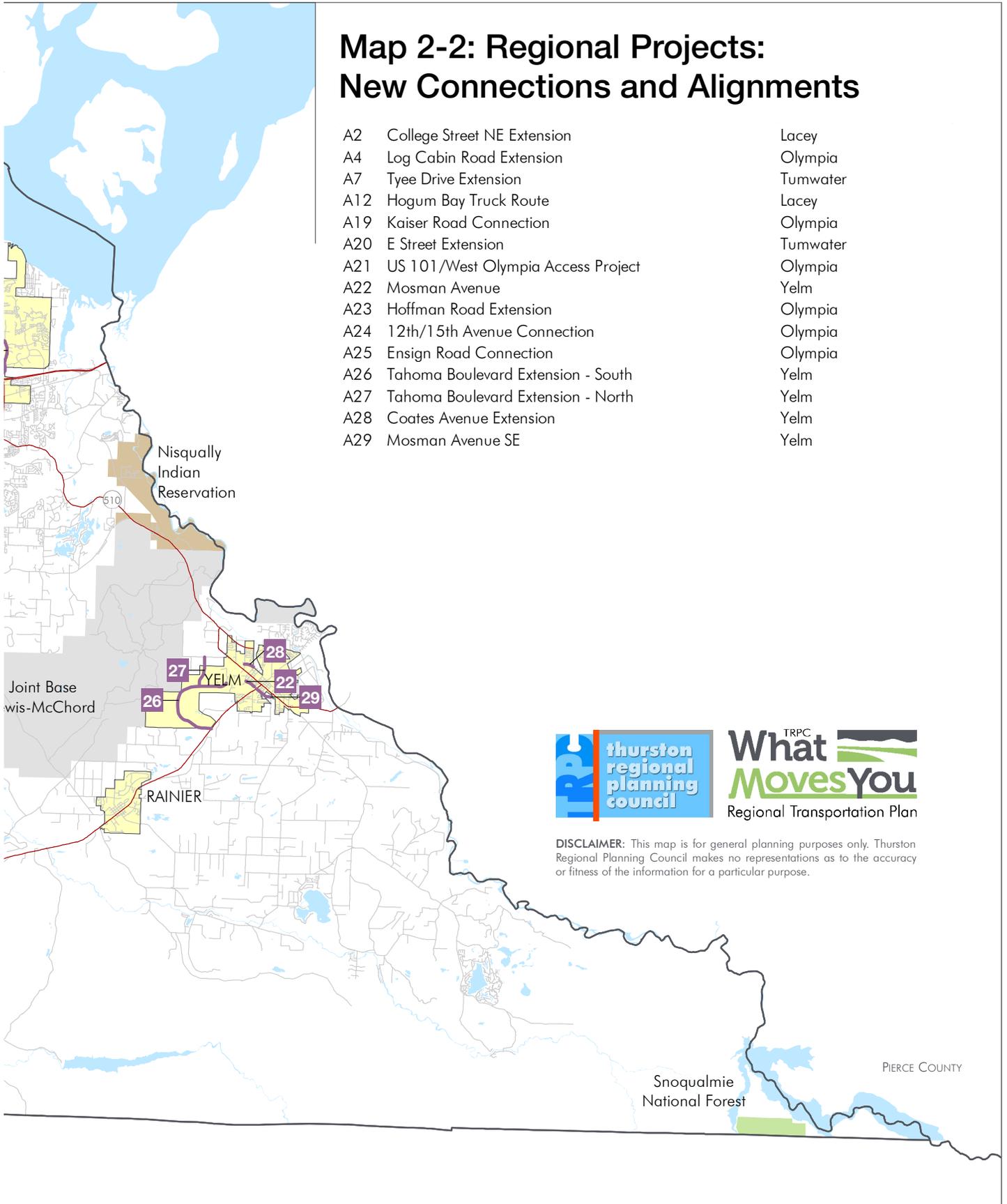
The New Connections and Alignments on the Regional Project List add new roads, connect existing roads, and/or relocate existing roads that are part of the regional transportation system – collectors, arterials, highways, and freeways. Projects for these types of facilities change capacity that we can model in the regional transportation model.

Every construction project must meet a variety of requirements before building begins. They must comply with local, state, and federal requirements for design, environmental review, and right-of-way acquisition. The Regional Project List does not describe these requirements, which are prerequisite to construction.

This list does not include projects such as new local roads in a subdivision or basic re-alignments at existing intersections. These projects are essential for access to homes and businesses, and to the safe and efficient operation of the transportation system. In the RTP, however, they are accounted for in the overall Goals and Policies, and in the local construction, preservation, maintenance, and operation expenditures in the financial forecast.

See Map 2-2 for a comprehensive look at New Connections and Alignments, or use the [online interactive map](#).





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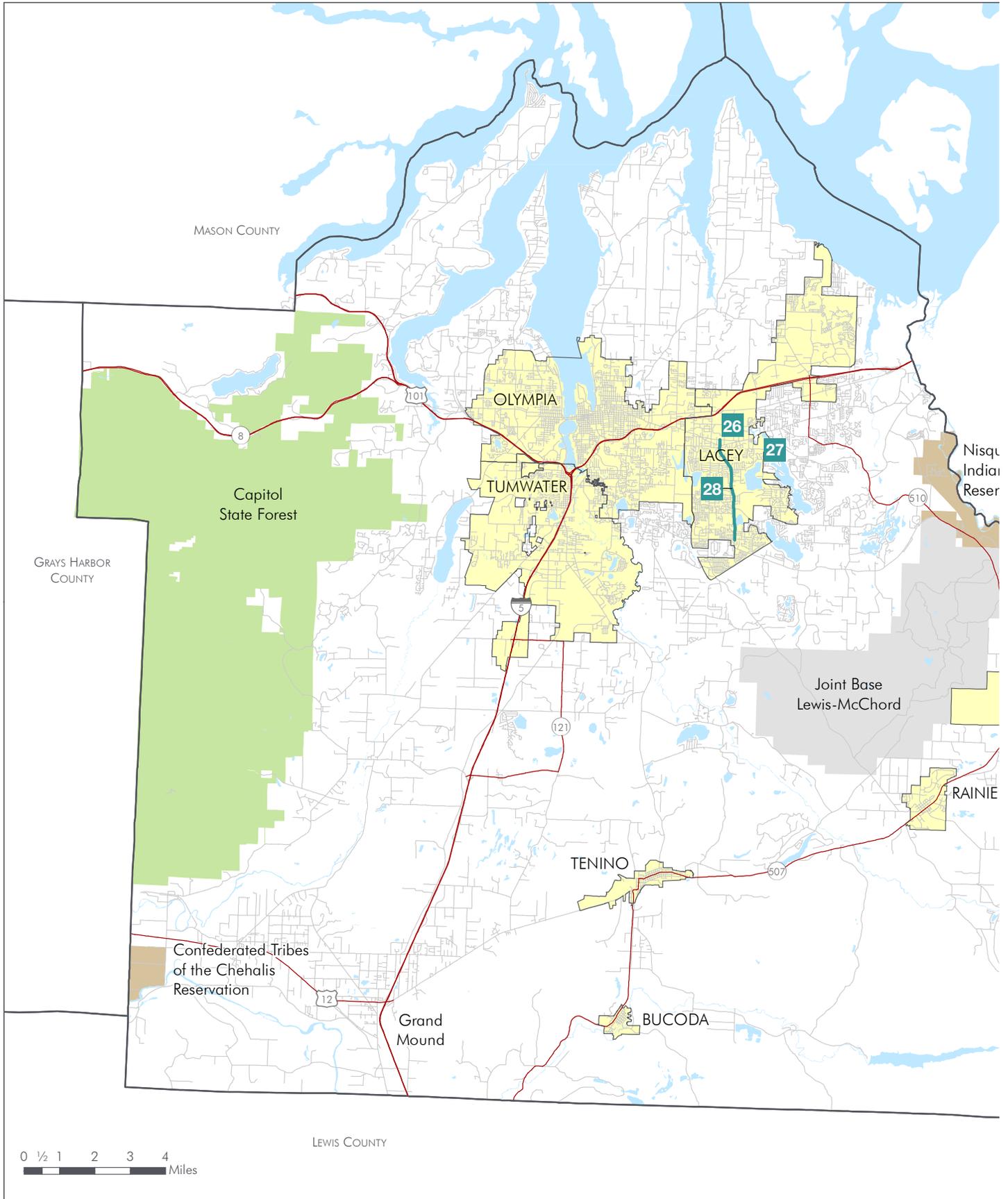
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Corridor Studies and Sub-Area Plans

The Regional Project List includes studies and planning efforts that explore options to improve mobility, and define features supporting access, safety, and efficiency of the regional transportation network. Studies specific to Streets, Roads, and Bridges are included in this category for Corridor Studies and Sub-Area Plans.

The studies and plans may, or may not, result in adding or modifying projects on the regional project list. As cities and the county complete these studies, the outcomes will be evaluated for how they fit into the RTP.

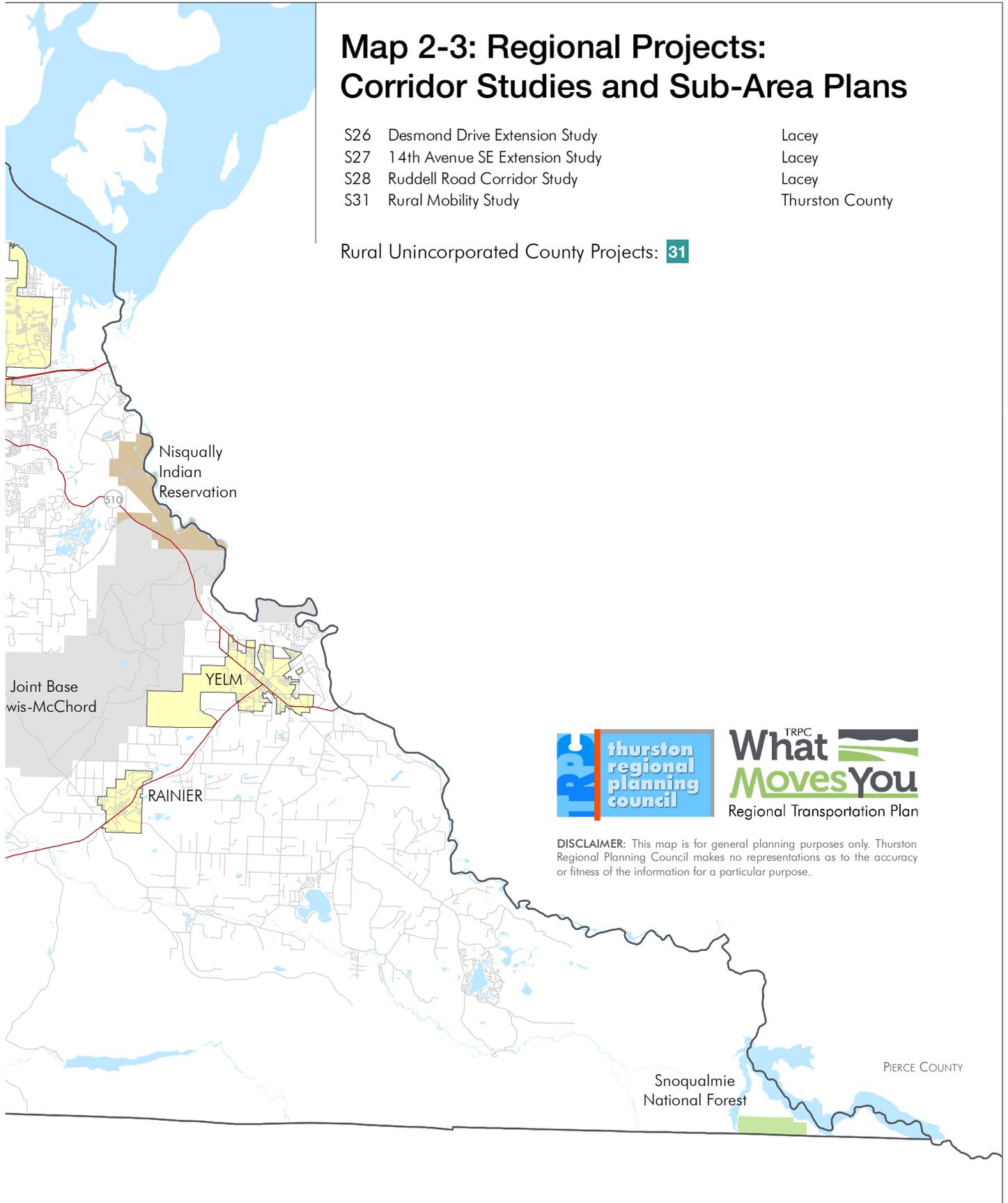
See Map 2-3 for a comprehensive look at Corridor Studies and Sub-Area Plans, or use the [online interactive map](#).



Map 2-3: Regional Projects: Corridor Studies and Sub-Area Plans

S26	Desmond Drive Extension Study	Lacey
S27	14th Avenue SE Extension Study	Lacey
S28	Ruddell Road Corridor Study	Lacey
S31	Rural Mobility Study	Thurston County

Rural Unincorporated County Projects: **31**



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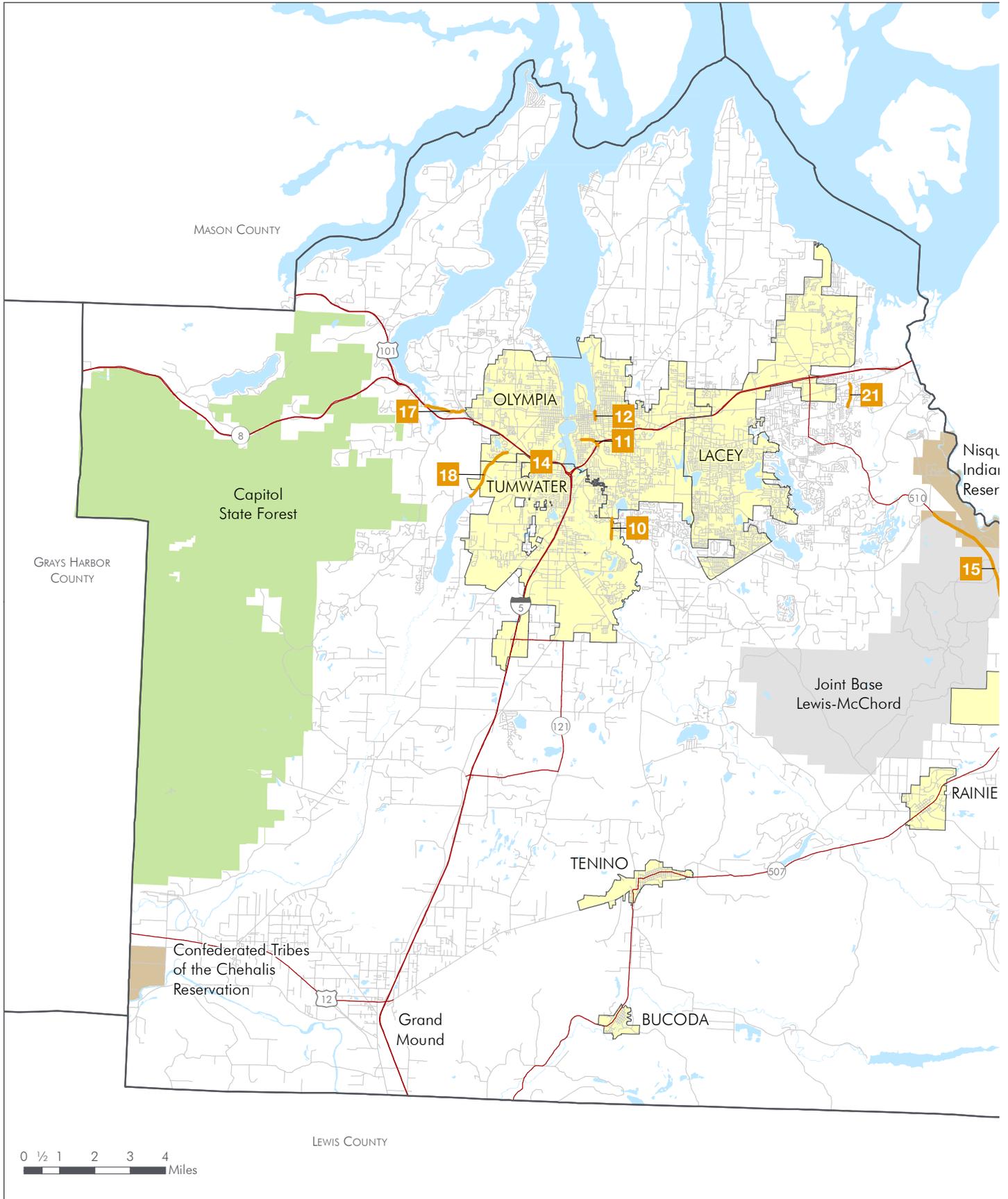
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L Assessment Areas

Assessment Areas are identified for portions of the regional transportation street, road, and bridge network where future congestion or mobility issues may emerge. Typically, they represent places where the regional transportation model indicates future traffic may not be moving quite as expected. The region's transportation engineers and planners have flagged these locations to monitor. The reasons for monitoring these areas could range from the need to refine the model in a particular neighborhood to the need for a study to define a new project or strategy. At this time, however, the need to take action is unclear, and it is prudent to monitor these areas.

No cost is associated with the Assessment Areas. Monitoring them is part of the regional and local work programs. If a study or project becomes needed, these would be evaluated to determine if they belong on the Regional Project List, or if the solution is part of local construction, preservation, maintenance, and operation.

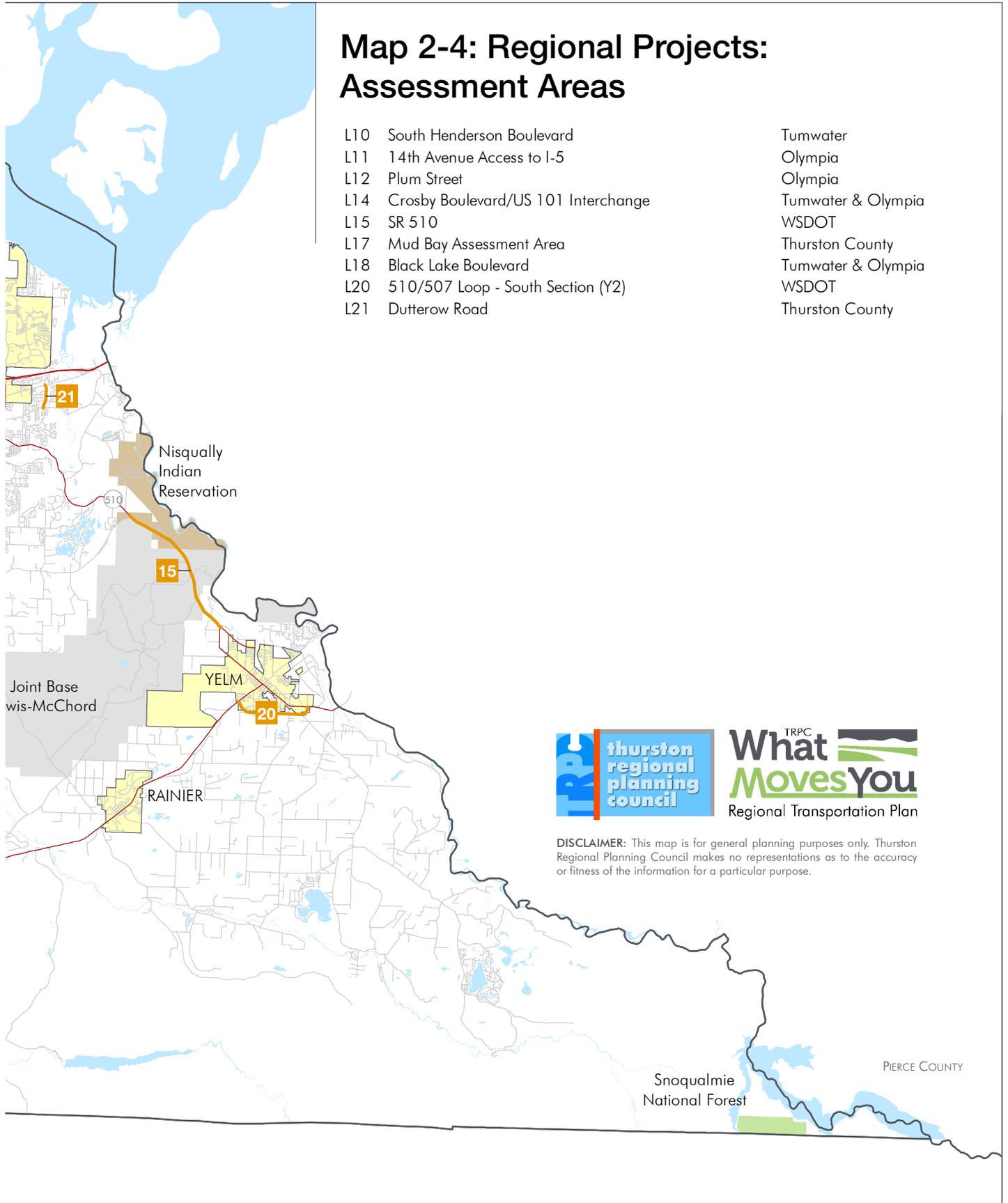
See Map 2-4 for a comprehensive look at Assessment Areas, or use the [online interactive map](#).



Document Path: P:\Transportation\RTP2040\Maps_Images\Map 2-04 L-Assessment.mxd

Map 2-4: Regional Projects: Assessment Areas

L10	South Henderson Boulevard	Tumwater
L11	14th Avenue Access to I-5	Olympia
L12	Plum Street	Olympia
L14	Crosby Boulevard/US 101 Interchange	Tumwater & Olympia
L15	SR 510	WSDOT
L17	Mud Bay Assessment Area	Thurston County
L18	Black Lake Boulevard	Tumwater & Olympia
L20	510/507 Loop - South Section (Y2)	WSDOT
L21	Dutterow Road	Thurston County



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B Trail Projects

This section of the Regional Project List focuses on shared-use trails (Class 1) – typically 8-12 foot wide, paved trails located on their own right-of-way, shared by bicyclists, pedestrians, joggers, skaters, wheelchair users, equestrians, and other non-motorized users (note, electric wheelchairs and other electric personal mobility devices to assist people with disabilities are permitted). These shared-use trails are signed, like roadways, and are used for both transportation and recreational uses.

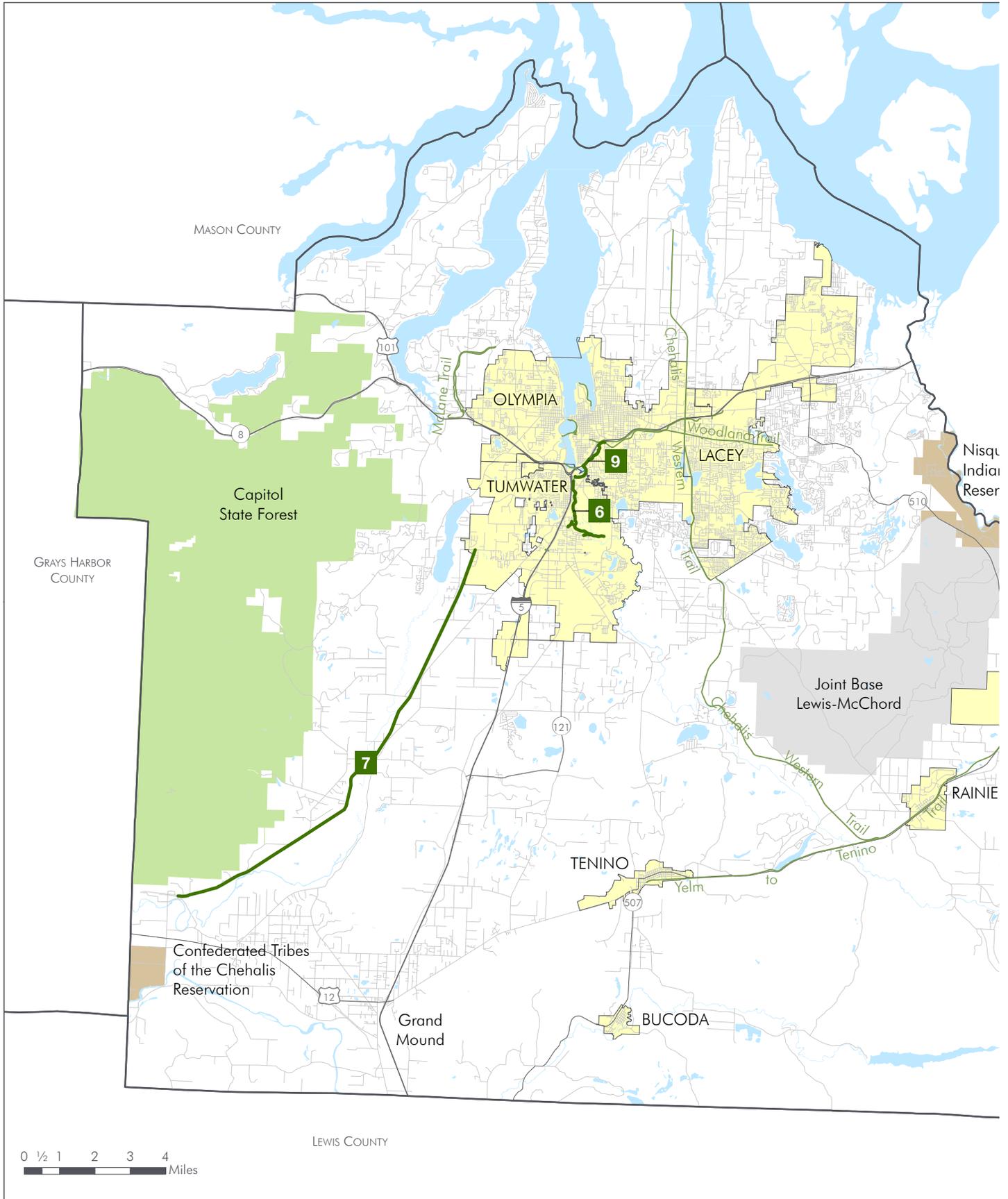
The *Regional Trails Plan* identifies a system of Class 1 trails that form the backbone of a non-motorized transportation system in the Thurston region.

Category B of the Regional Project List may include both shared-use trail projects and studies to further define the specific routes or construction needs for each trail. This list is financially constrained as part of the Streets, Roads, and Bridges expenditure forecast for regional projects.

Every trail construction project must meet a variety of requirements before construction begins. They must comply with local, state, and federal requirements for design, environmental review, and right-of-way acquisition. The Regional Project List does not describe these requirements, which are prerequisite to construction.

The list does not include other types of non-motorized projects such as sidewalks, bicycle lanes, or neighborhood paths. These projects are essential to the safe and efficient operation of the transportation system, however, in the RTP they are accounted for in the overall Goals and Policies, and in the local construction, preservation, maintenance, and operation expenditures in the financial forecast.

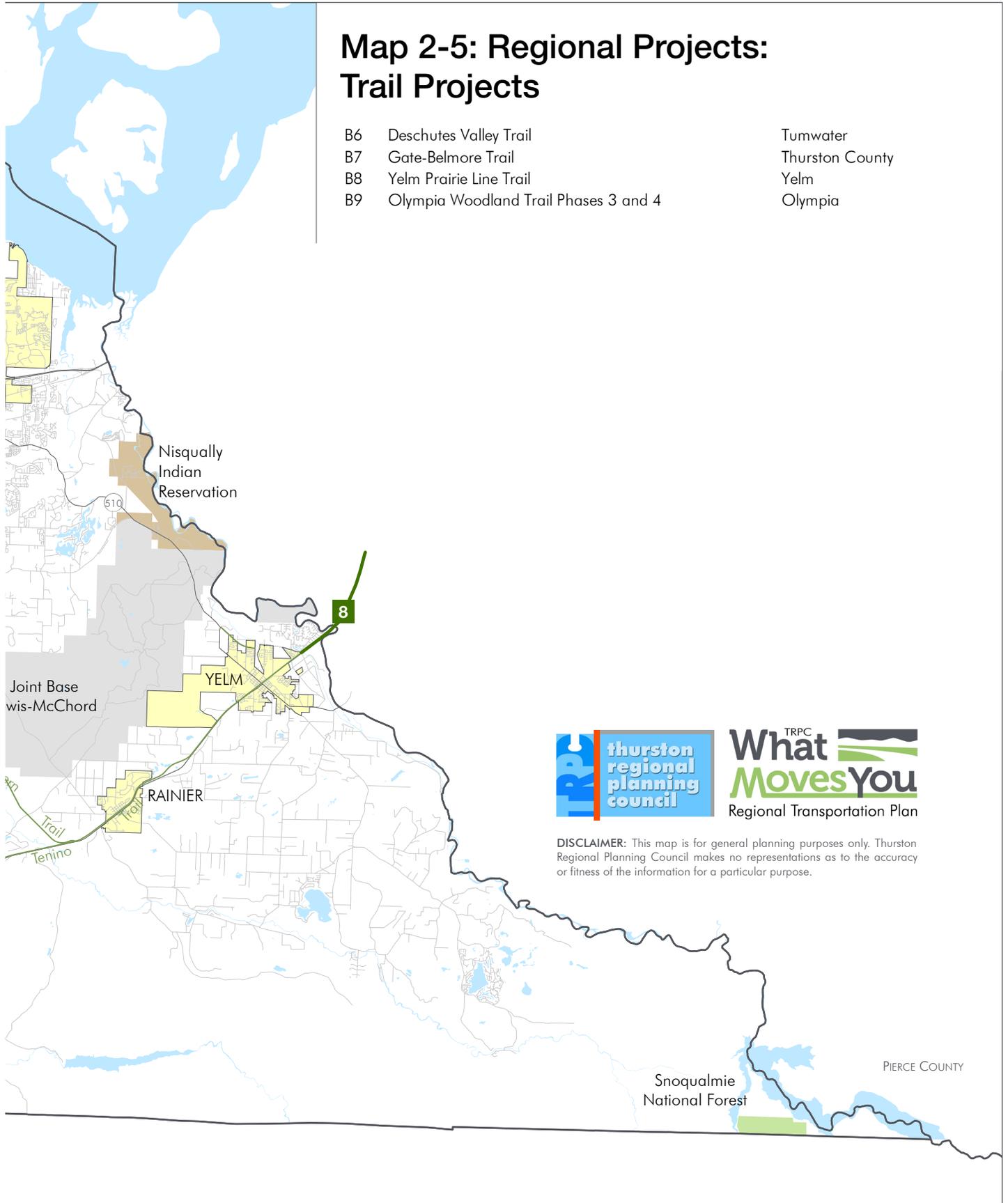
See Map 2-5 for a comprehensive look at Trail Projects, or use the [online interactive map](#).



Map 2-5: Regional Projects: Trail Projects

- B6 Deschutes Valley Trail
- B7 Gate-Belmore Trail
- B8 Yelm Prairie Line Trail
- B9 Olympia Woodland Trail Phases 3 and 4

- Tumwater
- Thurston County
- Yelm
- Olympia



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Public Transportation Projects and Studies

The Public Transportation Projects and Studies include projects, studies, and services that will expand public transit service by the regional transit service provider.

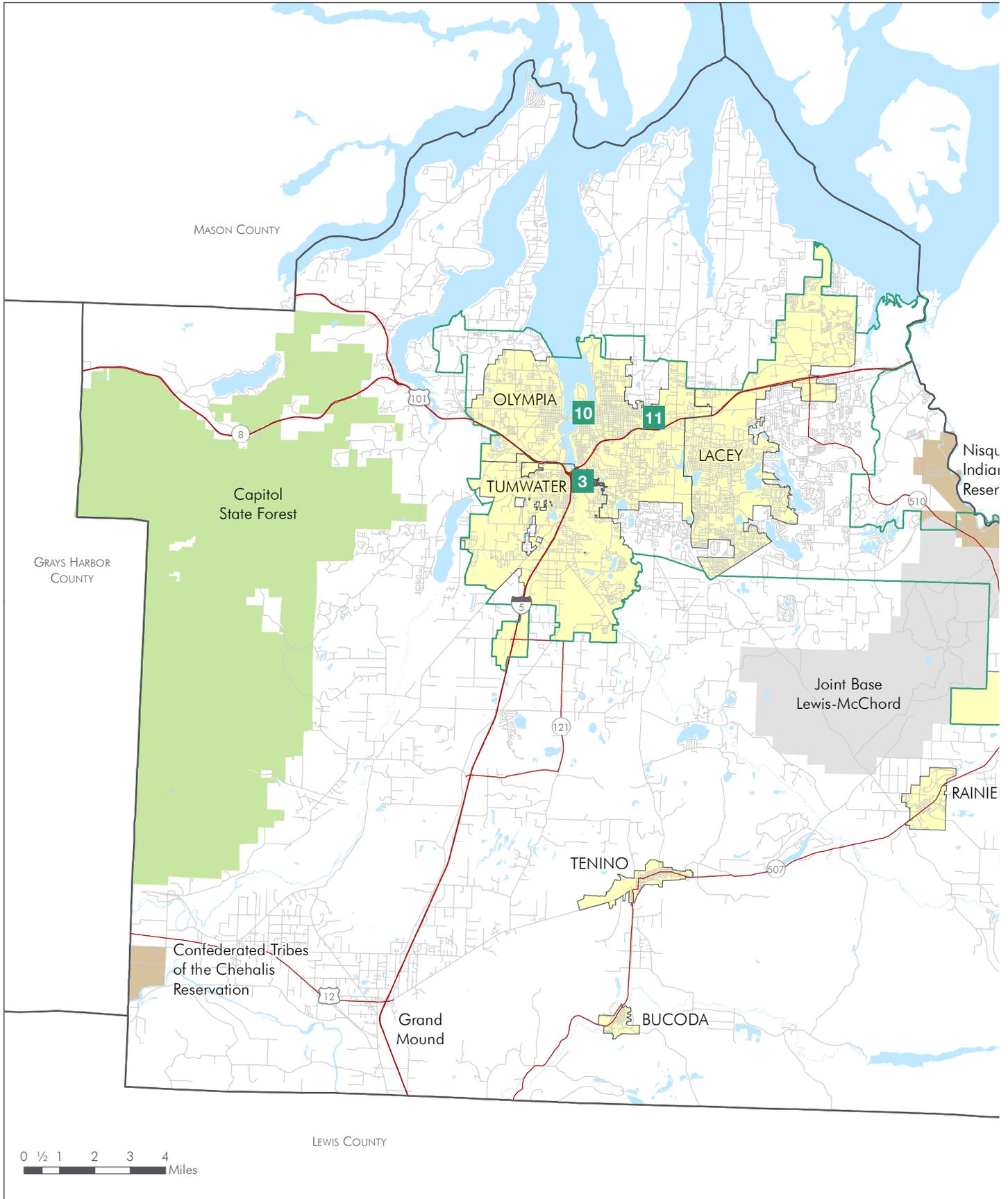
Intercity Transit is the primary regional transit service provider in the Thurston region. Their service area is defined by the Public Transportation Benefit Area (PTBA), approximately the urban growth areas of Lacey, Olympia, and Tumwater, with a connecting corridor to Yelm. Expansion of Intercity Transit services will occur within this boundary.

TRPC provides a supplementary regional bus transit service, Rural & Tribal Transportation (RT), outside the PTBA in rural and tribal portions of the region, making connections to Intercity Transit and other public, private, and non-profit service providers.

Category T of the Regional Project List includes projects and studies for Intercity Transit's expanding regional transit services.

Washington State Department of Transportation (WSDOT) also provides park-and-ride facilities, however, the state facilities are accounted for in the next Category O of WSDOT projects and studies.

See Map 2-6 for a comprehensive look at Public Transportation Projects and Studies, or use the [online interactive map](#).



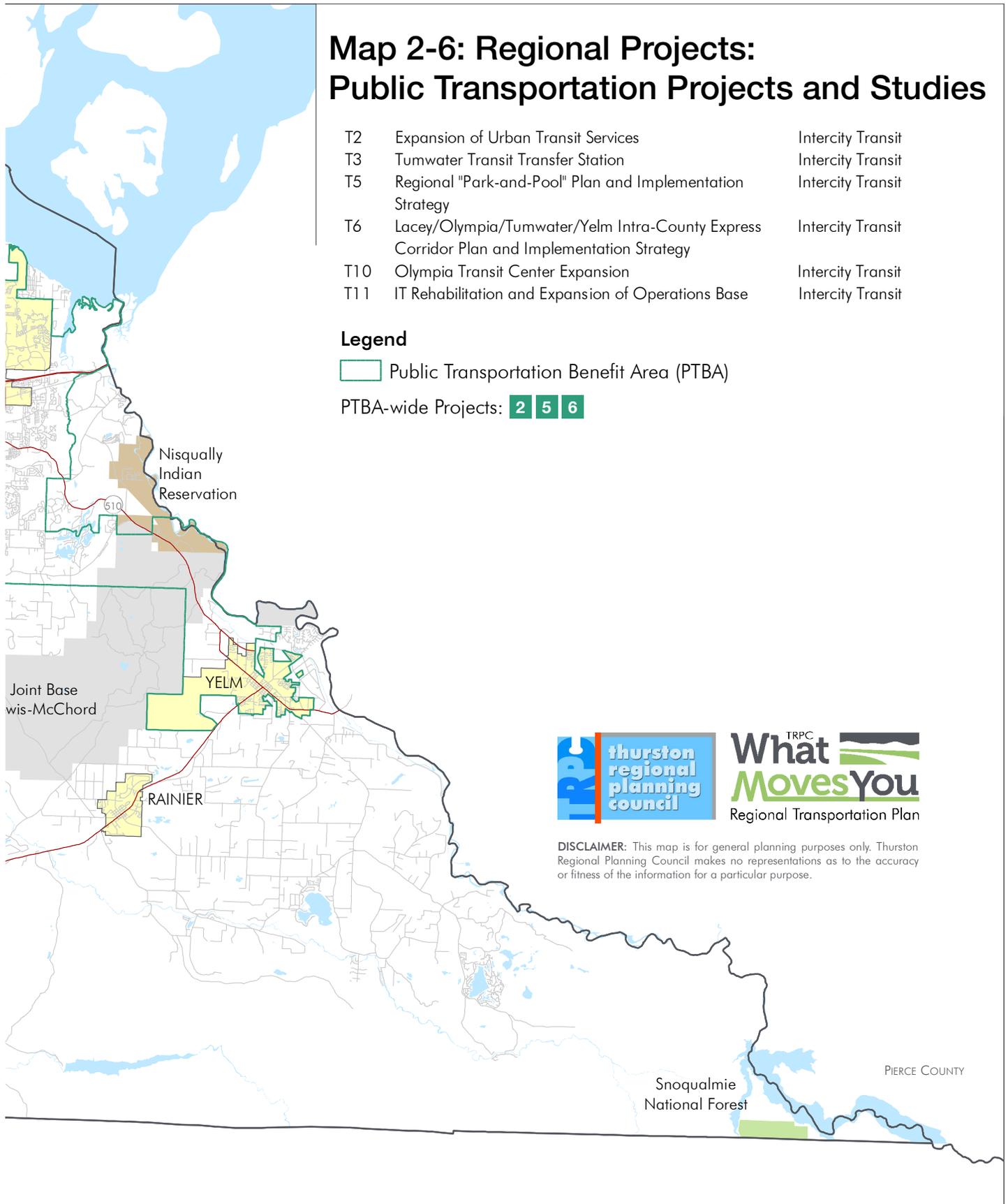
Map 2-6: Regional Projects: Public Transportation Projects and Studies

T2	Expansion of Urban Transit Services	Intercity Transit
T3	Tumwater Transit Transfer Station	Intercity Transit
T5	Regional "Park-and-Pool" Plan and Implementation Strategy	Intercity Transit
T6	Lacey/Olympia/Tumwater/Yelm Intra-County Express Corridor Plan and Implementation Strategy	Intercity Transit
T10	Olympia Transit Center Expansion	Intercity Transit
T11	IT Rehabilitation and Expansion of Operations Base	Intercity Transit

Legend

 Public Transportation Benefit Area (PTBA)

PTBA-wide Projects: **2 5 6**



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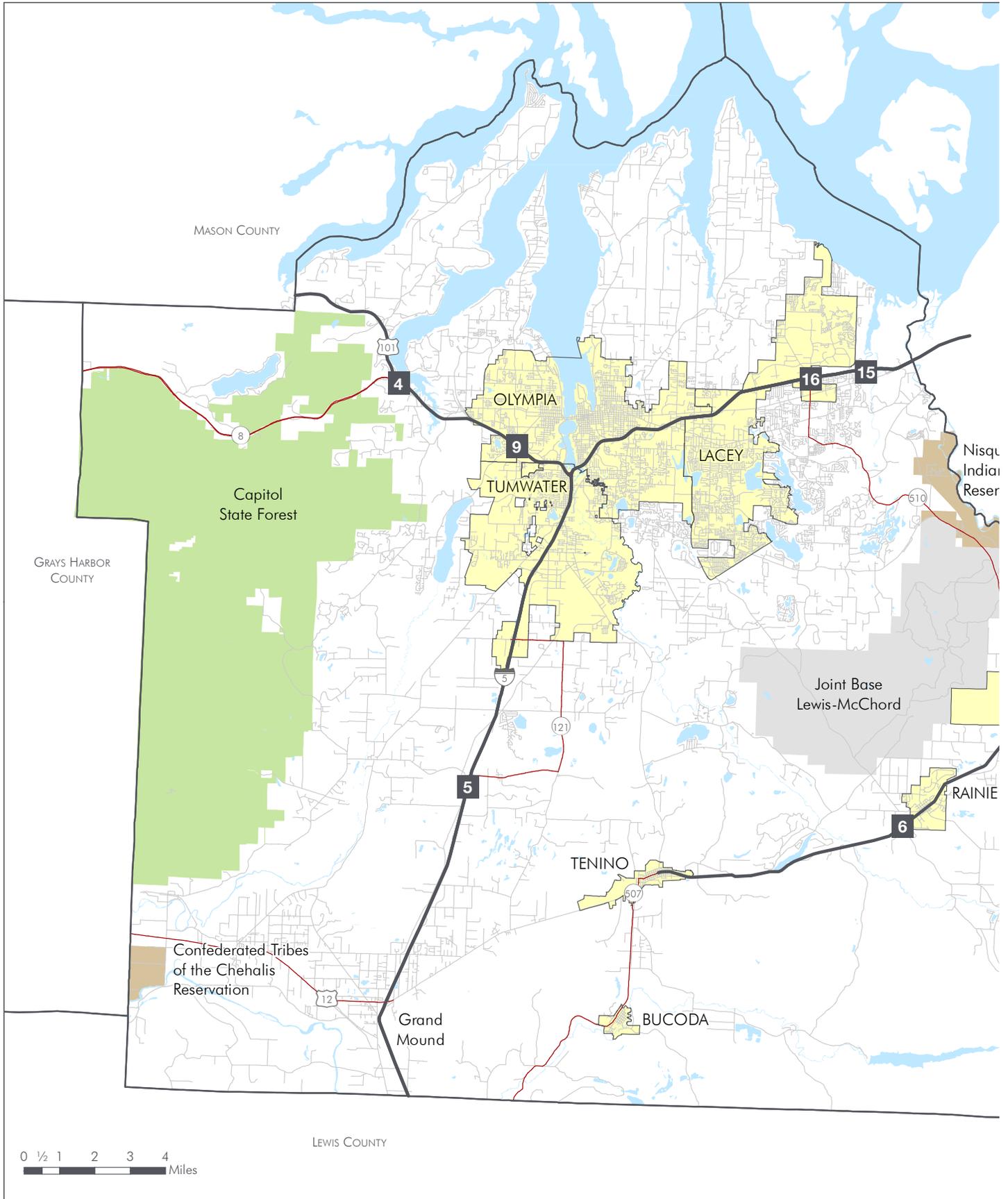


Washington State Department of Transportation (WSDOT) Projects and Studies

Category O includes highway and freeway projects and studies sponsored by WSDOT. These projects meet regional air quality conformity requirements, and are developed as part of the region's collaborative, coordinated, comprehensive, and continuous planning approach for major intermodal and multi-modal facilities and services.

WSDOT projects must follow an additional statewide process that differs from the other regional projects and are not financially constrained by TRPC's RTP.

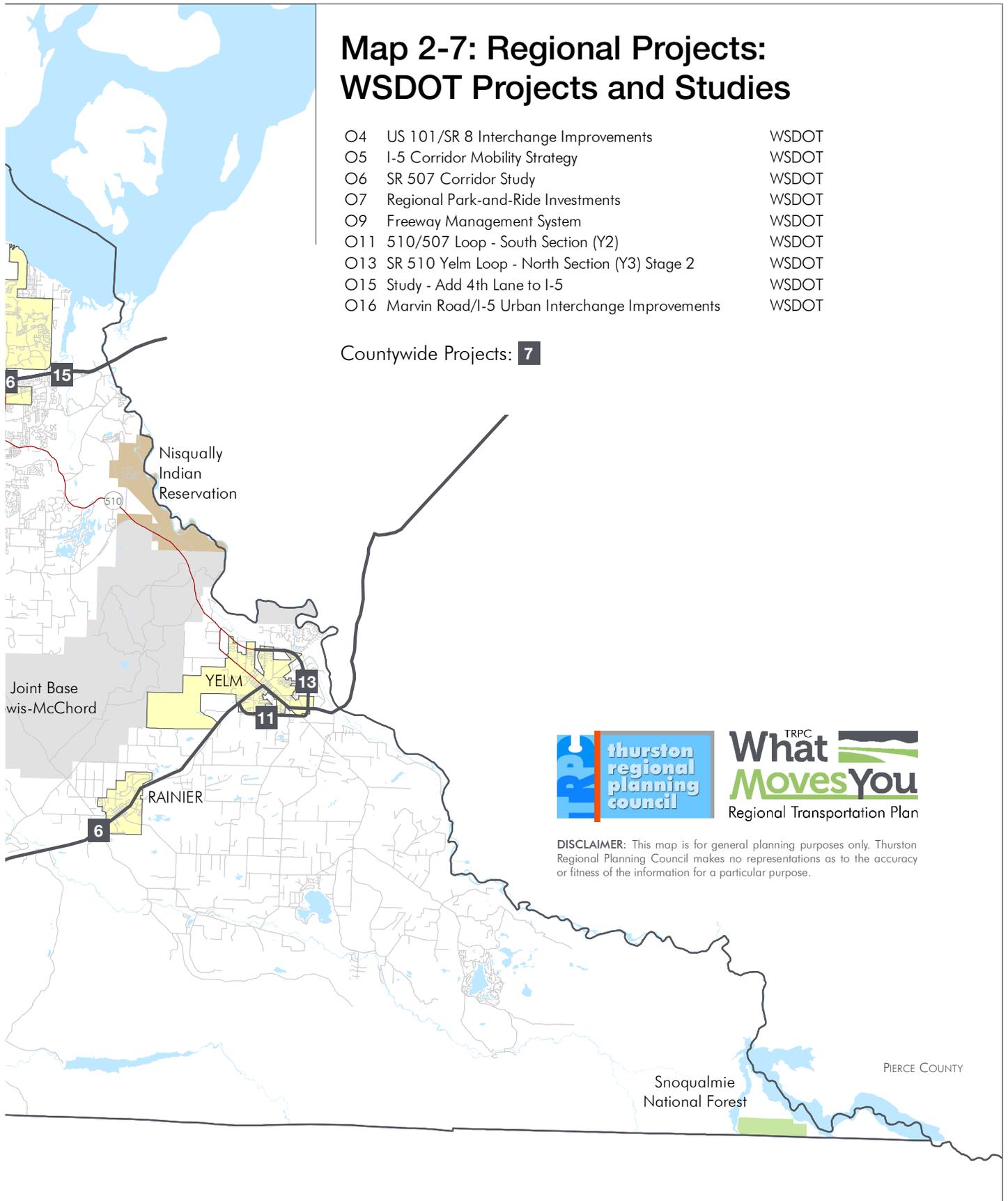
See Map 2-7 for a comprehensive look at WSDOT Projects and Studies, or use the [online interactive map](#).



Map 2-7: Regional Projects: WSDOT Projects and Studies

O4	US 101/SR 8 Interchange Improvements	WSDOT
O5	I-5 Corridor Mobility Strategy	WSDOT
O6	SR 507 Corridor Study	WSDOT
O7	Regional Park-and-Ride Investments	WSDOT
O9	Freeway Management System	WSDOT
O11	510/507 Loop - South Section (Y2)	WSDOT
O13	SR 510 Yelm Loop - North Section (Y3) Stage 2	WSDOT
O15	Study - Add 4th Lane to I-5	WSDOT
O16	Marvin Road/I-5 Urban Interchange Improvements	WSDOT

Countywide Projects: **7**



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