REVIEW DRAFT: 20 JULY 2016

TRANSPORTATION MASTER PLAN

TUMWATER CITY PLAN 2035

ALIGNING TRANSPORTATION POLICIES AND INVESTMENTS
TO ACHIEVE ADOPTED COMMUNITY OBJECTIVES

CITY OF TUMWATER

Draft Plan Overview

City Council Work Session
26 July 2016

City Council Work Session

- Growth Management Act Requirements
- <u>Highlights:</u>
  - Land Use Consistency and Support
  - Long-range Traffic Forecasts
  - Level of Service
    - Motorized
    - Non-Motorized
  - Project Lists
  - Funding Analysis & Strategies

Tumwater’s Transportation Vision

Tumwater’s transportation system provides for the safe, efficient, cost-effective movement of people and goods in ways that support adopted land use plans, enhance neighborhood and community livability, support a strong and resilient economy, and minimize environmental impacts

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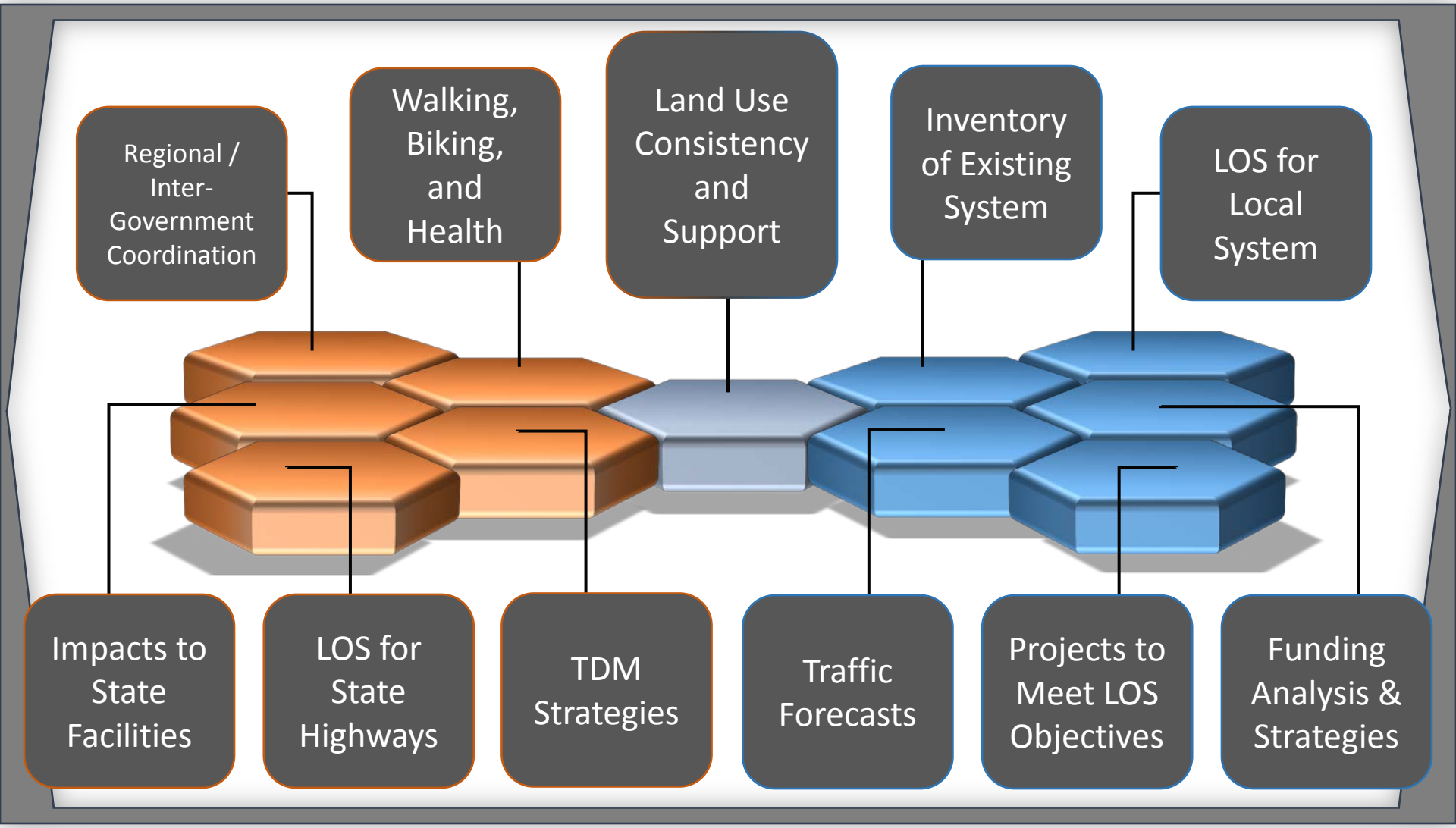
Tumwater's Strategic Plan, Initiative C:

Create and Maintain a Transportation System for All Modes of Travel

Interconnected bike and pedestrian system / E Street Connection / System maintenance / Capitol Boulevard transformation / Ground and surface water mitigation / Practical design solutions for pedestrian facilities

Growth Management Act Requirements – Transportation Plan [RCW 36.70A.070(6)]



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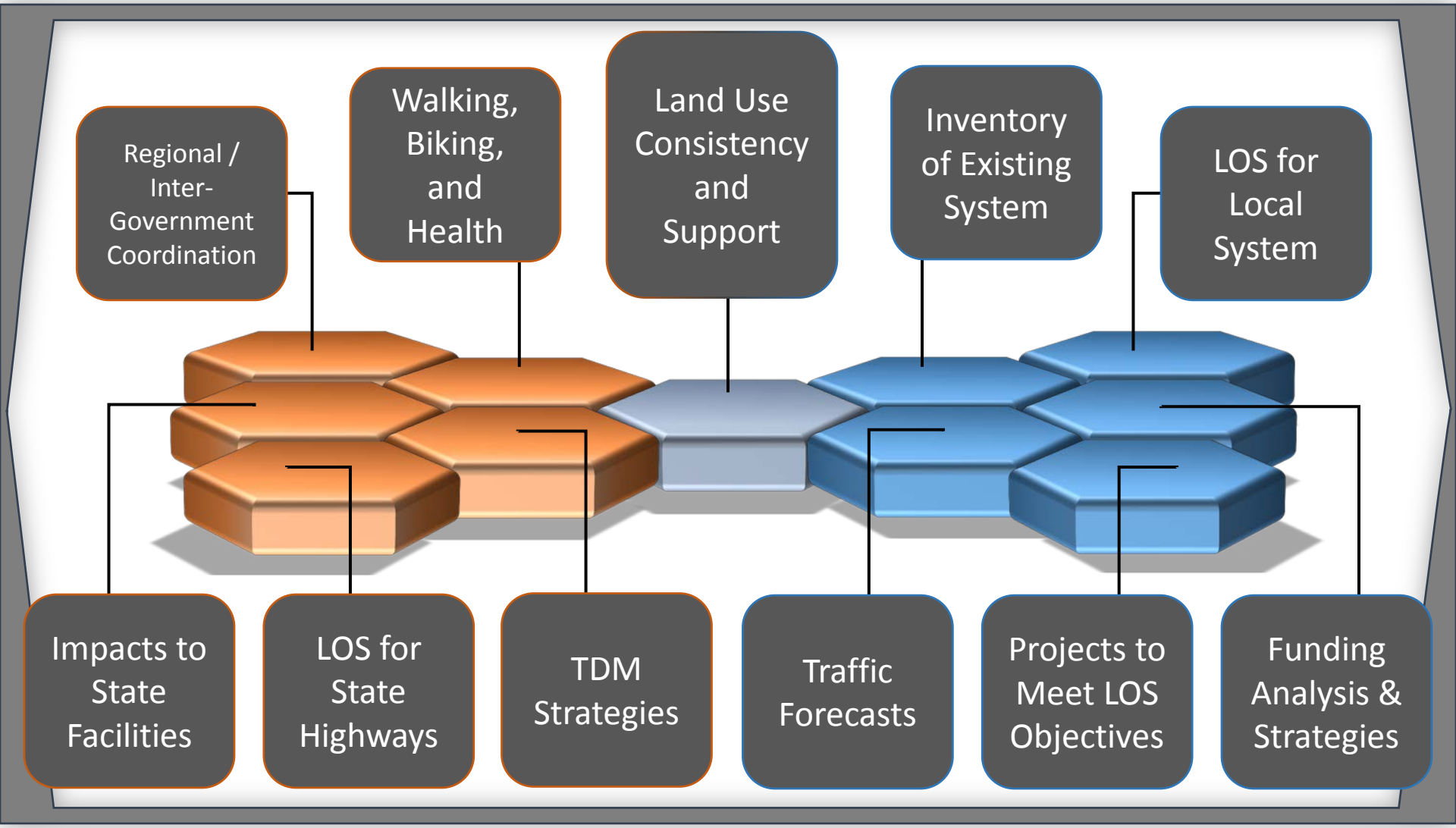

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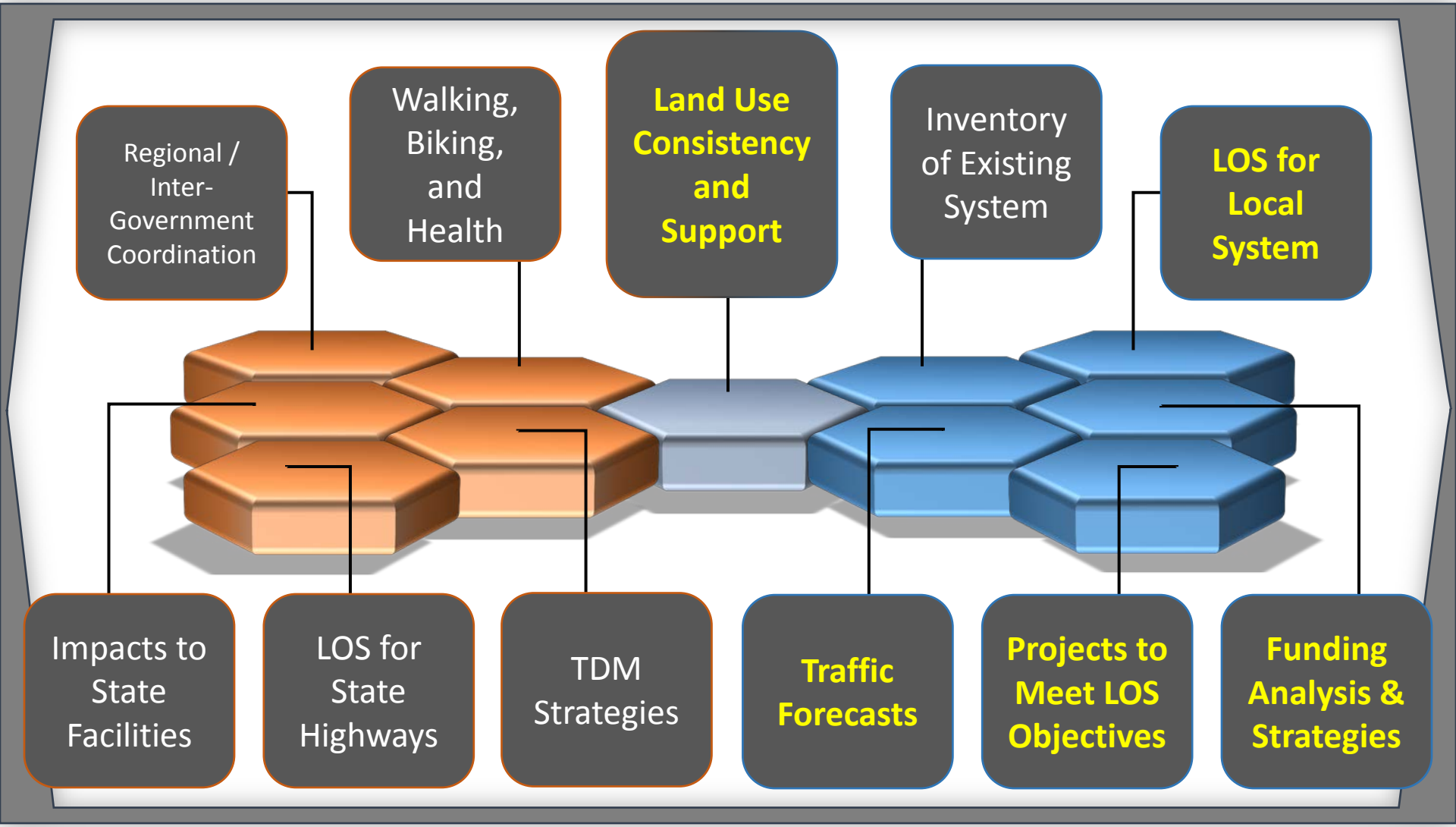
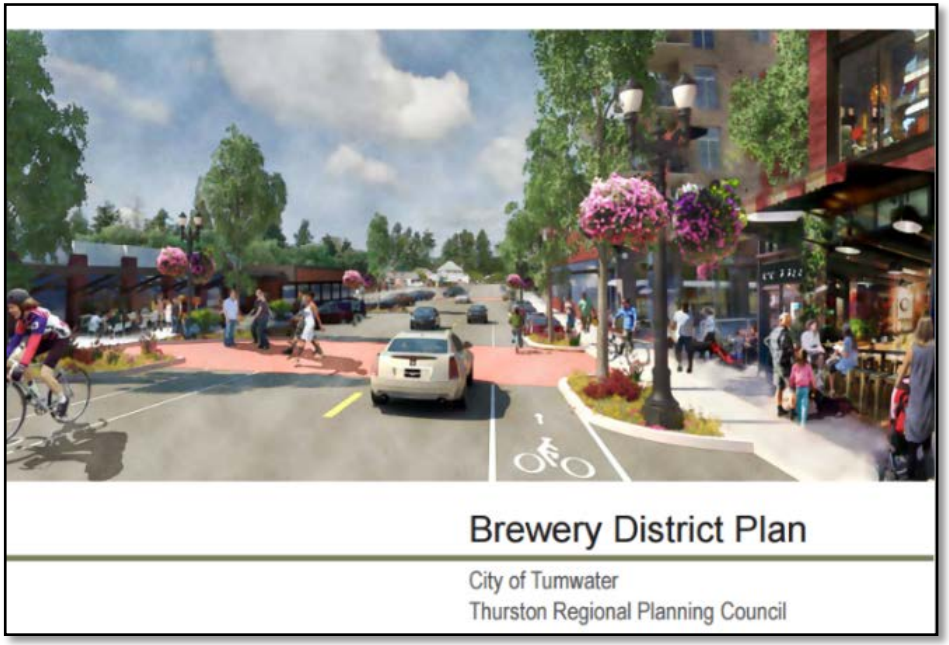
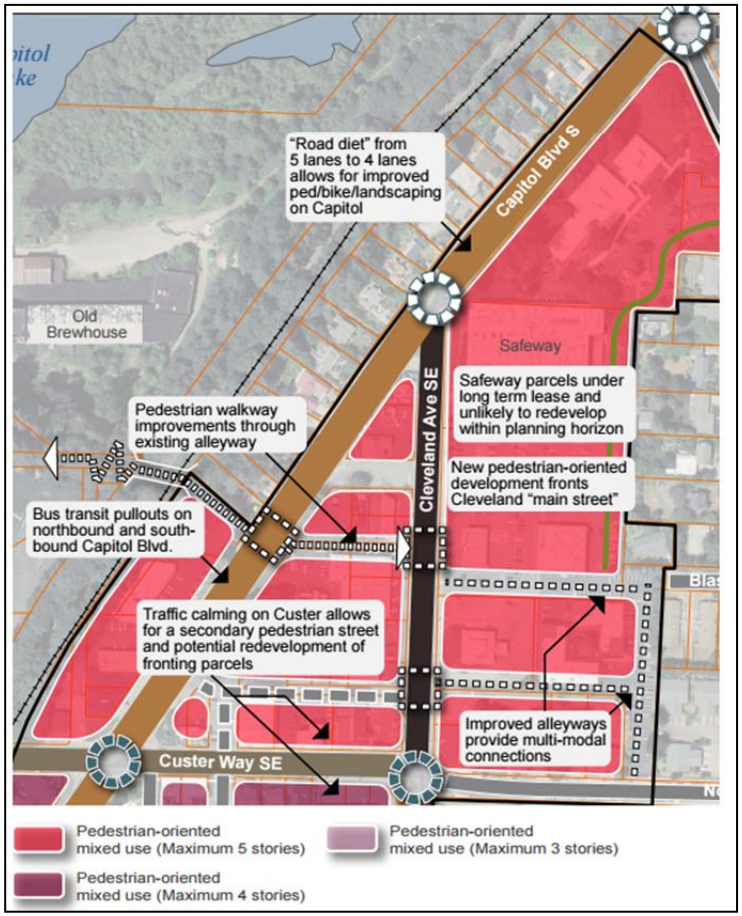


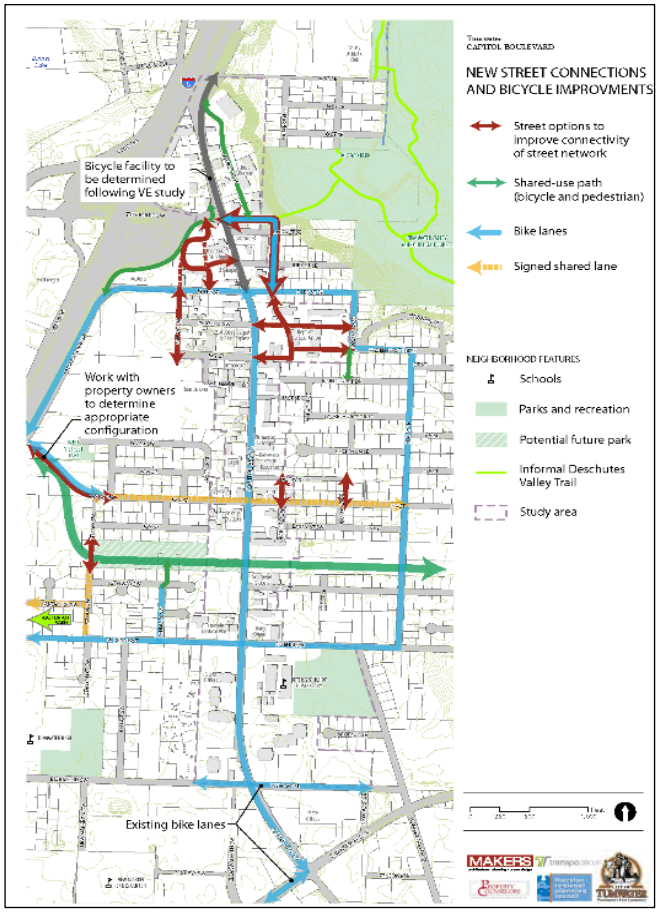
Land Use Consistency and Support

Land use consistency and support





Land use consistency and support

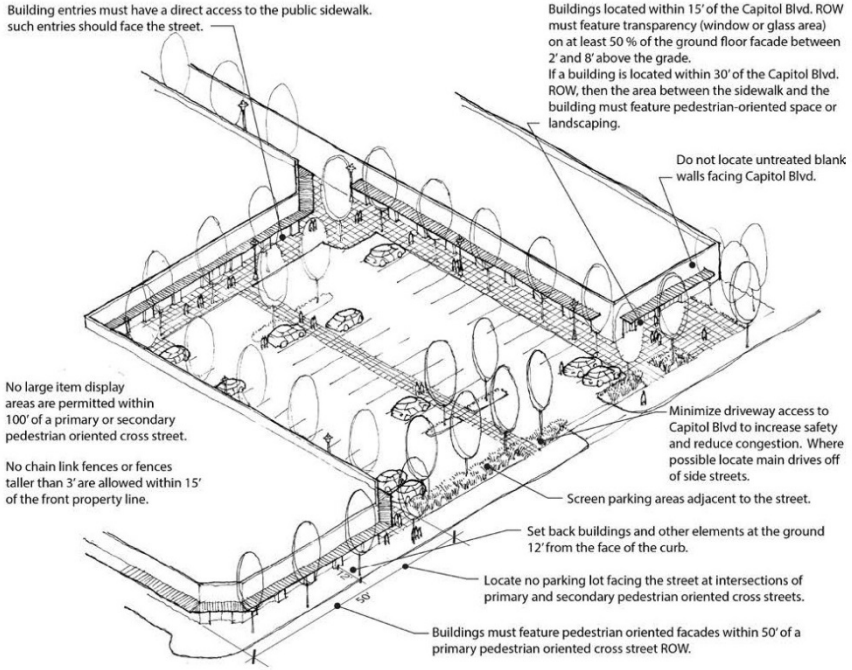


What does ‘land use consistency and support’ mean?

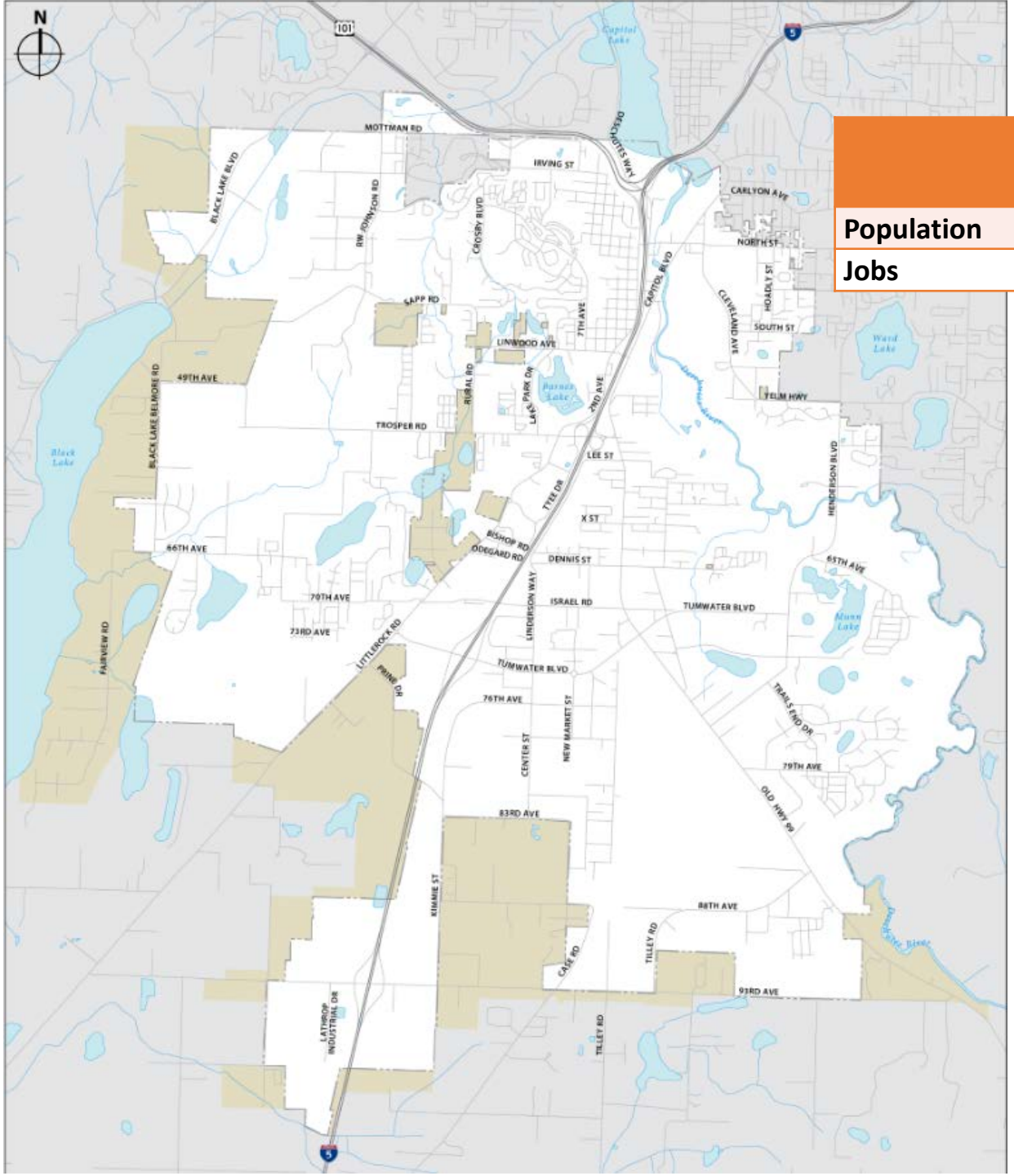
1. *Travel forecasts based on adopted land use policies*

2. *Plan provides policy support for the on-going implementation details in the functional plans and regulations*

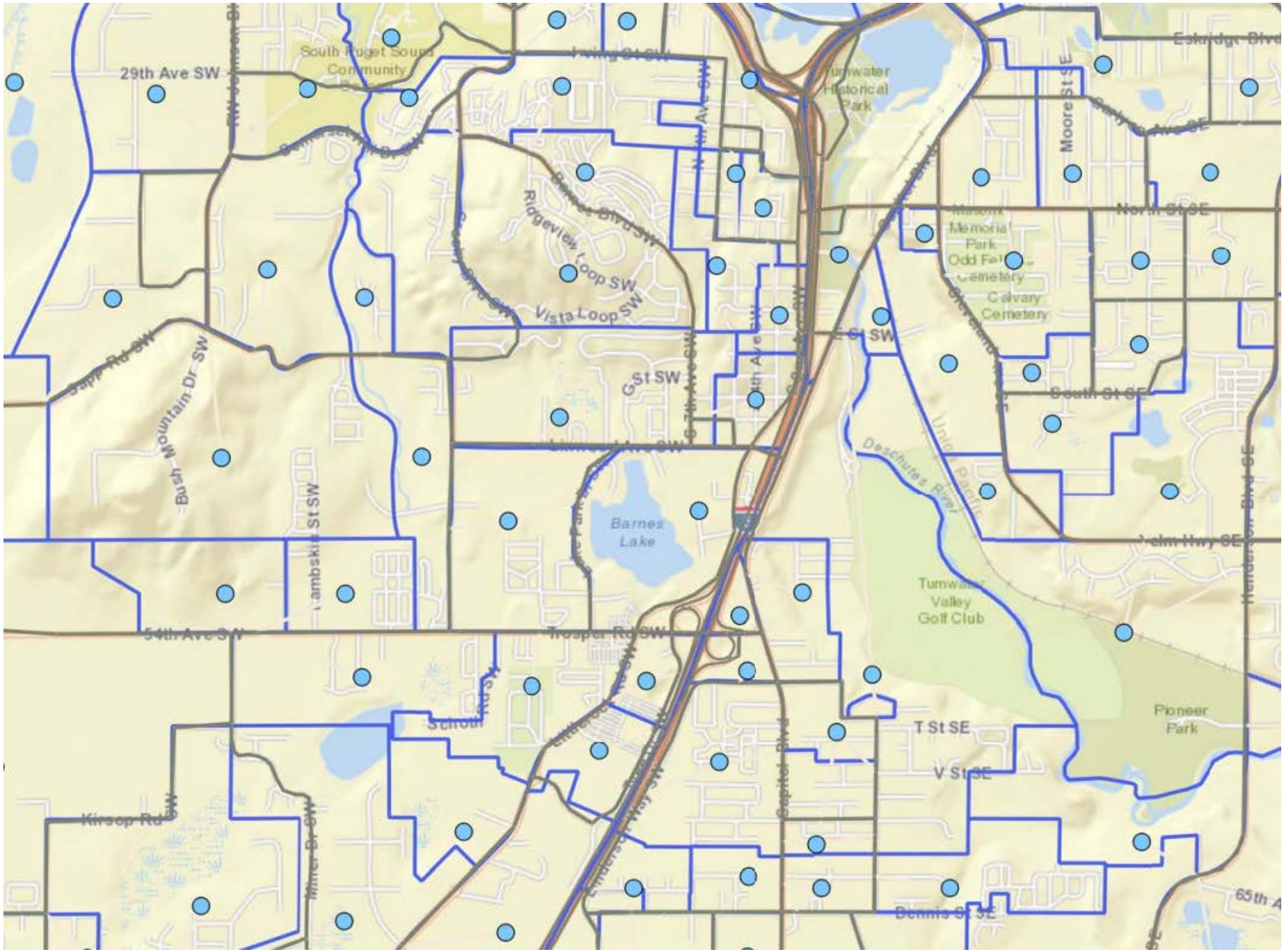
   - *Zoning*
   - *Citywide Design Guidelines*
   - *Concurrency Ordinance*



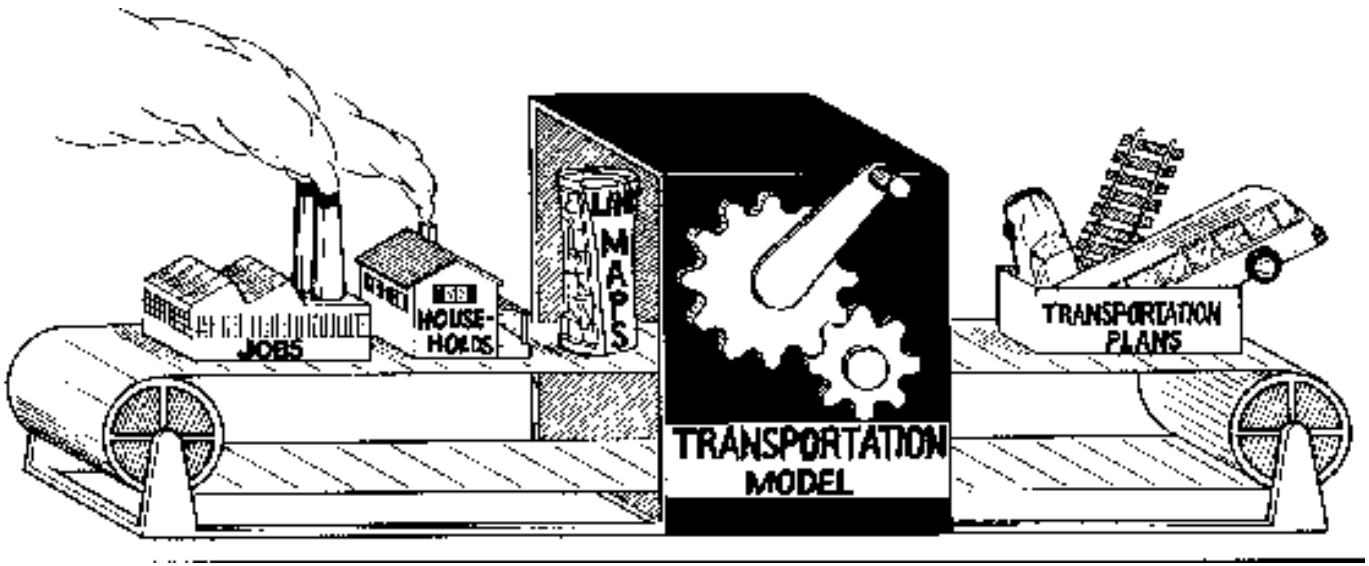
Traffic Forecasts



	2010 (actual)	2040 (forecast)
Population	23,720	46,300
Jobs	29,655	31,665



29th Ave SW
South Puget Sound Community
Irving St SW
Tumwater Historical Park
Eskridge Blvd
Moore St SE
North St SE
Ridgeview Loop SW
Vista Loop SW
Masonic Memorial Park
Odd Fellows Cemetery
Calvary Cemetery
E St SW
G St SW
South St SE
Sapp Rd SW
Bush Mountain Dr SW
Limmer Ave SW
Deschutes River
Union Pacific
Barnes Lake
Tumwater Valley Golf Club
54th Ave SW
Trosper Rd SW
Pioneer Park
T St SE
V St SE
Kirsop Rd SW
Miller Dr SW
Capitol Blvd
Dennis St SE
65th A


JOBS
HOUSE-
HOLDS
LAND
MAPS
TRANSPORTATION
MODEL
TRANSPORTATION
PLANS

Trip Generation

Trip Distribution

Mode Choice

Route Assignment

Do I need to go somewhere and if so, for what purpose?

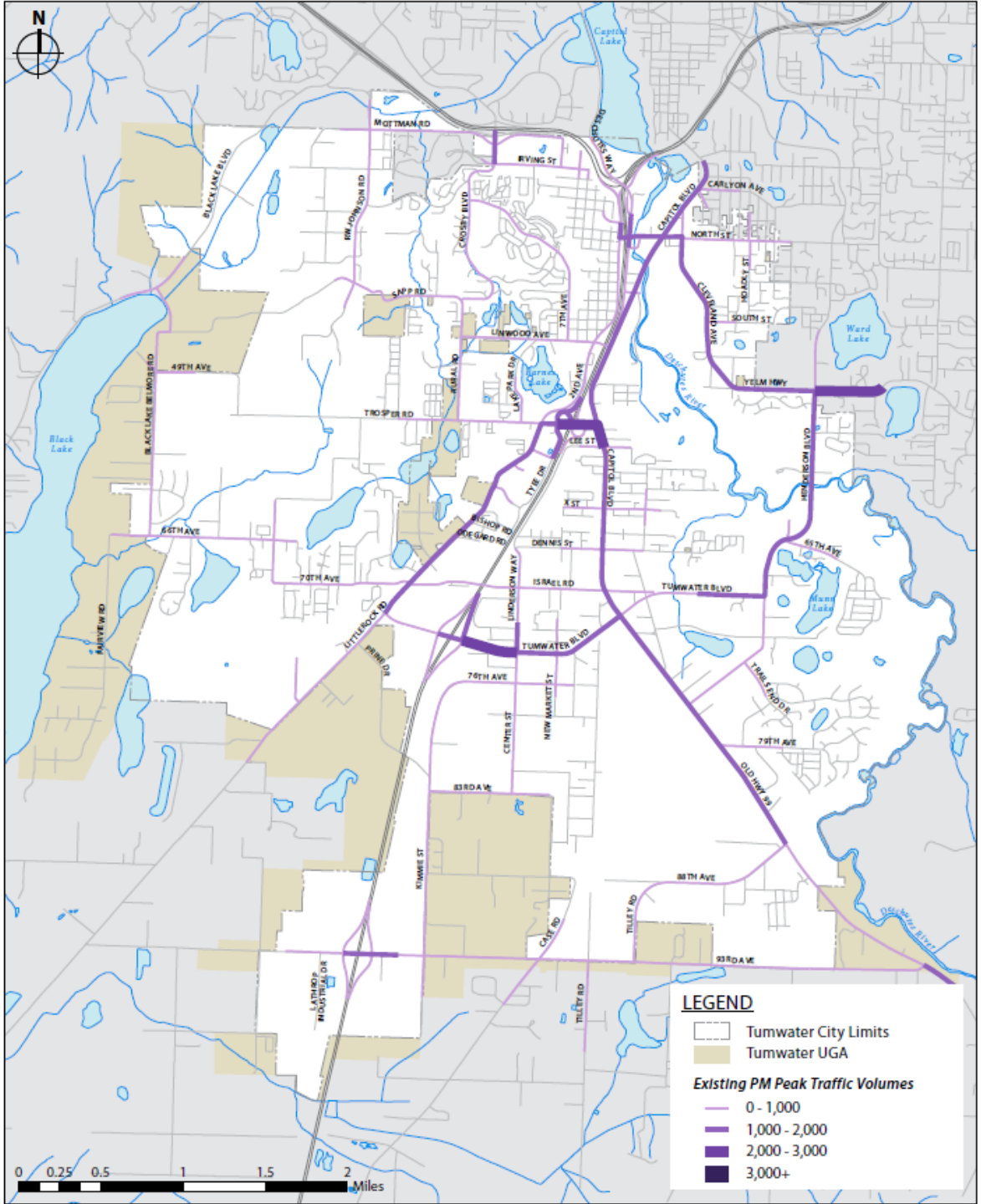
Where will I go?

What travel mode will I use?

What route will I take?

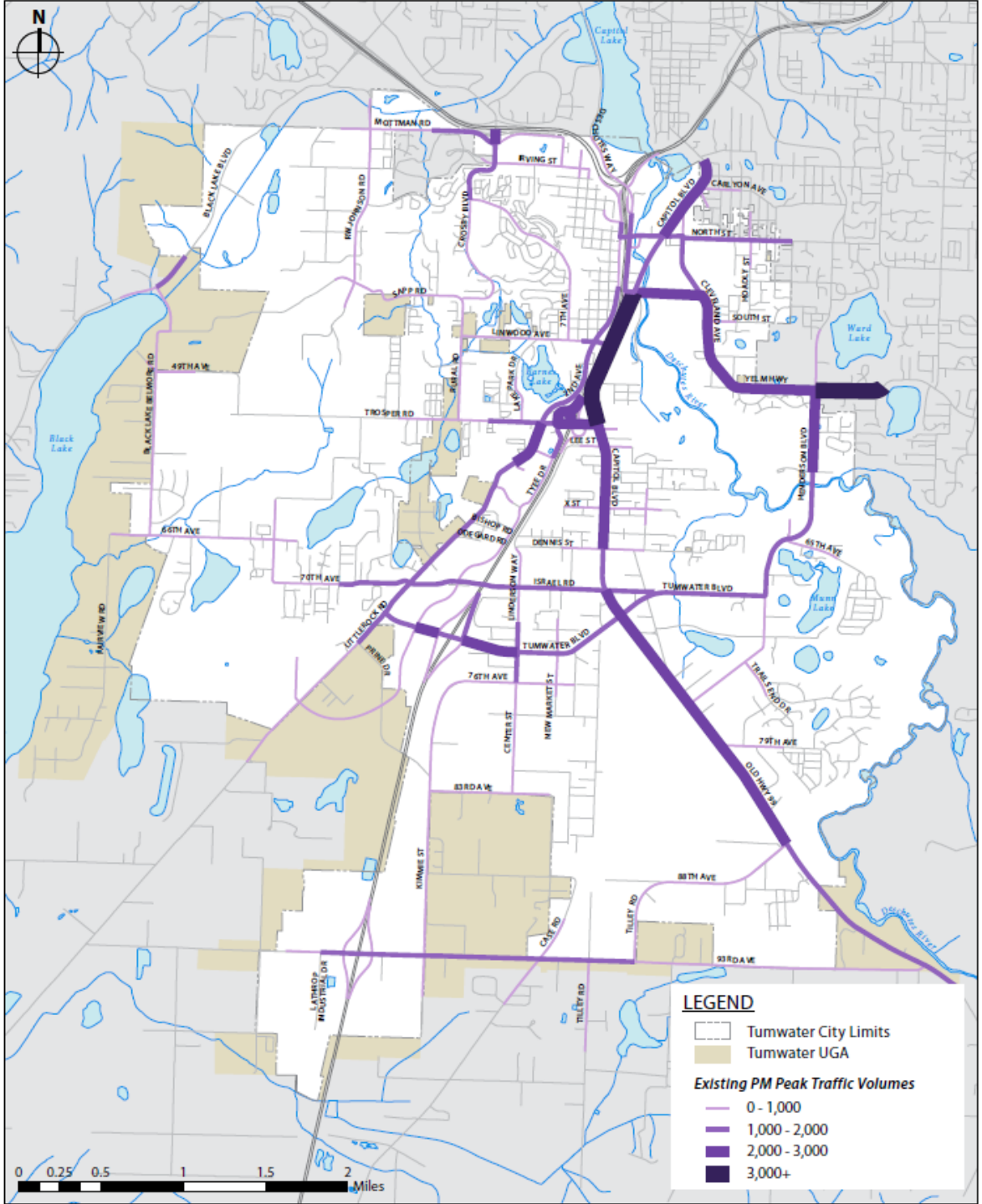
2015 Traffic Volumes

[Fig. 11, page 86]



2040 Traffic Volumes

[Fig. 12, page 86]



LOS for Local System

Level of Service = System Performance

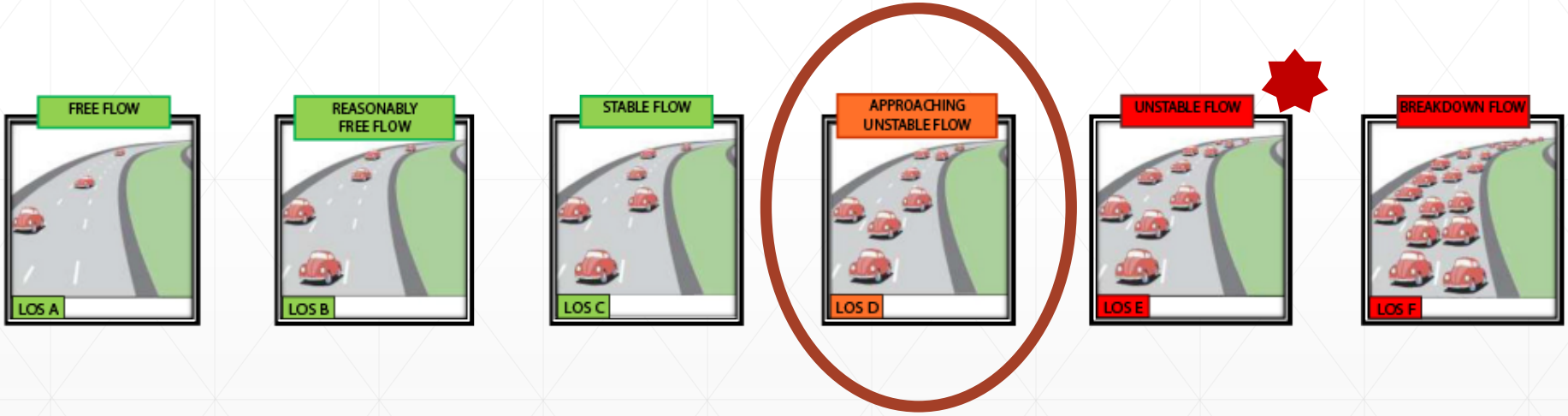
MOTORIZED

Congestion

Congestion levels

- Streets
- Intersections

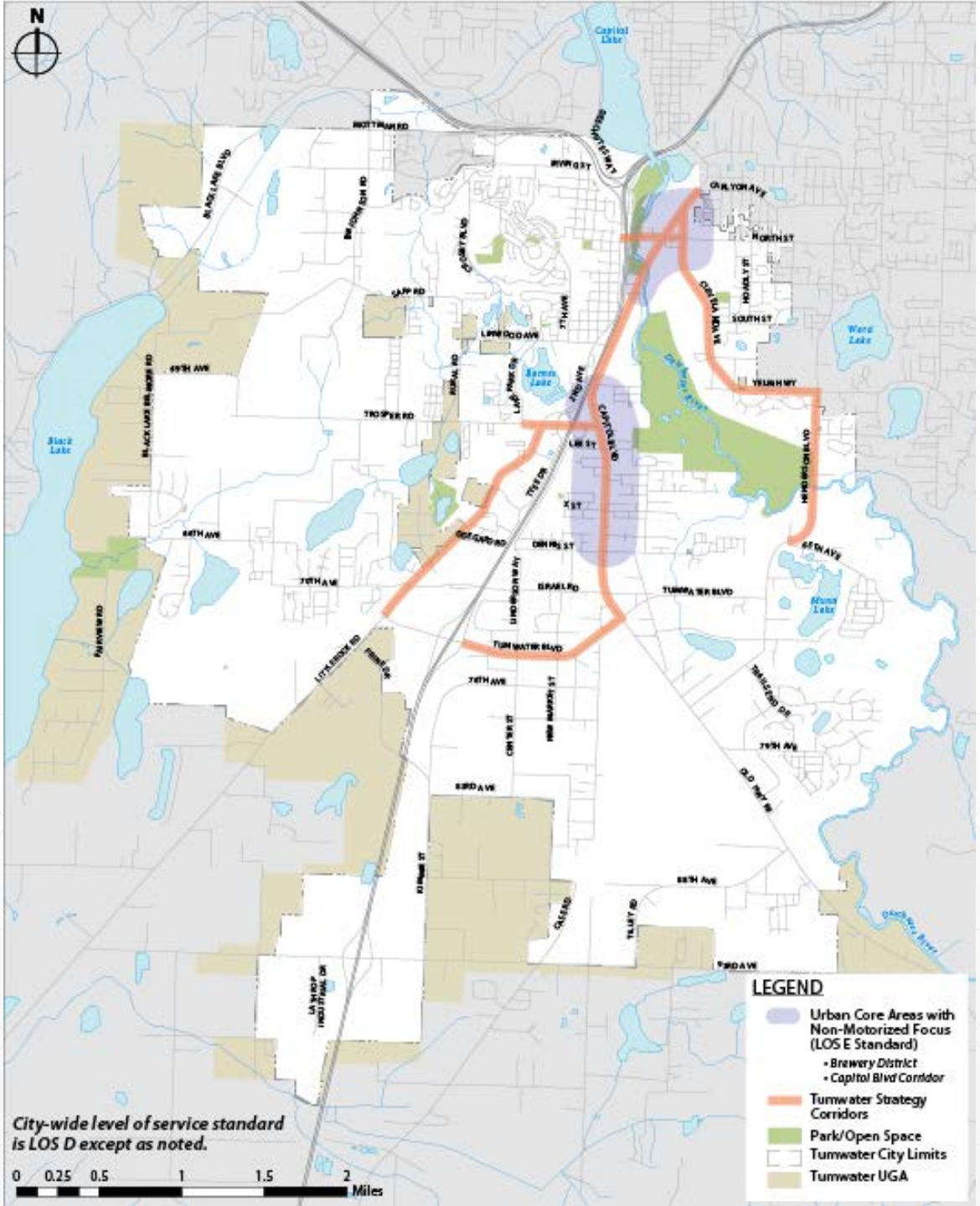
	Traffic lights	Stop signs /roundabout
Level of service	Delay (s/veh)	Delay (s/veh)
A	0-10	0-10
B	10-20	10-15
C	21-35	16-25
D	36-55	26-35
E	56-80	36-50
F	>80	>50



Brewery District, Capitol Boulevard District

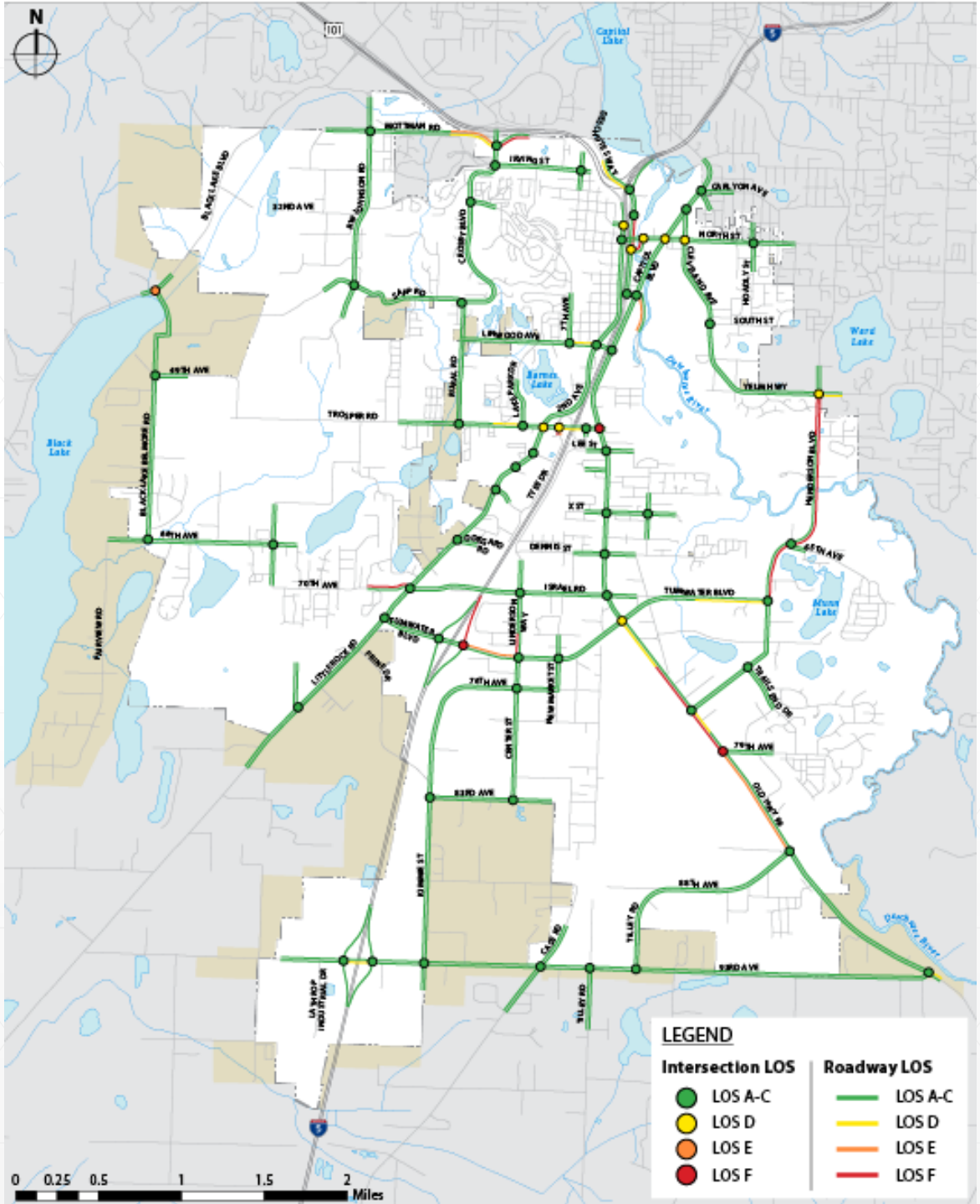
Motorized LOS

[Fig. 9, page 84]



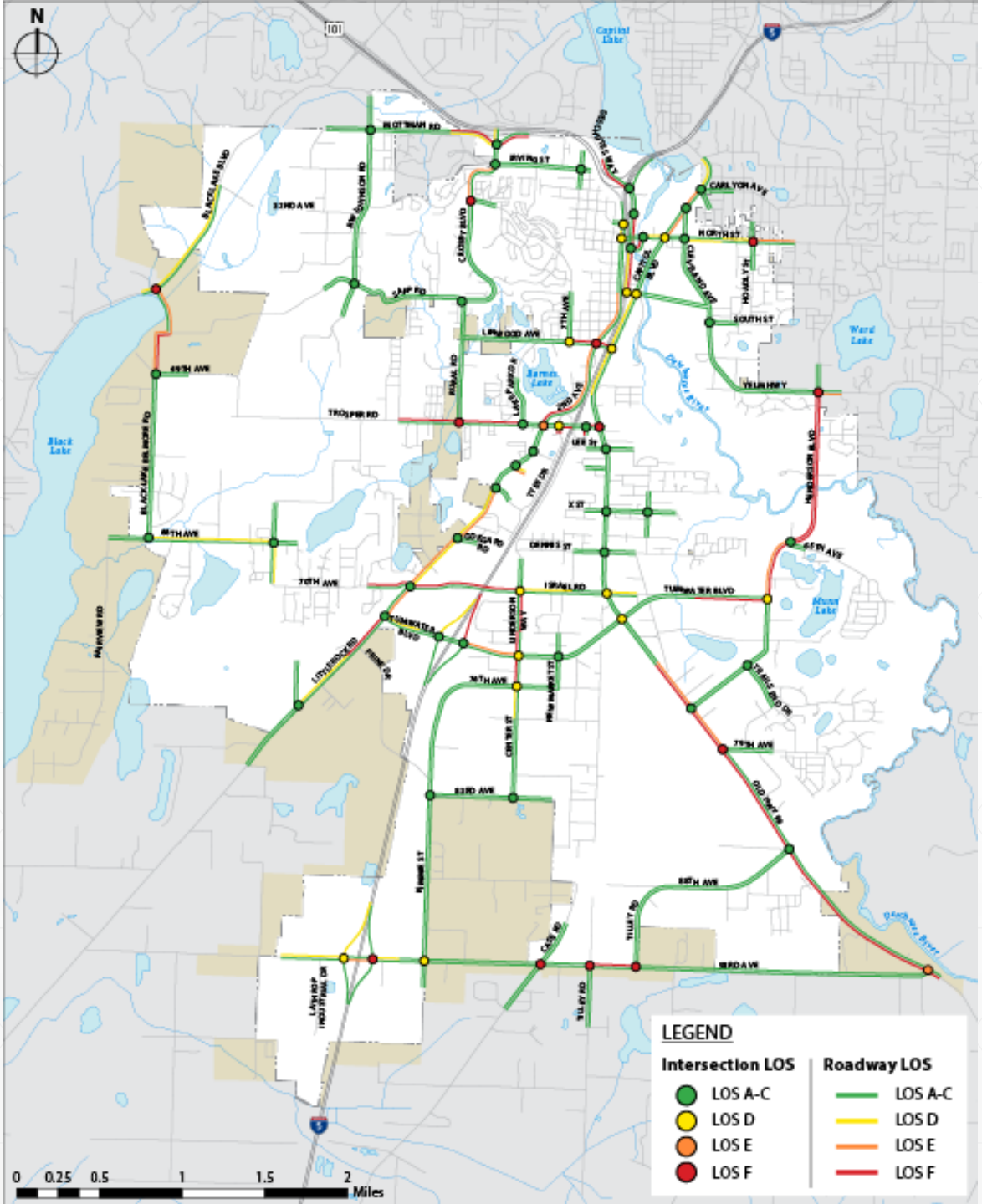
2015 LOS Conditions

[Fig. 10, page 85]



2040 LOS Conditions, No Build*

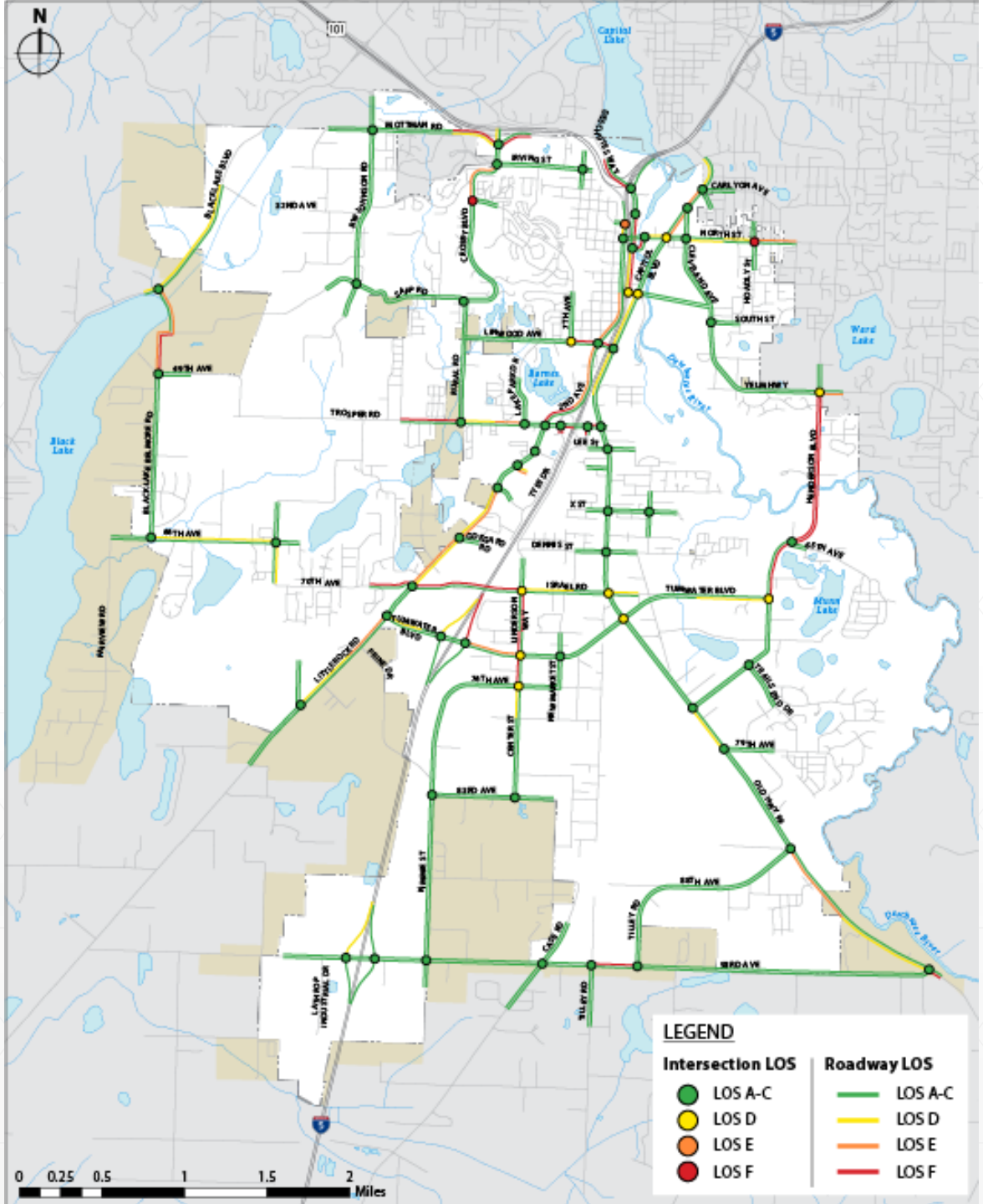
[Fig. 13, page 92]



** No Build – likely future conditions if no projects were built other than what is already funded*

2040 LOS Conditions, with Projects*

[Fig. 14, page 93]



** With Projects – likely future conditions if the projects included in this plan are built*

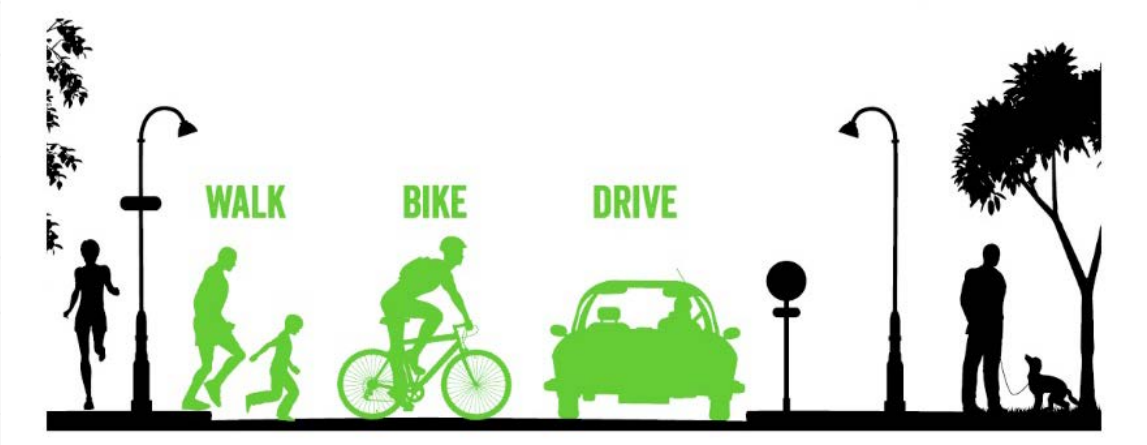
Multi-Modal Levels of Service

MOTORIZED

- Congestion

NON-MOTORIZED

- Comfort
- Completeness
- Connectivity
- Convenience



Additional Multi-Modal LOS Considerations

Comfort
- Sense of safety
- Street conditions
- Wayfinding

Completeness
- Continuity
- Extent
- Duration

Connectivity
- Land use
- Route choice
- Linkages

Convenience
- Distance
- Destinations
- Choices

System Performance	Illustrative Examples	
GOOD Complete facilities with signage, crosswalk, both sides of street		
ACCEPTABLE Facilities on one side of the street, shared facilities off-street or on shoulder		
POOR No shoulders, large and busy intersections offer few amenities for non-motorized travel or comfort		

Illustrative Non-Motorized System Performance

[Table 5, page 99]

Two MMLOS Zones Tailored to City Policy Priorities

Use multi-modal LOS to support adopted land use policies

- **Urban Corridor Zone:** Fine grain analysis and best opportunity to create truly urban, walkable places with less reliance on driving (Capitol Way and Capitol Boulevard, and surrounding neighborhoods).
  - Best potential for future concurrency application and impact fee mitigations

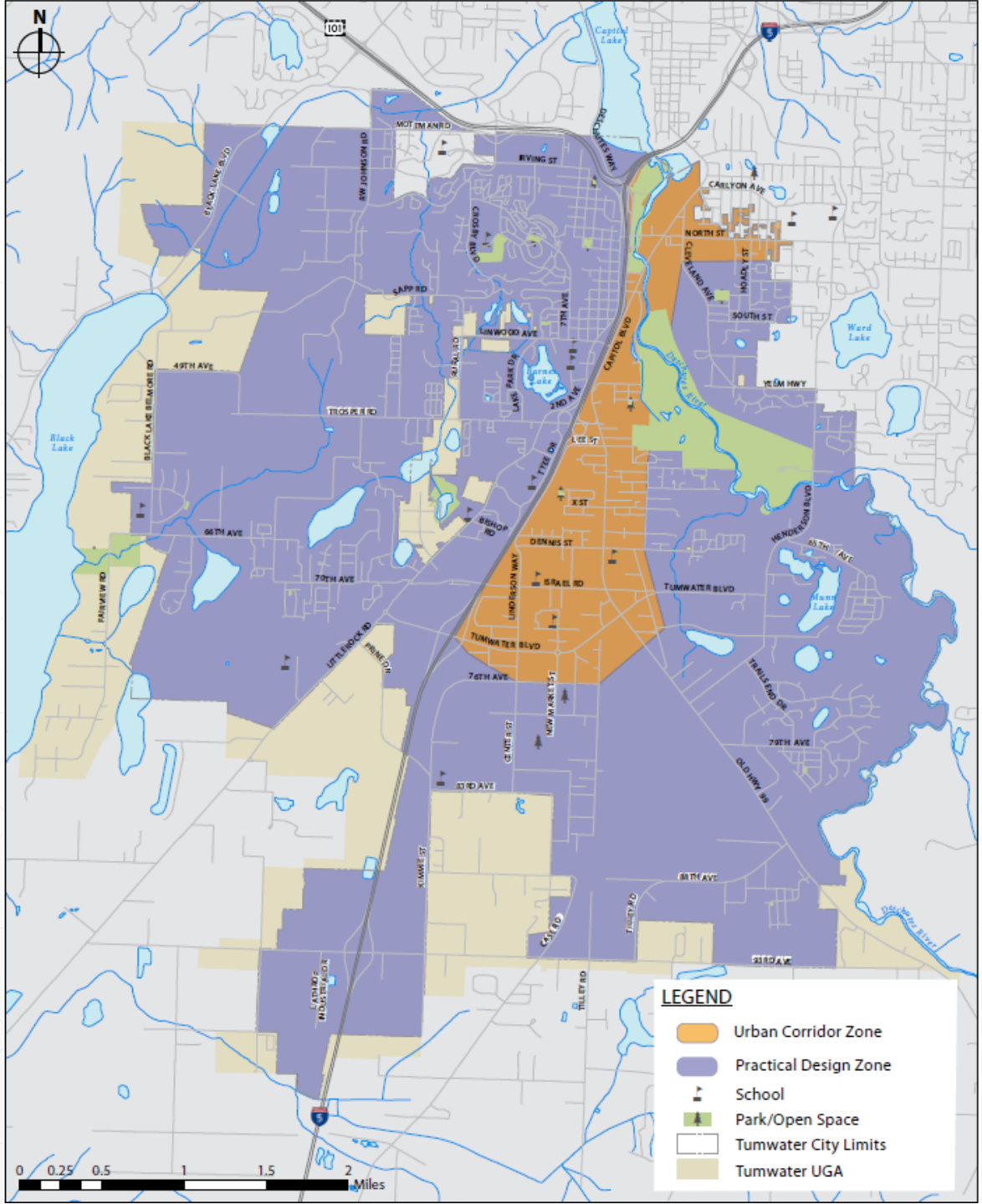
- **Practical Design Zone:** Systemic analysis and best opportunity to increase substantially the number of miles of functional facilities throughout the City
  - Best potential for future SEPA mitigations

Both continue to advance the City's goal of a truly multi-modal transportation system that supports adopted land use policies.

Details defined in implementing regulations.

Urban Corridor & Practical Design Zones

[Fig. 17, page 108]



Urban Corridor Zone

“Form” is as important as “Function”
Adherence to carefully designed standards that are integrated with land use and site planning regulations

Practical Design Zone

“Function” can be more important than “Form”
Alternate designs can generate more miles of safe and efficient network than is achievable with standard design

Same Goal, Same Toolbox, Different Drawers

Urban Corridor Zone:
Balance “form” with “function”
Transportation drives land use

Practical Design Zone:
Maximize “function” more than “form”
Transportation responds to land use

Urban Corridor Zone (draft evaluation)

Bike Network	Comfort	Completeness	Connectedness	Convenience	LOS
2016					
2040					

Pedestrian Network	Comfort	Completeness	Connectedness	Convenience	LOS
2016					
2040					

System Performance

Good → Acceptable → Poor

[Fig. 18, page 109]

Practical Design Zone (draft evaluation)

Bike Network	Comfort	Completeness	Connectedness	Convenience	LOS
2016				N/A	
2040				N/A	

Pedestrian Network	Comfort	Completeness	Connectedness	Convenience	LOS
2016				N/A	
2040				N/A	

System Performance

[Fig. 19, page 110]

Project Lists

List of transportation projects to meet future needs

- Street projects
  - Widening
  - New connections
  - Road diets

- Intersection projects
  - Signalization
  - Roundabouts
  - Turn lanes

- Stand-alone non-motorized projects
  - From Brewery District & Capitol Boulevard plans
  - From Capitol Boulevard plan
  - Safe Routes to School projects
  - From Capital Facilities Plan
  - To increase multi-modal system performance

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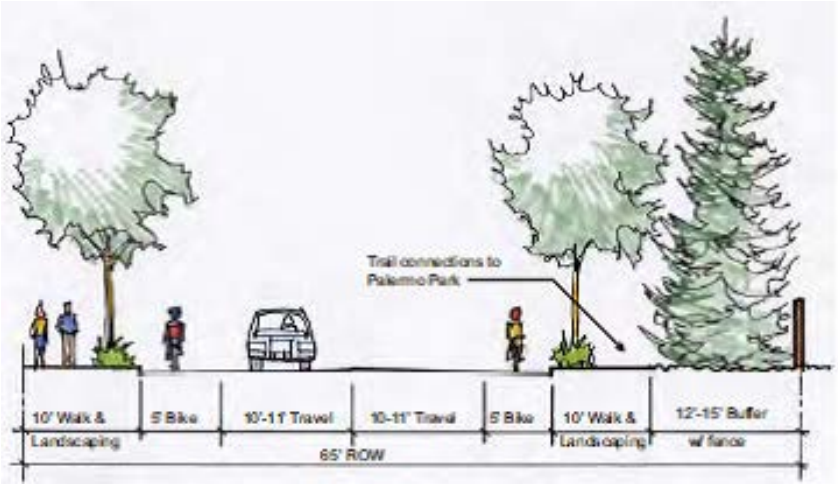


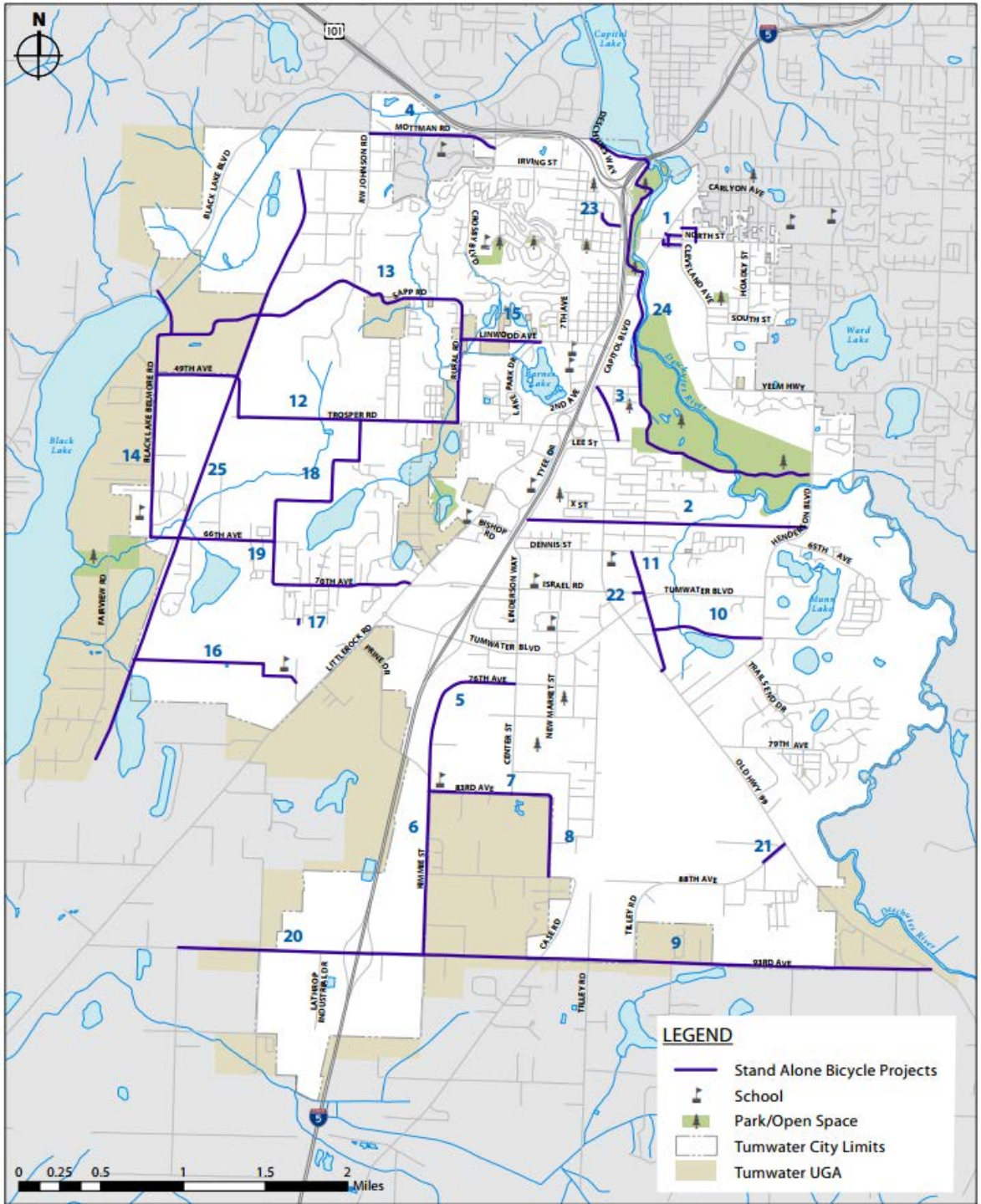
- Stand-alone non-motorized projects
  - From Brewery District & Capitol Boulevard plans
  - From Capitol Boulevard plan
  - Safe Routes to School projects
  - From Capital Facilities Plan
  - To increase multi-modal system performance

Street projects include bike and sidewalk facilities defined in City's design standards.

Non-motorized components of street projects account for 30% - 60% of project costs.

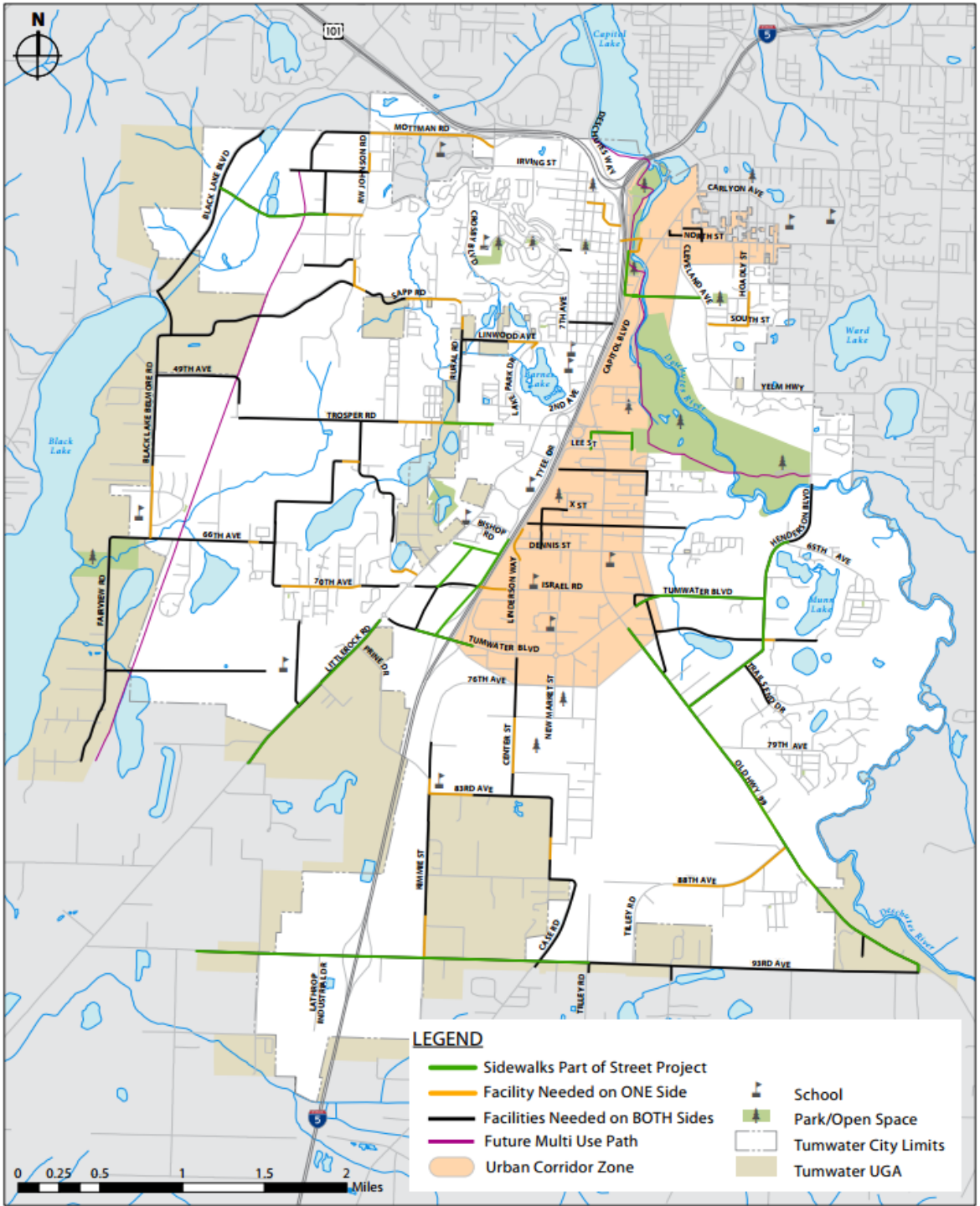
Stand-alone Bicycle Projects

[Fig. 20, page 121]



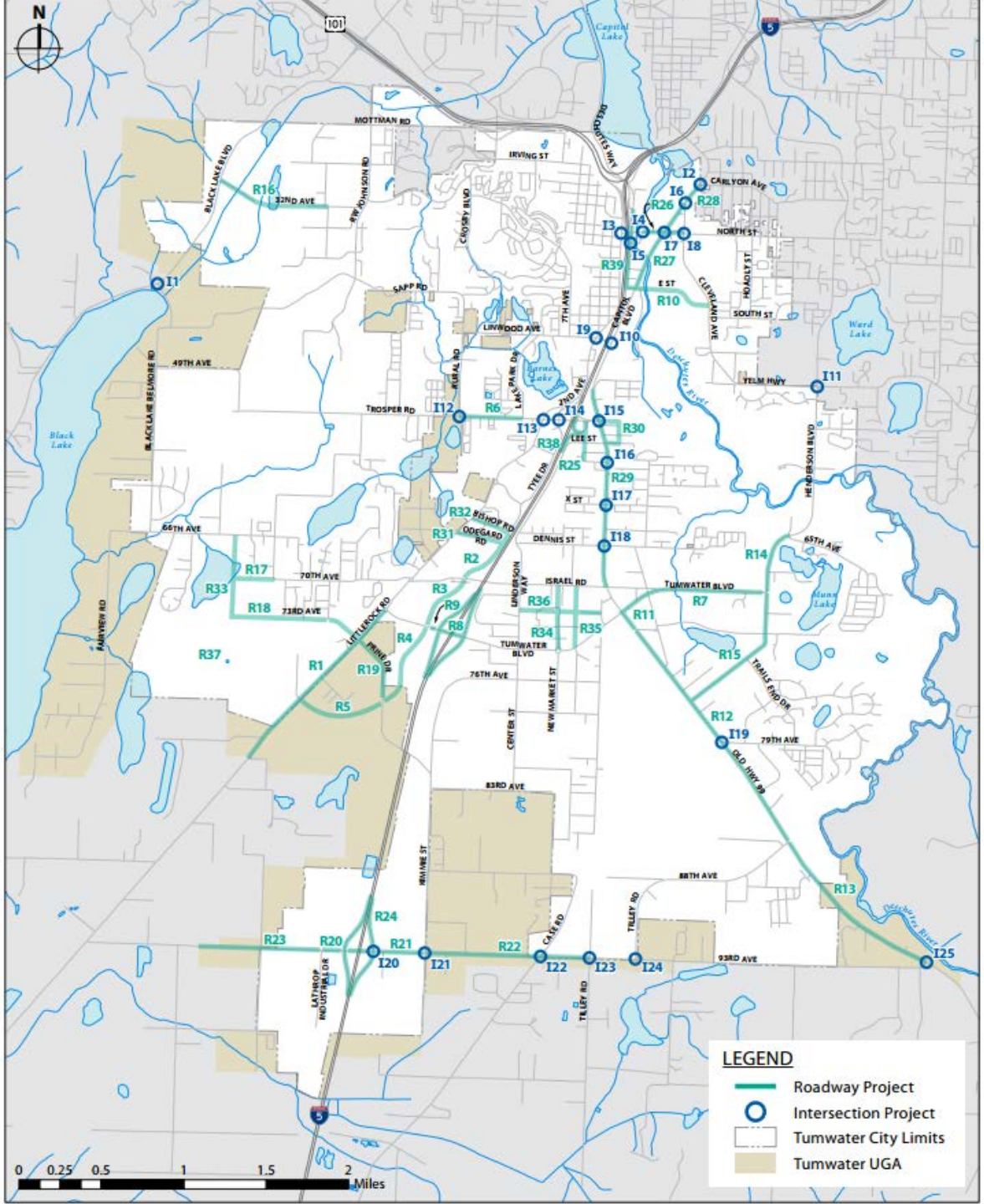
Pedestrian Network Project Status

[Fig. 21, page 123]



Street and Intersection Projects

[Fig. 22, page 120]



Funding Analysis & Strategies

TABLE 13: REVENUE AND EXPENDITURE FORECAST SUMMARY, 2016-2040

Revenue (in $1,000s) by Functional Area

Time Period	Capital	Operations	TBD Revenue (additional maintenance)	Total
2016-2026	$ 65,645	$ 18,433	$ 10,538	$ 94,616
2027-2040	$ 104,504	$ 30,338	$ 17,200	$152,042
2016-2040	**$170,149**	**$ 48,771**	**$ 27,738**	**$246,658**

Expenditures (in $1,000s) by Functional Area

Time Period	Capital	Operations	Additional Maintenance (TBD-funded)	Total
2016-2026	$ 89,036	$ 18,024	$ 10,538	$117,598
2027-2040	$141,742	$ 28,209	$ 17,200	$187,151
2016-2040	**$230,778**	**$ 46,233**	**$ 27,738**	**$304,749**

“If probable funding falls short of meeting identified needs, [provide] a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met.” [RCW 36.70A.070(6)(iv)(C)]

Deficit Reduction Strategies:

- New transportation revenue programs (state, federal)
- Local retail sales tax returns are higher than projected
- Updated impact fee rates generate more money
- Developers continue to build frontage improvements
- Implement LID or bond financing for big projects
- Adopt a more urban, congestion-tolerant LOS by 2040
- Achieve greater infill and redevelopment within Urban Corridor Zone by 2040

Your Questions, Comments, and Discussion