Urban Corridors

Regional Perspectives

Olympia Planning Commission
7 October 2013
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## Priority Goals

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<th>Icon</th>
<th>Description</th>
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<td>🏡️</td>
<td>Create vibrant centers, corridors, and neighborhoods while accommodating growth.</td>
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<td>🌿</td>
<td>Preserve environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands and develop compact urban areas.</td>
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<td>🐟</td>
<td>Protect and improve water quality, including groundwater, rivers, streams, and the Puget Sound.</td>
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<td>Plan and act toward zero waste in the region.</td>
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<td>🏡️</td>
<td>Ensure that residents have the resources to meet their daily needs.</td>
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<td>Create a robust economy through sustainable practices.</td>
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<td>Support local food systems to increase community resilience, health, and economic prosperity.</td>
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<td>Ensure that the region’s water supply sustains people in perpetuity while protecting the environment.</td>
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<td>Move toward a carbon-neutral community.</td>
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<td>Maintain air quality standards.</td>
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<td>Provide opportunities for everyone in the Thurston Region to learn about and practice sustainability.</td>
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<td>🏃‍♀️</td>
<td>Make strategic decisions and investments to advance sustainability regionally.</td>
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Create vibrant centers, corridors and neighborhoods while accommodating growth.

Work to transform auto-oriented strips...
Create vibrant centers, corridors and neighborhoods while accommodating growth.

...into attractive places for private investment
Create vibrant centers, corridors and neighborhoods while accommodating growth.

...and provide public amenities
Create vibrant centers, corridors and neighborhoods while accommodating growth. …to create places oriented around people, not cars.
Thurston Vision = Distinct, Livable Communities Supporting a Wide Array of Lifestyles

Dynamic City Centers and Corridors
Vibrant Urban N’hoods
Healthy Suburban N’hoods
Resilient Small Cities
Pastoral Rural Residential

All supported by an appropriate mix of transportation facilities and services
Regional Transportation Plan

Strategy Corridors

Urban Corridors
Regional Transportation Plan

- Annual Work Program
- 4-Year RTIP
- Programming Federal $$

Regional Transportation Plan

- Growth Management Act
- Federal Trans Legislation

Local Comprehensive Plans

- Capital Facilities Plans
- 6-Year TIPs
- Annual budgets
- Grant acquisition efforts
1993 – Present: On-going coordinated planning and implementation efforts
Fundamental principle of the Regional Transportation Plan –

• Land use is central to transportation policy and investment

“Ped Shed” – practical walking distance for basic travel purposes
1993 Regional Transportation Plan identified “2010” corridors and centers
Other key tenets of Regional Transportation Plan –

- Transportation *is* multi-modal
  - Biking and walking should be viable alternatives to driving for more people
    - *Bike/ped infrastructure accounts for 30% to 60% of street project costs.*
  - Transit is the backbone of our urban transportation system
Other key tenets of Regional Transportation Plan –

• Reducing demand is better than increasing supply
• Inefficiency is wasted capacity
Other key tenets of Regional Transportation Plan –

• We can’t build our way out of congestion. Even if we could afford to do that, we don’t want to do that.
  • Regional policy: No arterial in the region will be larger than five-lanes mid-block (2 lanes each direction with center left-turn lane)

“Widening roads to ease traffic congestion is like trying to cure obesity by loosening your belt.”

Walter Kulash
**Strategy Corridors:**
Major transportation corridors where widening is not an option for improving mobility. Accessibility in these corridors requires strategies tailored to the unique needs and conditions of each corridor, such as:

- High quality, integrated bike, ped, and transit service
- Complete and connected street grids
- Technology that improves operating efficiency
- Access management
- Parking management
- Aggressive Travel Demand Management
- Transportation-efficient land use intensification.
Map 2-8: Adopted 2-Hour P.M. Peak Level of Service (LOS) Policy by Geography
Thurston County, WA

LOS Standard by Geography
- **N/A**: Strategy Corridors (LOS Does Not Apply)
- **E**: Core Areas and High Density Urban Corridors
- **D**: City Limits and Urban Growth Areas (UGA)
- **C**: Unincorporated Thurston County
- **Yellow**: Indian Reservations (Regional LOS not applicable)

Legend:
- LOS E or better in Core Areas, and High Density Urban Corridors
- LOS D or better elsewhere inside City Limits and UGA boundaries
- LOS C outside any Urban Growth Boundaries

Source: TRPC Geographical Information System

Amended 6/1/2007

This map illustrates the adopted Regional Level of Service Policy by which the transportation system (roadway) network performance is judged to meet or exceed operational efficiency. More information about LOS standards and performance may be found on pages 43, 45, and 4-27, and maps A1 and A3 through A6.
“Urban corridors” are a subset of strategy corridors.
Primary Corridor:
Martin Way / 4th / State / Capitol Way / Capitol Boulevard

Secondary Corridor:
Pacific Avenue / Harrison Avenue
DATA GIVEN TO KINEAR 4, I3-55.

RED FIGURES ARE VOLUMES WHICH
WOULD EXIST IN 1958 IF THE
FREEWAY WERE NOT IN USE.

BLUE FIGURES ARE VOLUMES WHICH
WILL EXIST IN 1958 WITH THE
FREEWAY IN USE.

THIS ANALYSIS ASSUMES THAT THE PIUM
ST. EXTENSION IS CONSTRUCTED TO
STATE ST.
NO ESTIMATE IS MADE OF THE EFFECT
ON THE FOURTH ST. BRIDGE OR
CONSTRUCTION OF THE WEST SIDE
CONNECTION TO FIFTH ST.

SKELETON MAP
OLYMPIA VICINITY
OCT, 1952
SCALE: 1:25,000
1"=25,000'
URBAN CORRIDORS ARE THE OLD STATE HIGHWAYS
REVITALIZING URBAN TRANSIT CORRIDORS

Strategic Thinking about Corridor Development

An Urban Corridors Community Partnership Effort
Urban centers and corridors will offer an array of “car-lite” lifestyles not yet available in the Thurston region. Local plans call for urban places where transit and walking are viable travel choices for people.

Features of successful centers and corridors:

• Busy, lively sidewalks
• Well-designed, multi-story buildings
• Mix of residential, retail, services, civic uses
• Abundant public amenities
• Minimal surface parking lots
• Premier transit service
• Lots of people engaged in different activities
Premier Transit Service

- 15-minute or better service frequency
- Great connectivity w/other routes, modes
- Many destinations close to major stops
- Candidate for future rapid transit options

Great transit is the backbone of successful urban districts
Infill and redevelopment investment capital is limited. Cities must be strategic in their efforts to attract this type of development. Growth is a finite resource. Use it wisely.

LESSONS and TAKEAWAYS

Think transit, think development.
And then work at it. It takes more than good policies to harness transit-oriented development opportunities.

Focus efforts.
Some areas are more attractive for infill and redevelopment than others. Start there.

Partnerships are powerful.
Transit and city. Public and private. Public and public. Everyone has something to contribute – and gain.

Economics matter.
If it doesn’t pencil out, it won’t be built. Know the market and work with it.

Change takes time.
Transformation occurs in baby steps. Develop a strategy and stick to it.
# Local & Regional Action Steps

## Modest Measures  
**Augment the status quo**

- Property Inventory
- Education Process
- Augment Land Use Analysis
- Identify Priority Investment Locations

## Moderate Measures  
**Work within existing the framework**

- Develop Strategic Investment Strategy
- Refine Regulatory Tools
- Apply Impact Fees Strategically
- Develop Land Acquisition Strategy
- Evaluate Urban Growth Boundaries

## Mighty Measures  
**Redefine the framework**

- Legislative Agenda
- Community Lending Pool
- Corridor Development Commission
Why do urban corridors matter?

- Cornerstone of regional sustainability efforts
- Provide a complete range of lifestyle choices, including car-lite options
- Accommodate changing demographic needs
- Use existing infrastructure instead of building new infrastructure
- Reduce pressure on farm and rural resource lands

Priority districts were identified for initial focus by jurisdictions. This is where they will first explore how new tools and strategies may be applied to achieve the type of built urban environment envisioned in local plans.

Capitol Blvd / Capitol Way / 4th / State / Martin Way