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EXECUTIVE SUMMARY

Background
In 2006, the Washington State Legislature passed the Commute Trip Reduction (CTR) Efficiency Act (RCW 70.94.521) which requires local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce single-occupant vehicle trips. The law also encourages integration of CTR with land use and transportation planning processes and other City goals.

In addition to statewide benefits, meeting the CTR goals will provide a variety of local benefits, including:
- Improved local level of service on various streets and at various intersections.
- Reduced emissions from vehicles.
- Reduced energy consumption.
- Improved wellness, primarily for those who walk or bicycle as their commute mode.

The City of Olympia Plan
The Commute Trip Reduction Plan is a collection of jurisdiction-adopted goals and policies, facility and service improvements and marketing strategies about how the City of Olympia will help make progress for reducing drive alone trips and vehicle miles traveled over the next four years. Building upon the success of the existing commute trip reduction program, the City of Olympia strives to meet the goals of the plan for the future by working in partnership and coordination with other agencies.

The proposed Plan has been developed through extensive involvement by employers, transit agencies, organizations and individuals from throughout the City of Olympia – and neighboring jurisdictions – who helped identify strategies and ways for successful achievement of the goals. This plan helps to support the achievement of the City of Olympia’s vision and the goals of its comprehensive plan.

Goals
The City of Olympia has adopted the state standard of a 10% reduction in single occupancy vehicle use and a 13% reduction in vehicle miles traveled for all CTR worksites by 2011. To calculate this reduction, the City of Olympia will use the most recent CTR Survey as the base year.

Policies and Investments
Olympia has many comprehensive plan policies which support CTR, in both the Land Use and Transportation elements. The City’s goals and policies focus not only on stating specific support for Commute Trip Reduction, but also on the land use and transportation strategies needed to make it a success. The City of Olympia and other regional partners invest millions of dollars each year in projects and programs that create CTR-supportive communities.

Strategies
While the plan outlines overall City strategies, the primary focus for the 2008-11 timeframe is the Downtown and Capitol Campus Growth and Transportation Efficiency Center (GTEC). In addition to the GTEC strategies, the City will continue to provide basic support for worksites outside of the GTEC (through contract with TRPC), participate in implementation of Regional Strategies, but limit implementation of the local plan strategies to policy review at least in the 2008-09 timeframe.
EXECUTIVE SUMMARY

Regional Strategies
The City of Olympia supports the strategies outlined in the Regional Plan and will participate in implementation:

- Update Plans and Ordinances
- Continue to Provide Worksite Support
- Increase Coordination with State Government
- Develop Regional Parking Policies and Strategies
- Locate and Design Worksites to Support Trip Reduction
- Encourage School Participation in Commute Trip Reduction
- Encourage Voluntary Tribal Participation in CTR
- Increase Planning and Coordination with Intercity Transit
- Seek Funding to Expand Park-and-Ride Capacity
- Establish a Business Case for CTR
- Implement a Region-wide Marketing and Community Outreach Program
- Create a Recognition Program for Trip Reduction Efforts
- Integrate CTR with Other Regional Programs
- Seek Support and Funding for Local, Regional and GTEC strategies

Local Strategies
- Implement Downtown and Capitol Campus GTEC

Funding
The State provides some funding for implementing Commute Trip Reduction, supplemented by local contributions. However, the base level funding is insufficient, especially in light of the new aggressive goals set forth in the CTR Efficiency Act. The local and regional strategies identified in this plan will require additional funding – from state and federal sources, local and regional partners, and employers. The Plan identifies a Thurston Region gap of $1,475,000 for the 2008-11 timeframe. Olympia will seek funding resources for advancing this plan as appropriate; however, this plan does not commit the City of Olympia to new or additional funds.
EXECUTIVE SUMMARY

Contact: Thurston Regional Planning Council
2424 Heritage Court SW, Suite A
Olympia, WA 98502-6031
Phone: 360.956.7575
FAX: 360.956.7815

Karen Parkhurst, Senior Planner
Email: parkhuk@trpc.org

Pete Swensson, Senior Planner
Email: swenssp@trpc.org
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I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

The purpose of this section is to describe the existing and planned land use and transportation context that affects the City of Olympia’s ability to meet its goals for reducing drive alone trips and vehicle miles traveled. The information in this section has been prepared by using the City of Olympia’s existing comprehensive plan and other planning documents. Information on transit services and facilities has been prepared with the assistance of Intercity Transit.

REQUIRED INFORMATION

A. Location of CTR worksites

Olympia has 53 CTR worksites located in five major employment clusters, plus four worksites not part of a major cluster (Olympia Worksite Location Map). They are as follows (data current as of September 2007):

<table>
<thead>
<tr>
<th>Cluster</th>
<th>Worksite</th>
<th>Address</th>
<th>Status</th>
<th>Total Workers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Olympia, Capitol Campus and Vicinity</td>
<td>City of Olympia – City Hall</td>
<td>900 Plum Street</td>
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<td></td>
<td>City of Olympia – Public Works</td>
<td>924 7th Avenue SE</td>
<td>Voluntary</td>
<td>21</td>
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<tr>
<td></td>
<td>City of Olympia – Probation</td>
<td>825 Legion Way</td>
<td>Voluntary</td>
<td>15</td>
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<td></td>
<td>City of Olympia – Police Dept.</td>
<td>809 Plum Street SE</td>
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<td>City of Olympia – Public Works</td>
<td>520 Pear Street SE</td>
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<td>29</td>
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<td>City of Olympia – Parks Olympia Center</td>
<td>222 Columbia Street NW</td>
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<td></td>
<td>City of Olympia – Fire Dept. Headquarters</td>
<td>100 Eastside Street</td>
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<td>City of Olympia - Municipal Court</td>
<td>909 8th Avenue</td>
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<td>8</td>
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<td>City of Olympia - Parking Services</td>
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<td>1206 Quince Street</td>
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<td>WA State Dept. of Revenue</td>
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<td>1111 Washington St. SE</td>
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<td>616 Cherry Street SE</td>
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<td>WA State House of Representatives</td>
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<td>WA State Patrol</td>
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<td>WA State Senate</td>
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Cluster Total: 8,783
## I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

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<th>Worksite</th>
<th>Address</th>
<th>Status</th>
<th>Total Workers</th>
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<td>Thurston County Courthouse</td>
<td>2000 Lakeridge Drive SW</td>
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<td>Thurston Regional Planning Council</td>
<td>2424 Heritage Court SW</td>
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<td>WA Dept. of Licensing</td>
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<td></td>
<td>WA Office of Attorney General</td>
<td>2425 Bristol Court SW</td>
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<td>WA Utilities and Transportation Commission</td>
<td>1300 Evergreen Park Dr SW</td>
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<td>Western Institutional Review Board</td>
<td>2415 Heritage Court</td>
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<td>Cluster Total: 1,527</td>
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<td>Providence St. Peter Hospital and Vicinity</td>
<td>Group Health Cooperative</td>
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<td>405 &amp; 421 Black Lake Blvd and 2000 4th Ave SW</td>
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<tr>
<td>Other sites</td>
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<td>Voluntary</td>
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<td></td>
<td>Intercity Transit</td>
<td>526 Pattison St. SE</td>
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<td></td>
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<td>Other sites Total: 498</td>
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</tbody>
</table>

**TOTAL:**

### B. Identify Major Issues Regarding Land Use and Transportation Conditions Around CTR Worksites or Worksite Cluster.

After assessing the land use and transportation conditions surrounding each CTR worksite or worksite cluster, the City of Olympia should discuss the major issues that they have identified for the major employer worksites. The City of Olympia should list the deficiencies for the following:

- Existing and planned land use conditions:
  
  **General Overview:**

  Named state capital in 1889, Olympia developed around the waterfront, becoming a hub of commerce and government. Today the employment clusters have extended beyond downtown Olympia and the Capitol Campus.

  **Government and Offices**

  Downtown Olympia and the State Capitol Campus form the largest employment cluster in Thurston County, with nearly 20,000 total employees, of which 11,227 are at CTR worksites. State employment is concentrated around the Capitol Campus, located just south of downtown Olympia. Many headquarters of large state agencies are on the campus, with many satellite offices in leased space Downtown.

  Olympia City Hall anchors the state and city employment. The City plans to move City Hall to its new location in central downtown in January 2011, and bring most City employees into a single building. Many of the large office buildings in this part of town are leased to the State. Others were formerly leased to the State and are at this time undergoing renovation.
I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

Courthouse Hill forms the third government employment cluster in Olympia. This area is a mixture of local and leased State government buildings, with some private employment.

Medical Facilities

Providence St. Peter Hospital is Thurston County’s largest private employer, and is located on the northeast side of Olympia. Capital Medical Center anchors another medical services employment cluster, located on the west side of town.

High Density Mixed Use Corridors

The Capitol Way corridor links Olympia and Tumwater. The Martin Way corridor links Olympia and Lacey. The Harrison Corridor links west Olympia to downtown Olympia. These corridors are formed along arterial roads, and often have high-density housing and small businesses with little on-site parking. Parcel size and need for parking are limiting redevelopment potential at this time, but these areas are expected to intensify in uses. Most are also major transit routes.

Higher Education

The Evergreen State College is located just northwest of the city limits, and the South Puget Sound Community College is located on the west side of town, just south of Highway 101 abutting the city limits between Olympia and Tumwater.

Retail

Olympia’s downtown is located between the Olympia City Hall, waterfront, and State Capitol. It is a typical grid-street downtown with on-street parking servicing small businesses. Many of the buildings are on the historic register, and the businesses offer a mix of small retail, restaurants, art galleries, and tourist attractions. The larger employment centers are at the fringes of Downtown.

Capital Mall anchors a suburban retail center to the west side of town. This area is characterized by large parcels of land, ample on-site parking and large retail buildings all linked by arterial roads.

The Martin Way/Pacific Corridor forms a third retail center for Olympia. Located just south of Providence St. Peter Hospital, and at the city limits of Lacey, this area is also oriented to arterial roads. It is likely to undergo future redevelopment.

Industrial

Until recent years, the West Bay drive area was primarily industrial use. It is now undergoing a transition to commercial and high-density residential development. The Fones Road area forms another industrial employment cluster in Olympia. The Port of Olympia is the final
industrial cluster. While it retains its role in waterborne commerce, it is also undergoing a transition to more of a mixed-use, commercial employment center.

**Land Use Conditions by Cluster:**

**Downtown and State Capitol Campus**

This cluster has excellent land use conditions to support Commute Trip Reduction goals, which are reflected in the relatively low drive-alone rate at the CTR sites, 71.5% in the aggregate. There is a healthy mix of activities, including retail, office, restaurants, and even some residential development — mostly within reasonable walking distances. This makes it easier for workers to leave their car at home and still get a bite to eat and run errands during the lunch hour. With 19,850 total employees, and 36.2 employees per acre, the opportunities for ride-matching are good. Although there are many surface parking lots, much of the street edge is not interrupted, and the district remains very walkable overall.

The principal land use limitation in this area is that development is not as compact as would be preferred for a downtown district. Downtown and the Capitol Campus comprise about 550 acres. Over this area development is interspersed with parking lots Downtown, and with landscaping features on the Capitol Campus. Only the historic downtown core presents a continuous street edge of pedestrian-oriented businesses.

On the positive side, major new Downtown development – primarily multi-story, and increasingly with structured parking – is gradually filling in the spaces and creating a more tight-knit urban fabric. The City is also vigorously pursuing new market-rate housing. There are currently 1,456 dwellings in the Downtown, generally one-bedroom and studio apartments, mostly occupied by low income households. This is not yet enough housing to create an 18-hour Downtown. More housing will create a more vibrant urban district, and allow more people to live, shop, work, and play without having to use a car for every need.

**County Courthouse and Vicinity**

This district is characterized mainly by low-rise office parks and apartment complexes. At 5.7 employees per acre and a total of 2,841 employees in the cluster, the scale and density of this district is too low to facilitate much ride-matching. Sites are designed with buildings set behind their parking lots, which does not create an interesting walking experience. There are few retail services or restaurants, which encourages workers to bring their cars. The district is essentially built out, so little is likely to change until redevelopment occurs in some future generation.

**Providence St. Peter Hospital and Vicinity**

Although Providence St. Peter Hospital is an 11-story tower with adjacent structured parking, this area is generally characterized by low-rise offices, clinics, and multifamily residential, with retail only along Martin Way on its southern edge. Aside from the hospital cafeteria, there are few eating places in this area except along Martin Way, even though sit-down restaurants are a permitted use in the Medical Services zone. At 2,390 total employees in the cluster, and a
I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

density of 4.8 employees per acre, the scale and density of this cluster is too low to facilitate much ride-matching. There are nearly 400 dwellings in this neighborhood, mostly apartments, which provides opportunity for some workers to live within walking distance of the local jobs.

Most buildings are set back from the street behind a parking lot, though buildings built in recent years are located close to the street. The land use pattern in general is spread out enough to discourage much walking, although there is continuous sidewalk in the area. On the other hand, there are still vacant or underused development sites in this area, which will bring the opportunity to increase CTR activities.

Capital Medical Center and Vicinity

At four stories, Capital Medical Center dominates its neighborhood like Providence St. Peter Hospital dominates the Lilly Road area. Other than the hospital itself, the Capital Medical Center cluster is characterized by one-and-two-story buildings interspersed with parking lots. Buildings are set back from the street edge with the parking usually placed in front. Except for a small amount of retail and other services along Harrison Avenue/Mud Bay Road, the non-residential land uses are almost exclusively devoted to health care. There are about 1,000 dwellings within the cluster, including a manufactured home park, apartments and a few single-family homes, as well as nursing homes and assisted living facilities.

With 2,434 total employees in the cluster, and a density of 4.9 employees per acre, the scale and density of this cluster is too low to facilitate much ride-matching. In addition, the lack of restaurants, retail and services encourages workers to drive alone. The land use pattern in general is spread out enough to discourage much walking. On the other hand, there are still vacant or underused development sites in this area, which will bring the opportunity to increase CTR activities.

The City of Olympia, Thurston Regional Planning Council and the Washington State Department of Transportation are undertaking a West Olympia Access Study to look at access and mobility in this area. The West Olympia Business Association has become very active in promoting development in this area and in working with the City to support street improvements -- including discussion of bus rapid transit and rail.

Capital Mall and Vicinity

Dominated by Westfield Capital Mall, this area is characterized by major retailers in large buildings fronted by expansive parking lots. Most of the development is in one-story strip commercial centers. Here and there -- such as on Parkmont Lane -- there are some small office buildings, but nearly all of the 5,646 employees in the cluster are working in retail trade. Only 377 workers are at the one CTR worksite, a state government agency. There are also a few employees in service-providing industries scattered through the cluster. To the north, to the east, and to the west of the retail area there are apartment complexes and a manufactured housing complex, with 1,816 total dwellings within one-half mile of the center of the cluster. The cluster is mostly developed, so any changes to the land uses and design features will likely occur through redevelopment over coming decades.
Because nearly all the workers are in retail trade, few arrive between 6 and 9 am, and many work split or partial shifts. Although the nature of the dominant industry in this cluster thus may lower the potential for ride-matching, the low wages lead many to use transit or walk to get to work — the 2000 Census found that of all employees not working at home, 6.5% used transit, and 6.3% walked, far above the county-wide averages (2.0% and 0.7% respectively).

**Other Sites**

- **City of Olympia Parks Department – Priest Point Park (East Bay Drive)**
  This park site is a large natural area in a residential setting. The worksite is isolated from other employment clusters, and from restaurants, retail, and other services. Overall density of workers is very low. This condition is not going to change.

- **Intercity Transit (Pattison Street)**
  This worksite is on a side street between two arterial corridors, Martin Way and Pacific Avenue. Within three blocks there are places to eat and a small organic grocery, but very few places to shop or to do other errands during the day. Development is generally separated from the street by parking lots. Overall density of workers is low. There are very few residences nearby. However, Intercity Transit’s dedication to trip reduction has resulted in an aggressive CTR program with good results. Intercity Transit is a past Governor’s Commute Smart Award winner.

- **Washington State Liquor Control Board (Pacific Avenue)**
  This worksite is on a major arterial, near the Intercity Transit worksite. Within three blocks there are places to eat and a small organic grocery, but very few places to shop or to do other errands during the day. Development is generally separated from the street by parking lots. Overall density of workers is low. There are very few residences nearby.

- **Washington State General Administration – Transportation Services (Fones Road)**
  This worksite is a few blocks south of Pacific Avenue, where there are numerous restaurants, a large supermarket, and many other businesses providing shopping and services. Development is generally separated from the street by parking lots. Besides the cluster of retail and services on Pacific Avenue, there is also a large Home Depot across the street, and two manufacturing plants (Georgia Pacific and Crown Packaging) right nearby. Although these facilities employ at least 100 people, because of shift work, they fall outside the CTR law requirements. Overall density of workers is moderate, providing some opportunity for ride-matching, although shift variations might make ride-matching difficult. With some apartment complexes and manufactured housing parks nearby, there are hundreds of residences in the immediate vicinity.

- **Existing and planned transportation facilities:**
Overview:

The principal east-west transportation corridors are:
- 20th Avenue NW
- 14th Avenue NW
- Harrison Avenue/Mud Bay Road NW
- 7th Avenue/Capital Mall Drive/9th Avenue SW
- Mottman Road SW
- 26th Avenue NE
- 12th Avenue NE
- 4th Avenue/State Avenue and Martin Way
- Pacific Avenue SE
- 22nd Avenue/18th Avenue/14th Avenue SE
- North Avenue/Log Cabin Road/Morse Merriman Road/37th Avenue SE
- Yelm Highway

The principal north-south transportation corridors are:
- Kaiser Road
- Cooper Point Road
- Division Street/Black Lake Boulevard
- West Bay Drive
- Deschutes Parkway
- Capitol Way
- East Bay Drive Plum Street/Henderson Boulevard
- Eastside Street SE
- Puget Street/Bethel Street NE
- Cain Road SE
- Boulevard Road SE
- South Bay Road NE
- Fones Road/Hoffman Road/Wiggins Road SE
- Rich Road SE
- Lilly Road NE
- Sleater-Kinney Road NE

In addition, Olympia’s Westside is bisected by Highway 101, and its eastside by Interstate 5.

While it may seem there are a lot of routes traversing the city, the reality is that physical features often present major barriers. Budd Inlet and Capitol Lake present the major barrier to east-west flow, crossed by bridges only at 4th Avenue, 5th Avenue, and Interstate 5. Rivers, smaller lakes, and their associated wetlands also often block connections, including Percival Creek, Bigelow Lake, Woodard Creek, and Chambers Lake. These features commonly run north-south, in the direction of travel of the ice-age glaciers, thus impeding mostly east-west connections.

The City of Olympia’s vision includes interconnected bicycle and pedestrian facilities. Olympia’s bicycle facility network is extensive and growing. Most of the main routes identified
above have either Class II (striped bike lane) or Class III (wide shoulder) facilities. Specific gaps are identified in the discussion of individual clusters below. Likewise, nearly all major city streets have sidewalks; gaps are identified in the discussion of individual clusters.

As part of a larger urban area, Olympia experiences a significant amount of pass-through commuter traffic – that is, commuters who live outside the city of Olympia and who pass through the city on their way to jobs in Lacey and Tumwater, but also Pierce County, King County, and other destinations.

Transportation Facilities by Cluster:

Downtown and State Capitol Campus

Overall, Downtown Olympia has excellent transportation conditions to support CTR. It is platted in a traditional grid of streets and blocks, except for the industrial areas on the Port peninsula. As the center of urban Thurston County, Downtown has busy traffic at all times, with significant congestion at peak hours.

Virtually all block faces have sidewalks, the exception being in the industrial parts of the north Downtown. The City’s Engineering Standards require curb bulb-outs on all Downtown streets where on-street parking exists. Several pedestrian street crossings now have bulb-outs, and the City plans to build more as finances allow. The heavily landscaped Capitol Campus has a sparse street pattern, supplemented with a network of paved pedestrian pathways.

Bicyclists are able to reach Downtown and the Capitol Campus from all directions using Class II bike lanes, Class III wide-shouldered streets, or quiet side streets. Once there, few streets have dedicated bike lanes, but traffic moves slowly, and the gridded street pattern provides many quiet side streets.

County Courthouse and Vicinity

The street pattern in this cluster displays typical suburban loops and cul-de-sacs. The cluster is separated from surrounding neighborhoods by Capitol Lake on the east, Percival Creek Canyon on the north and west, and Highway 101 on the south. Consequently, there are only three roads that enter the cluster: Lakeridge Drive from the east (up a steep hill), Cooper Point Road/Auto Mall Drive from the northwest, and Decatur Street/Crosby Boulevard from the south.

Nearly all block faces have sidewalks, but the cul-de-sac pattern requires pedestrians either to cut across intervening parcels through parking lots, or to walk around via the loop road, Evergreen Park Drive. The southernmost leg of Lakeridge Way SW, serving the Red Lion Hotel, has no sidewalks because it is not a City-owned street; it is a private street, and was not required to meet City’s standards for public streets when it was built several decades ago.

Class II bike lanes are currently provided on Evergreen Park Drive, the Percival Canyon Bridge, and Decatur Street/Crosby Boulevard. The City’s bicycle transportation plans call for
the eventual extension of Class III wide-shouldered shared lanes through the Auto Mall and up the Lakeridge Drive hill from Deschutes Parkway.

**Providence St. Peter Hospital and Vicinity**

The dominant street pattern in this cluster is that of a central spine (Lilly Road) with driveways and cul-de-sacs branching off it. Ensign Road is the only street that connects elsewhere. Not surprisingly, Lilly Road becomes heavily congested during peak periods.

The two streets (Lilly Road and Ensign Road) have sidewalks, but the many driveways may or may not have them.

Lilly Road has Class II bike lanes north of Providence St. Peter Hospital only, while Ensign Road has a Class III wide shoulder west of Providence St. Peter Hospital only. The Chehalis-Western Trail provides a paved multi-use path along the eastern part of the cluster.

**Capital Medical Center and Vicinity**

The street pattern in this cluster is characterized by superblocks with internal driveways. Congestion is not severe today, but much of the land in the cluster has not yet been developed.

Newer streets such as Capital Mall Drive SW and Yauger Way SW have sidewalks, but older roads such as McPhee Road and parts of Mud Bay Road lack them.

Mud Bay Road/Harrison Avenue, Capital Mall Drive SW, and Yauger Way SW have Class II bike lanes.

**Capital Mall and Vicinity**

The street pattern in this cluster is characterized by superblocks with internal driveways. With the intense development in this cluster, traffic on Harrison Avenue NW, Cooper Point Road SW, and Black Lake Boulevard SW becomes heavily congested during peak periods. This is also partly because movement is constrained by dependence on the Black Lake Boulevard interchange on Highway 101 to serve most of the development in West Olympia and Cooper Point.

All the city streets in this cluster have sidewalks, but pedestrian facilities within the superblocks are spotty. Class II bike lanes are present on Harrison Avenue, on Capital Mall Drive, and on Cooper Point Road north of Capital Mall Drive. Bicycle facilities are altogether absent on heavily-traveled Black Lake Boulevard and Cooper Point Road south of Capital Mall Drive, though the Comprehensive Plan does identify these locations for future facilities.
I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

Other Sites

- **City of Olympia Parks Department – Priest Point Park (East Bay Drive)**

  Located on Budd Inlet at the northern border of Olympia, Priest Point Park is served mainly by East Bay Drive, one of several arterial streets serving rural Northeast Thurston County. With cross-traffic limited mainly to residential driveways, through traffic tends to speed. East Bay Drive has sidewalks from the northern edge of the park all the way to the Downtown. Likewise there are Class II bike lanes along the entire length of the street.

  Another minor street, Ames Road, connects eastward from East Bay Drive to Gull Harbor Road, a rural country lane.

- **Intercity Transit (Pattison Street)**

  This worksite is located on a large parcel on a side street (Pattison), midway between two major arterials, Martin Way and Pacific Avenue. To the east of the site is a wetland, part of the headwaters of Woodard Creek. Hence the setting can be characterized as a superblock, though not by intentional design. Traffic on both Martin Way and Pacific Avenue is heavy during peak hours, since they are major east-west corridors for Thurston County. Because of the topography for this location, there are no real options for creating more street connections.

  Martin Way in this area has Class II bike lanes, but sidewalks are intermittent. Pacific Avenue has continuous sidewalks, but no bike facilities. Sidewalks are intermittent on Pattison Street.

- **Washington State Liquor Control Board (Pacific Avenue)**

  This worksite abuts Intercity Transit, at the corner of Pattison Street and Pacific Avenue SW. Traffic on Pacific Avenue is heavy during peak hours, since it is a major east-west corridor for Thurston County. Because of the topography for this location, there are no real options for creating more street connections.

  Pacific Avenue has continuous sidewalks, but no bike facilities. Sidewalks are intermittent on Pattison Street.

- **Washington State General Administration – Transportation Services (Fones Road)**

  Fones Road is a major collector connecting Pacific Avenue with 18th Avenue SE and the neighborhoods in Southeast Olympia. There are no cross streets. It has busy traffic at all times, with heavy congestion at peak hours. Sidewalks are intermittent, and there are no bicycle facilities.

  On the other hand, the City has plans to improve Fones Road with additional lanes, sidewalks, and Class II bike lanes.
I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

- Existing and planned transit services and facilities:

  **Downtown and State Capitol Campus**

  This cluster has the most comprehensive transit service in Thurston County. Sixteen weekday routes serve the Olympia Transit Center at 222 State Avenue (routes 12, 13, 21, 41, 43, 44, 45, 47, 48, 60, 62A, 62B, 64, 66, 68, and 94), coming from every direction. Twelve of these routes have 30-minute headways during the morning peak (12, 13, 21, 41, 43, 44, 47, 48, 60, 64, 66, and 68), while four have 60-minute headways (45, 62A, 62B, and 94). Routes 62A and 62B use the same route for most of their journey (State Avenue/Fourth Avenue/Martin Way), only diverging near the eastern end (Marvin Road). Along the common portion of their route, headways approximate 30 minutes between the two.

  In addition, Intercity Transit operates the Dash shuttle service within the district, running between the Capitol Campus and the Olympia Farmers Market on 12-minute headways on weekdays. Also, Intercity Transit and Pierce Transit operate inter-county express services with 30-minute headways between this cluster and Lakewood, Tacoma, and Gig Harbor (Routes 601, 603, and 603A).

  The downtown Intercity Transit facility also serves Mason Transit and discussions are underway for Greyhound usage as well.

  **County Courthouse and Vicinity**

  Two transit routes serve this cluster (routes 43 and 44), each on 30-minute headways. Both originate at the Downtown station, and their schedules overlap to arrive at the Courthouse stop on 15-minute intervals. Route 43 also serves northern Tumwater, while route 44 also serves west Olympia. Unless they live along these routes, workers headed for jobs in the Courthouse cluster thus must make transfers.

  **Providence St. Peter Hospital and Vicinity**

  One transit route serves the two CTR employers in this cluster (route 60), with 30-minute intervals during the peak morning commute period. In addition, two routes (62A and 62B) pass along Martin Way on the edge of the cluster, with approximately 30-minute intervals between them. Most workers using transit to come to these worksites would have to make a transfer, typically at the Lacey or the Olympia transit centers.

  **Capital Medical Center and Vicinity**

  One transit route serves this cluster, route 47, serving West Olympia with 30-minute intervals. Most workers in this cluster would have to make a transfer.
I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

Capital Mall and Vicinity

Four transit routes serve this cluster (routes 45, 47, 48, and 49). All have 30-minute headways, and serve different parts of West Olympia before converging on a transfer center at Westfield Shoppingtown Capital Mall. Another (route 41) passes near the edge at Harrison and Division, and also serves the area with 30-minute headways. Workers who live in West Olympia could take the bus to work without making a transfer, but those who live elsewhere would need to make one.

Other Sites

□ City of Olympia Parks Department – Priest Point Park (East Bay Drive)

There is no transit service to or near this CTR worksite.

□ Intercity Transit (Pattison Street)

Four transit routes serve the vicinity of this worksite (routes 60, 62A, and 62B on Martin Way, and route 66 on Pacific Avenue). Routes 60 and 66 have 30-minute headways. Routes 62A and 62B have 60-minute headways, but their schedules overlap to provide roughly 30-minute headways. Most workers commuting by transit would need to make transfers.

□ Washington State Liquor Control Board (Pacific Avenue)

Transit route 66 serves this worksite directly, with 30-minute headways. Another three (routes 60, 62A, and 62B) pass nearby on Martin Way. Route 60 has 30-minute headways. Routes 62A and 62B have 60-minute headways, but their schedules overlap to provide roughly 30-minute headways. Most workers commuting by transit would need to make transfers.

□ Washington State General Administration – Transportation Services (Fones Road)

There are no transit routes along Fones Road. The nearest transit routes are about 1/3 mile to the north on Pacific Avenue (routes 60 and 66), or about 1/3 mile to the south on 18th Avenue SE (route 64). All operate with 30-minute headways. Most workers commuting by transit would need to make transfers.

Existing parking conditions:

Downtown and State Capitol Campus

Parking in this district is relatively scarce and moderately expensive, at least by Thurston County standards. There are 1.73 employees per parking stall at the CTR worksites, where the average monthly charge is $17.50. There is on-street parking in the vicinity, but it is not free; nine-hour meters are $0.35 per hour, which works out to nearly $70 per month. This provides a strong incentive to use commute modes other than drive-alone, which is practiced
I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

by only 71.5% of workers at the CTR sites. The City of Olympia’s parking management program in the Downtown is aggressive and favors customer parking.

County Courthouse and Vicinity

Parking at CTR sites is scarce and modestly expensive. There are 2.21 employees per parking stall, and the average monthly charge is $11.67. Nevertheless, there is abundant free on-street parking in the vicinity. It is likely that parking constraints only modestly discourage driving alone to these worksites, which is practiced by 80.8% of CTR employees.

Providence St. Peter Hospital and Vicinity

Parking at these two CTR sites is free, and at first glance, it appears to be scarce (1.91 employees per parking stall). On the other hand, of the 2,675 employees at the two CTR sites, only 1,471 are “affected employees” who arrive between 6:00 and 9:00 a.m. These medical facilities operate with extended hours – especially Providence St. Peter Hospital, which has multiple shifts and operates 24 hours a day, 7 days a week. Adjusting for the proportion of affected employees only, the parking ratio might be as little as 1.05 employees for each of the 1,156 parking stalls. There is a small amount of free on-street parking in the vicinity (on Ensign Road), but there is none on Lilly Road, and there are no other public streets in the cluster. In any case, parking constraints seem not to be influencing commute patterns in this cluster, where the drive-alone rate is 82.0%.

Capital Medical Center and Vicinity

Parking at the two CTR sites in this cluster is relatively abundant at 1.11 employees per stall, and free. Like Providence St. Peter Hospital, Capital Medical Center is also a hospital with 24-hour operations. In addition, there is free on-street parking in the vicinity. It is likely that parking conditions are not strongly influencing commute modes in this cluster, where 83.0% drive alone to work.

Capital Mall and Vicinity

At the one CTR site in this cluster, parking is moderately constrained at 1.48 employees per stall, and the average monthly charge is $10. There is a little free on-street parking in the vicinity. Parking constraints may be contributing to the relatively low drive-alone rate of 70.1%.

Other Sites

□ City of Olympia Parks Department – Priest Point Park (East Bay Drive)

For the 20 employees working at this site, there are 25 parking spaces at a modest $3.15 per month. There is no on-street parking in the vicinity. Nevertheless, there is only a 66.0% drive-alone rate, since 30.0% commute by carpool.
I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

☐ Intercity Transit (Pattison Street)

For the 258 employees (108 affected employees) working at this site, there are 120 free parking stalls. There is also free on-street parking on Pattison Street. The drive-alone rate is only 61.6%, with 21.6% carpooling, 7.5% bicycling, and 2.7% riding the bus.

☐ Washington State Liquor Control Board (Pacific Avenue)

For the 182 workers at this worksite (178 affected), there are 138 on-site and 17 off-site free parking stalls, for a ratio of 1.17 employees per stall. There is also free on-street parking along Pattison Street. The drive-alone rate is 77.1%.

☐ Washington State General Administration – Transportation Services (Fones Road)

There is no on-street parking on Fones Road, Pacific Avenue, or 18th Street. (There is no data on parking management at this worksite in the 2005 CTR database.) The drive-alone rate is 66.2%.

C. Potential Actions for the City of Olympia to Eliminate Barriers

Short Term Plan Recommended Strategies (2008 and 2009):
- Integrate CTR into the planned Mobility Master Plan
- Increase communication and coordination with the State
- Work with TRPC and WSDOT on the CTR in the Schools study
- Revise the parking code requirements for offices
- Continue to complete the bicycle network
- Continue sidewalk construction program
- Increase planning and coordination with Intercity Transit;
- Continue to manage downtown parking to achieve CTR
- Establish park and ride lots with other jurisdictions
- Integrate CTR messages with Bicycle and Pedestrian E3 proposal
- Include CTR messages on the City’s website, in utility inserts and meeting announcements
- Continue focus on downtown market rate housing

Long Term Plan Recommendations (2010 and 2011):
- Conduct a policy and code requirement review
- Implement transit queue jumping
- Implement a community marketing campaign
- Continue to complete the bicycle network
- Continue sidewalk construction program
- Conduct outreach to smaller employers
- Conduct outreach to neighborhood associations
- Continue focus on downtown market rate housing
D. Review of Comprehensive Plan Policies

Olympia has adopted many comprehensive plan policies which support CTR. The foundation of the Comprehensive Plan for Olympia and the Olympia Urban Growth Area is the concept of creating a compact and sustainable community:

The sustainability policies call for us to consider the long range implications of our land use decisions and to provide for a pattern of development that can be sustained and enjoyed by future generations. By enabling less reliance on automobiles; providing for compact development that consumes less land and can be cost effectively served by streets, utilities, and services; and by establishing development densities and site design requirements that protect the viability of environmentally sensitive areas and reflect the capacity of natural storm drainage ways, we provide for a more sustainable and appealing future for coming generations to inherit. (Page 5, Chapter Two: Land Use and Urban Design)

The City’s goals and policies focus not only on stating specific support for Commute Trip Reduction, but also on the land use and transportation strategies needed to make it a success. See excerpts of Olympia comprehensive plan goals and policies in Appendix A.

E. Planning Coordination

See Section VI – Documentation of Consultation for participating agencies and other stakeholders.
## II. AND III. BASELINE, GOALS AND TARGETS

### A. City

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<th>Area of Jurisdiction</th>
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### B. CTR Worksites – Affected and Voluntary

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</tr>
<tr>
<td>Washington State Dept of Information Services</td>
<td>72.8%</td>
<td>10% Reduction</td>
<td>65.5%</td>
<td>13%</td>
<td>9.5</td>
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<tr>
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<td>Washington State Dept of Personnel</td>
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<td>10% Reduction</td>
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<tr>
<td>Washington State Dept of Transportation</td>
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<td>58.5%</td>
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<tr>
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## II. AND III. BASELINE, GOALS AND TARGETS

<table>
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<tr>
<th>Worksite Organization</th>
<th>2007 SOV Rate</th>
<th>SOV Rate Goal</th>
<th>SOV 2011 Goal</th>
<th>2007 VMT Rate</th>
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<th>VMT 2011 Goal</th>
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<tr>
<td>Washington State Patrol</td>
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<td>69.6%</td>
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<td>13% Reduction</td>
<td>10.3</td>
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<td>Washington State Senate</td>
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<tr>
<td>Western Institutional Review Board</td>
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<td>10% Reduction</td>
<td>74.1%</td>
<td>13.6</td>
<td>13% Reduction</td>
<td>11.8</td>
</tr>
</tbody>
</table>
IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

CTR Local Plan
In the long term, the City of Olympia proposes to implement the following elements as part of its Commute Trip Reduction plan. Implementation of the elements will be done in partnership and coordination with other agencies. Listed below are the following planned local services and strategies for achieving the established goals and targets for 2011.

Priority of GTEC Implementation
Implementation of the Downtown and Capitol Campus GTEC is the City’s priority CTR strategy. The City will continue to provide basic support for worksites outside of the GTEC (through contract with TRPC), participate in implementation of Regional Strategies, but limit implementation of the local plan strategies to policy review at least in the 2008-09 timeframe.

The City of Olympia supports the strategies outlined in the Regional Plan and will participate in implementation:

- Update Plans and Ordinances
- Continue to Provide Worksite Support
- Increase Coordination with State Government
- Develop Regional Parking Policies and Strategies
- Locate and Design Worksites to Support Trip Reduction
- Encourage School Participation in Commute Trip Reduction
- Encourage Voluntary Tribal Participation in CTR
- Increase Planning and Coordination with Intercity Transit
- Seek Funding to Expand Park-and-Ride Capacity
- Establish a Business Case for CTR
- Implement a Region-wide Marketing and Community Outreach Program
- Create a Recognition Program for Trip Reduction Efforts
- Integrate CTR with Other Regional Programs
- Seek Support and Funding for Local, Regional and GTEC strategies

A. Policies and Regulations

The City of Olympia has identified the following policies and regulations that will be updated and will help reduce drive alone trips and vehicles miles traveled. The proposed changes and their scheduled adoption date are listed below.

Short Term Recommended Strategies

**Mobility Plan:** Integrate CTR into the planned Mobility Master Plan.

**Work with the State:** Increase communication and coordination with the State on worksite siting, the leasing strategy, and parking code.
IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

School Evaluation: Work with TRPC and WSDOT on the CTR in the Schools study funded in the 2007 Legislative Session to identify potential strategies for broadening CTR to the K-12 community.

Car parking code alignment: The code-required amount of motor vehicle parking for office should be lowered to a level to support employee CTR. Steps the City could take to amend the code include:

- Large office building parking supply should be more closely aligned with SOV goals: provide parking to meet a 55 percent single occupancy vehicle rate on any given day at a worksite.
- The requirement for government office building should be consistent with general office, not higher as it is currently (3.5 stalls per 1,000 SF compared to 2.5-2.85 for General Office).

Continued Focus on Downtown Market Rate Housing: Increasing the downtown housing stock can reduce the need for commute trips. Employees of the Capitol Campus and downtown who live downtown can more easily walk. Downtown residents have better access to transit.

Long Term Recommended Strategies

Code Requirements Review: Conduct an evaluation of these potential code revisions and enhancements:

- CTR consultation for new private development
- Increase housing requirement in commercial developments
- Require sidewalk connections to bus stops (as is required to schools)
- Require shared use park and ride lots at churches and some commercial development
- Increase requirements for awnings and pedestrian amenities
- Require carpool parking in new lots and parking structures
- CTR-supportive features required in impact fee and parking code
- Large development site design for transit
- Cluster zoning to promote more mixed uses

B. Services and Facilities

As part of its capital improvement program, the City of Olympia is planning the following improvements that will help reduce drive alone trips and vehicle miles traveled. In addition to the City of Olympia's investments, the City of Olympia is working with its transit agency partner to improve transit services and facilities.

Short Term Recommended Strategies

Complete the Bicycle Network: The bike network must be complete and thoroughly connected to draw the most users and optimize its use. The Capital Facilities Plan has
IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

typically scheduled funding for bicycle projects, continuing to implement the Bicycle Master Plan. To complete the network, the following are needed:

- Continue to add bike lanes to Arterials and Major Collectors in the City
- Design special treatments for missing links and unique transitions (5th Avenue dam, Martin Way and Pacific “Y,” etc)

**Transit Corridor improvements**: Install transit shelters, sidewalks, street trees, pedestrian crossing improvements, lighting, and streetscape amenities on transit corridors to make transit more comfortable and inviting. Work with Intercity Transit (IT) on system improvement to these corridors. Focus existing programs on these corridors as well as seek grant funds for improvements.

**Downtown Parking Management**: Encourage employee trip reduction through parking cost and supply. Continue to expand and adjust the downtown parking management system, including:

- Convert City lots to customer parking and 9-hour meters to 3-hour where appropriate.
- Limit new employee supply in new garages.
- Eliminate free employee parking at all City worksites.

**Park and ride lots with other jurisdictions**: Work with other jurisdictions to establish park and ride lots.

**Long Term Recommended Strategies**

**Queue Jumping for Transit (extended green)**: Provide transit buses signal priority at City intersections. This allows buses to move more freely and not be caught in congestion, thereby making transit a more timely and attractive mode. Work with other Cities where corridors traverse multiple jurisdictions.

**C. Marketing and Incentives**

The Thurston Regional CTR partners will continue to provide marketing and educational programs to all affected and voluntary worksites in the City of Olympia. These programs include, but are not limited to ETC Basic and Special Trainings; ETC Networking Sessions; Thurston Commutes – CTR Website with information, ideas, and links; and special events such as Smart Commuter Fairs. One-on-one technical assistance is provided by the lead agency and includes presentations to worksite committees and management, sample plans, implementation strategies and compliance assistance.

Led by Intercity Transit, the City of Olympia also participates in Wheel Options and Rideshare on Line Promotions. Partners provide special Thurston Region-only prizes for Wheel Options to encourage participation.

The Bicycle Commuter Contest is a valued Thurston Region event that celebrated its 22nd anniversary this year. Over 1,600 people participated in 2009. As part of the Contest, Intercity
Transit hosts the Wrencher’s Ball – a free tune-up clinic for participants. Participants receive tee shirts, merchant discount coupons and the winners are recognized at a community event.

For state agency worksites, the Washington State Department of General Administration (GA) provides guidelines, plan templates and technical assistance in plan development. GA also supplies the STAR Pass – a prepaid transit pass and SAFE-Ride – an emergency ride home program. These benefits are available to any state employee. Executive Order 01-03 encouraged state agencies to develop plans for telework and flexible work schedules and some agencies encourage such flexibility in support of CTR goals.

Many worksites in the Thurston Region encourage trip reduction through incentive programs. These programs include financial rewards for use of alternative modes, preferential parking for rideshare vehicles, some form of guaranteed ride home and employee recognition. The City of Olympia assists worksites in developing these programs.

Some worksites employ parking management programs to encourage trip reduction. In Lacey, for example, the Department of Ecology has instituted a creative voluntary parking charge for people who wish to park closer to the entrance in a parking structure. Those fees are used to provide incentives for other alternative mode users.

The Regional CTR Plan strategies call for a community-wide marketing campaign, targeting worksites and the residential community. The City of Olympia will participate in this outreach effort.

The City of Olympia recognizes that a built environment that supports physical activity also encourages trip reduction and will explore partnerships with the health community for mutual educational and outreach efforts. This includes working with Thurston County Public Health and Social Services Steps to a Healthier WA and Thurston Regional Planning Council’s Active Community Environments programs.

In addition to regional efforts, the City of Olympia plans to implement the following marketing and incentive programs that will help reduce drive alone trips and vehicle miles traveled.

**Short Term Recommended Strategies**

Integrate CTR messages with Bicycle and Pedestrian Education, Encouragement and Enforcement (E3) proposal.

Integrate CTR messages in City website, utility inserts and meeting announcements.

**Long Term Recommended Strategies**

**Community Marketing Campaign:** Similar to the campaign during the 4th avenue bridge construction, educate the public and promote the use of alternatives to driving along through events, campaigns, materials, web sites, and media outreach. Possible projects include:
IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

- Create a commute guide for any City resident
- Develop a Merchant Discount Program whereby registered smart commuters receive discounts at participating local businesses
- Compile a Door-to Door-Service Directory of businesses that provide delivery services thereby reducing trips

**Outreach to Smaller Employers:** Provide information and resources to smaller employers. Include sample policies on parking, telecommuting, and flextime. Provide examples of incentive programs and bus pass programs, and links to ride match services. Provide employee commute guides. Provide a packet of information at the time of business licensing.

**Outreach to Neighborhoods:** Utilizing neighborhood association structures, develop and promote programs, including:
- Provide grants to neighborhood association to conduct their own commuter campaigns to promote ridesharing, walking, biking and transit.
- Initiate a program whereby families volunteer to give up one car and document their experiences replacing those trips with other modes.
- Neighborhoods work with Intercity Transit to provide a pass program whereby passes are provided at a discount if a certain number within a neighborhood are purchased.

**School Curriculum:** Develop curriculum and projects for schools about reducing drive alone trips. Integrate with other civic and environmental education.

**Focus Groups:** Annually, focus groups of community members can provide information on barriers to trip reduction and effective new program elements.

D. Special Programs for Mitigation of Construction Activities

The City of Olympia is not planning any construction projects that are expected to impact the transportation system to the degree that it would need to use the CTR program to help mitigate the impacts of the construction activities. However, the City understands the benefits of such programs, implementing an aggressive Transportation Demand Management strategy during the major Downtown bridge construction project several years ago.
### Schedule for Implementing Program Strategies and Services

The City of Olympia has identified the following schedule for implementing the CTR program strategies and services, however the implementation dates will be adjusted to reflect the City of Olympia’s GTEC implementation priority. The agency responsible for implementing the strategy or service is also listed.

<table>
<thead>
<tr>
<th>Program Strategy or Service</th>
<th>Agency Responsible</th>
<th>Scheduled Date for Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policies and Regulations</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Integrate CTR into the planned Mobility Master Plan</td>
<td>City of Olympia</td>
<td>2008-2009</td>
</tr>
<tr>
<td>• Increase communication and coordination with the State</td>
<td>City of Olympia, State of Washington</td>
<td>2008-2011</td>
</tr>
<tr>
<td>• Work with TRPC and WSDOT on the CTR in the Schools study</td>
<td>City of Olympia, TRPC, WSDOT</td>
<td>2008-2009</td>
</tr>
<tr>
<td>• Revise the parking code requirements for offices</td>
<td>City of Olympia</td>
<td>2008-2009</td>
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<tr>
<td>• Conduct a policy and code requirement review</td>
<td>City of Olympia</td>
<td>2010-2011</td>
</tr>
<tr>
<td><strong>Services and Facilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Continue to complete the bicycle network</td>
<td>City of Olympia</td>
<td>2008-2011</td>
</tr>
<tr>
<td>• Continue to add sidewalks</td>
<td>City of Olympia</td>
<td>2008-2011</td>
</tr>
<tr>
<td>• Increase planning and coordination with Intercity Transit; improve amenities</td>
<td>City of Olympia, Intercity Transit</td>
<td>2008-2009</td>
</tr>
<tr>
<td>• Continue to manage downtown parking to achieve CTR</td>
<td>City of Olympia</td>
<td>2008-2011</td>
</tr>
<tr>
<td>• Establish park and ride lots with other jurisdictions</td>
<td>City of Olympia, WSDOT, other jurisdictions</td>
<td>2008-2009</td>
</tr>
<tr>
<td>• Implement queue-jumping for transit</td>
<td>City of Olympia, Intercity Transit, other jurisdictions</td>
<td>2010-2011</td>
</tr>
<tr>
<td><strong>Marketing and Incentive Programs</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Integrate CTR messages with Bicycle and Pedestrian E3 proposal</td>
<td>City of Olympia</td>
<td>2008-2009</td>
</tr>
<tr>
<td>• Include CTR messages on the City’s website, in utility inserts and meeting announcements</td>
<td>City of Olympia</td>
<td>2008-2009</td>
</tr>
<tr>
<td>• Community Marketing Campaign</td>
<td>City of Olympia</td>
<td>2008-2011</td>
</tr>
<tr>
<td>• Outreach to Smaller Employers</td>
<td>City of Olympia</td>
<td>2010-2011</td>
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<tr>
<td>• Outreach to Neighborhoods</td>
<td>City of Olympia</td>
<td>2010-2011</td>
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<tr>
<td>• School Curriculum</td>
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<td>2010-2011</td>
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<tr>
<td>• Focus Groups</td>
<td>City of Olympia</td>
<td>2010-2011</td>
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<td><strong>Construction Mitigation Programs</strong></td>
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F. Local Benefits of Meeting CTR Goals

Meeting the CTR goals will provide a variety of benefits. CTR helps the city implement land use and transportation goals and policies to create a vibrant, sustainable urban environment. CTR promotes physical activity and health, while making a local contribution to addressing climate change. Some examples include:

1. Improvements in the local level of service on various streets and at various intersections.
2. Controlling the growth in pass-through commuter traffic.
3. Reduced emissions from vehicles.
4. Reduced energy consumption.
5. Improved wellness, primarily for those who walk or bicycle as their commute mode, but for all citizens, as pollution has been proven to aggravate respiratory illnesses.
6. More efficient, cost-effective, and on-time provision of transit services.
7. Controlling congestion will support efforts to reduce sprawl and increase the concentration of development in Olympia’s activity centers, such as the Downtown and Westside.
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The purpose of this section is to describe the City of Olympia’s required contributions from major employers. The CTR Law specifies that major employers are required to provide four elements as part of their CTR programs.

Under the CTR Efficiency Act, state co-located worksites will now be affected. As the City works with the Washington State Department of Transportation to facilitate this change, new required elements may be added.

<table>
<thead>
<tr>
<th>Required Element</th>
<th>Description</th>
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<tbody>
<tr>
<td>Designate Employee Transportation Coordinator</td>
<td>The Employee Transportation Coordinator is the point of contact between the employer and its workforce to implement, promote and administer the organization’s CTR program. He/she is also the point of contact between the employer and the local jurisdiction to track the employer’s progress in meeting CTR requirements.</td>
</tr>
</tbody>
</table>
| Regular Distribution of Information to Employees | Information about commute alternatives will be distributed regularly to employees. Examples of information that will be distributed will include:  
- Description of the employer’s commute options program  
- Transit system maps and schedules  
- Vanpool rider alerts  
- Weekly traffic alerts  
- Wheel Options campaign promotional materials |
| Regular Review of Employee Commuting and Reporting of Progress | The CTR Program Report and Description outlines the strategies to be undertaken by an employer to achieve the commute trip reduction goals for the reporting period. Employers are encouraged to consider innovative strategies and combine program elements in a manner that will best suit their location, site characteristics, business type, and employees’ commuting needs. Employers are further encouraged to cooperate with each other to implement program elements. In addition to regular reporting, every two years, the employer shall conduct a program evaluation to determine worksite progress toward meeting the CTR goals. As part of the program evaluation, the employer shall distribute and collect Commute Trip Reduction Program Employee Questionnaires (surveys) to achieve at least a 70 percent response rate.  
At a minimum, the employer's CTR Program Report and Description must include:  
1) a general description of the employment site location, transportation characteristics, employee parking availability, on-site amenities, and surrounding services;  
2) the number of employees affected by the CTR program and the total number of employees at the site;  
3) documentation on compliance with the mandatory CTR program elements (as described in Section 6.1);  
4) description of any additional elements included in the employer’s CTR program (as described in Section 6.2); and  
5) a statement of organizational commitment to provide appropriate resources to the program to meet the employer’s established goals. |
| Record Keeping | Affected employers shall maintain a copy of their approved CTR Program Description and Report, their CTR Program Employee Questionnaire results, and all supporting documentation for the descriptions and assertions made in any CTR report to Olympia for a minimum of 48 months. Olympia and the employer shall agree on the record keeping requirements as part of the accepted CTR program. |
### Implementation of a Set of Measures

The employer is required to implement a set of measures that are designed to increase the percentage of employees using the following modes:

- Transit
- Vanpool
- Carpool
- Bicycle or walking
- Telework
- Other non-single occupant vehicle modes

Measures to reduce drive alone trips and vehicle miles traveled include, but are not limited to one or more of the following:

- Provision of preferential parking or reduced parking charges for high occupancy vehicles
- Instituting or increasing parking charges for single-occupant vehicles
- Provision of commuter ride matching services to facilitate employee ride sharing for commute trips
- Provision of subsidies for transit fares
- Provisions of vans for vanpools
- Provisions of subsidies for carpooling or vanpooling
- Provision of incentives for employees that do not drive alone to work;
- Permitting the use of the employer’s vehicles for carpooling or vanpooling
- Permitting flexible work schedules to facilitate employees use of transit, carpools or vanpools
- Cooperation with transportation providers to provide additional regular or express service to the worksite
- Construction of special loading and unloading facilities for transit, carpool, and vanpool users
- Provision of bicycle parking facilities, lockers, changing areas, and showers
- Assessment of bicycle parking and strategy for adding covered bicycle parking if not already existing.
- Provision of a program for parking incentives such as a rebate for employees who do not use the parking facility
- Establishment of a program to permit employees to work part or full time at home or at an alternative worksite closer to their homes
- Establishment of a program of alternative work schedules such as compressed work week schedules
- Implementation of other measures designed to facilitate the use of high-occupancy vehicles such as on-site day care facilities and emergency taxi services or guaranteed ride home services
- Charging employees for parking and/or elimination of free parking
- Holding “Transit Fairs”, or “Smart Commute Fairs” to educate employees on their commute options.
- Employers or owners of worksites may form or utilize an existing transportation management association or other transportation-related associations by RCS 35.87A.010 to assist members in developing and implementing commute trip reduction programs
- Other measures that the employer believes will reduce the number and length of commute trips made to the site.

### Schedule and Process for CTR Program Description and Report

**Document Review**

Olympia shall provide the employer with written notification if a CTR program is deemed unacceptable. The notification must give cause for any rejection. If the employer receives no written notification of extension of the review period of its CTR program or comment on the CTR program or annual report within 90 days of submission, the employer's program or annual report is deemed accepted. Olympia may extend the review period up to 90 days.
V. REQUIREMENTS FOR MAJOR EMPLOYERS

The implementation date for the employer's CTR program will be extended an equivalent number of days.

Schedule
Upon review of an employer's initial CTR program, Olympia shall establish the employer's regular reporting date. This report will be provided in a form provided by Olympia consistent with (Section 6.3) above.

Modification of CTR Program Elements
Any affected employer may submit a request to Olympia for modification of CTR requirements. Such request may be granted if one of the following conditions exist:

1) The employer can demonstrate it would be unable to comply with the CTR program elements for reasons beyond the control of the employer, or
2) The employer can demonstrate that compliance with the program elements would constitute an undue hardship.

Olympia may ask the employer to substitute a program element of similar trip reduction potential rather than grant the employer's request.

Extensions
An employer may request additional time to submit a CTR Program Description and Report, or to implement or modify a program. Such requests shall be via written notice at least 30 days before the due date for which the extension is being requested. Extensions not to exceed 90 days shall be considered for reasonable causes. Olympia shall grant or deny the employer's extension request by written notice within 10 working days of its receipt of the extension request. If there is no response issued to the employer, an extension is automatically granted for 30 days. Extensions shall not exempt an employer from any responsibility in meeting program goals. Extensions granted due to delays or difficulties with any program element(s) shall not be cause for discontinuing or failing to implement other program elements. An employer's regular reporting date shall not be adjusted permanently as a result of these extensions. An employer's annual reporting date may be extended at the discretion of Olympia.

Implementation of Employer's CTR Program
Unless extensions are granted, the employer shall implement its approved CTR program, including approved program modifications, not more than 90 days after receiving written notice from Olympia that the program has been approved or with the expiration of the program review period without receiving notice from Olympia.

Optional Elements

<table>
<thead>
<tr>
<th>Coordination</th>
<th>Description</th>
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<tbody>
<tr>
<td>With the assistance of the Thurston County lead agency, the employer is required to coordinate and collaborate with other CTR affected and voluntary worksites in geographic proximity. This coordination includes but is not limited to:</td>
<td></td>
</tr>
<tr>
<td>• Joint education and promotional events (i.e. Smart Commuter Fairs)</td>
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<tr>
<td>• Ridematching coordination</td>
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### VI. DOCUMENTATION OF CONSULTATION

<table>
<thead>
<tr>
<th>Organization/Party</th>
<th>Meeting Date</th>
<th>Contact Person</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jurisdictional CTR Contact Person</td>
<td>Consulted throughout planning process</td>
<td>Sophie Stimson, TDM Planner</td>
</tr>
<tr>
<td>Department of Planning and Community Development</td>
<td>Consulted throughout planning process</td>
<td>Todd Stamm, Community Planning Manager</td>
</tr>
<tr>
<td>Department of Public Works</td>
<td>Consulted throughout planning process</td>
<td>David Riker, Transportation Manager</td>
</tr>
<tr>
<td>All Thurston Region Planning Commissions</td>
<td>September 2007</td>
<td>Contact List Available</td>
</tr>
<tr>
<td>Olympia City Council</td>
<td>Council: June, July &amp; September 2007  Staff: Consulted throughout planning process</td>
<td>Mark Foutch, Mayor; Steve Hall, City Manager</td>
</tr>
<tr>
<td>Olympia City Council, Land Use Committee</td>
<td>May 2007</td>
<td>Doug Mah, Chair</td>
</tr>
<tr>
<td>Olympia Bicycle and Pedestrian Advisory Committee</td>
<td>April 2007</td>
<td>Christopher Jennings, Chair</td>
</tr>
<tr>
<td>WSDOT</td>
<td>Consulted throughout planning process</td>
<td>Brian Lagerberg, Public Transportation &amp; Commute Options Manager</td>
</tr>
<tr>
<td>Thurston Regional Planning Council</td>
<td>Consulted throughout planning process</td>
<td>Ken Jones, Chair</td>
</tr>
<tr>
<td>Thurston Regional Planning Council, Transportation Policy Board</td>
<td>Consulted throughout planning process</td>
<td>Doug Mah, Chair</td>
</tr>
<tr>
<td>Puget Sound Regional Council</td>
<td>Consulted throughout planning process</td>
<td>Lindy Johnston, Senior Planner</td>
</tr>
<tr>
<td>Tumwater City Council and staff</td>
<td>Council: June, July &amp; September 2007  Staff: Consulted throughout planning process</td>
<td>Ralph Osgood, Mayor</td>
</tr>
<tr>
<td>Lacey City Council and staff</td>
<td>Council: June, July &amp; September 2007  Staff: Consulted throughout planning process</td>
<td>Virgil Clarkson, Mayor</td>
</tr>
<tr>
<td>Thurston County Board of County Commissioners and staff</td>
<td>Commission: July, August &amp; September 2007  Staff: Consulted throughout planning process</td>
<td>Diane Oberquell, Chair</td>
</tr>
<tr>
<td>Thurston County ETCs at Affected &amp; Voluntary Worksites</td>
<td>Consulted throughout planning process</td>
<td>Contact List Available</td>
</tr>
<tr>
<td>Olympia Downtown Association</td>
<td>August &amp; September 2007</td>
<td>Connie Lorentz, Executive Director</td>
</tr>
</tbody>
</table>
### VI. DOCUMENTATION OF CONSULTATION

<table>
<thead>
<tr>
<th>Organization/Party</th>
<th>Meeting Date</th>
<th>Contact Person</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intercity Transit</td>
<td>Consulted throughout planning process</td>
<td>Mike Harbour, General Manager</td>
</tr>
<tr>
<td>Mason Transit</td>
<td>August 2007</td>
<td>Dave O’Connell, General Manager</td>
</tr>
<tr>
<td>Twin Transit</td>
<td>August 2007</td>
<td>Ernest Graichen, General Manager</td>
</tr>
<tr>
<td>Pierce Transit</td>
<td>August 2007</td>
<td></td>
</tr>
<tr>
<td>City of Olympia GTEC Advisory Group</td>
<td>August 2007</td>
<td>Kathy McCormick, Senior Planner, TRPC</td>
</tr>
<tr>
<td>Office of the Governor</td>
<td>August &amp; September 2007</td>
<td>Jill Satran, Executive Policy Advisor</td>
</tr>
<tr>
<td>Department of Community, Trade &amp; Economic Development</td>
<td>August &amp; September 2007</td>
<td>Leonard Bauer, Managing Director, Growth Management Services</td>
</tr>
<tr>
<td>Department of General Administration</td>
<td>Consulted throughout planning process</td>
<td>Joan Cullen, State Agency CTR Program Manager</td>
</tr>
<tr>
<td>Interagency Commute Trip Reduction Board</td>
<td>Consulted throughout planning process</td>
<td>Joan Cullen, State Agency CTR Program Manager</td>
</tr>
<tr>
<td>Thurston County Public Health &amp; Social Services</td>
<td>Consulted throughout planning process</td>
<td>Chris Hawkins, Active Healthy Communities Coordinator</td>
</tr>
<tr>
<td>Steps to a Healthier WA Program</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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VII. A SUSTAINABLE FINANCIAL PLAN

The Thurston Region works collaboratively to implement Commute Trip Reduction, so the City’s Financial Plan for CTR reflects both local and regional expenses and revenues. In addition to the funding sources listed, the City and Region will explore the following funding sources: Regional STP and Transportation Enhancements, CMAQ, Local Improvement Districts, Real Estate Excise Tax, Urban Corridor and Sidewalk Programs, and Pedestrian and Bicycle Safety Programs, including Safe Routes to Schools.

It is difficult to quantify local investments in infrastructure and programs that support CTR. Is the Capital Facilities Plan the right mechanism for documenting this commitment? Or the Transportation Improvement Program? Do only transportation projects count? What about Parks projects that support mobility and encourage physical activity? How is staff time accounted for? As CTR planning is refined, local and regional governments will need to work with WSDOT to determine the most accurate and consistent methodology for capturing this critical information.

By way of example, the following table summarizes the funding secured and planned transportation investments included for the urbanized area in the draft 2008-2011 Regional Transportation Improvement Program (RTIP) for the Thurston Region. It reflects (though not necessarily comprehensively) the financial commitment local and regional agencies, and Olympic Region WSDOT are making in the Thurston Region’s transportation system, many of which are supportive of CTR objectives.

The RTIP is required to include projects with federal transportation funds (FHWA or FTA), regionally significant projects (especially capacity projects that could impact air quality conformity) and WSDOT projects. Each jurisdiction prepares a local Transportation Improvement Program (TIP), derived from local budgeting and planning documents, which is then compiled with the other jurisdiction’s TIPs to develop the RTIP. Because the RTIP is intended to reflect a final step in the appropriation of federal funding, it has a specialized use and does not necessarily represent the full range of transportation projects undertaken by the local jurisdictions, nor all the CTR related projects administered locally or regionally.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Funding Secured (in $1,000)</th>
<th>Planned (in $1,000)</th>
<th>Total (in $1,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intercity Transit</td>
<td>344</td>
<td>12,600</td>
<td>12,944</td>
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<tr>
<td>Lacey</td>
<td>6,845</td>
<td>66,218</td>
<td>73,063</td>
</tr>
<tr>
<td>Olympia</td>
<td>17,346</td>
<td>48,831</td>
<td>66,177</td>
</tr>
<tr>
<td>Thurston County</td>
<td>14,956</td>
<td>3,821</td>
<td>18,777</td>
</tr>
<tr>
<td>TRPC</td>
<td></td>
<td>1,716</td>
<td>1,716</td>
</tr>
<tr>
<td>Tumwater</td>
<td>3,720</td>
<td>42,153</td>
<td>45,873</td>
</tr>
<tr>
<td>WSDOT Olympic Region</td>
<td>17,463</td>
<td>954</td>
<td>18,417</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>60,674</strong></td>
<td><strong>176,293</strong></td>
<td><strong>236,967</strong></td>
</tr>
</tbody>
</table>

In addition to City and County investments, Intercity Transit has a strong commitment to supporting CTR. Region-wide, they contribute nearly $113,000 annually. Approximately half of that amount is non-personnel costs for Wheel Options, Smart Commuter Fairs, media coverage (TV, radio, print), and market research. The other half is in personnel costs to support those efforts as well as other regional partner activities.
Another important regional partner, the Washington State Department of General Administration (GA) supports all state agencies in the Thurston Region. Not accounting for staff time, GA spends approximately $115,000 per year for the STAR Pass (transit pass) and $5,000 per year for SAFE-Ride (emergency ride home). These programs are available to all state employees.

Intercity Transit and GA as regional partners will also contribute their time, expertise and other resources to the strategies articulated in this Plan.

The Thurston Regional CTR Partners (TRPC, Intercity Transit, Jurisdictions, et.al.) also intend to submit two TRPP applications and regional CMAQ applications for the Smart Corridors Project and Region-wide Marketing and Community Outreach Program. Those revenues will be included in the table if funded.

A. Funding Sources

1. WSDOT CTR grant
   The WSDOT CTR Grant is the annual allocation that is given to jurisdictions to help them administer their CTR programs.

2. Local & Regional Funds

3. Construction TDM funds
   Funds may be available through construction mitigation programs. These programs can be used to enhance the City of Olympia’s CTR program and provide program assistance to CTR worksites.

<table>
<thead>
<tr>
<th>Source of Funding</th>
<th>Responsible Agency</th>
<th>Estimated Revenue FY 2008</th>
<th>Estimated Revenue FY 2009</th>
<th>Estimated Revenue FY 2010</th>
<th>Estimated Revenue FY 2011</th>
<th>Total Estimated Revenue</th>
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</thead>
<tbody>
<tr>
<td>CTR Grants</td>
<td>WSDOT</td>
<td>$110,000</td>
<td>$110,000</td>
<td>$110,000</td>
<td>$110,000</td>
<td>$440,000</td>
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<tr>
<td>Local &amp; Regional Funds</td>
<td>Local Jurisdiction &amp; TRPC</td>
<td>$45,000</td>
<td>$45,000</td>
<td>$45,000</td>
<td>$45,000</td>
<td>$180,000</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>$155,000</strong></td>
<td><strong>$155,000</strong></td>
<td><strong>$155,000</strong></td>
<td><strong>$155,000</strong></td>
<td><strong>$620,000</strong></td>
</tr>
</tbody>
</table>

B. Program Expenses

1. Administration
   Program administration includes activities such as identifying and notifying affected employers, reviewing employer progress reports, evaluating employer programs, coordination with neighboring jurisdictions and transit agencies, and preparing annual reports on the CTR program.

   Agency: City of Olympia and Thurston Regional Planning Council (TRPC)
VII. A SUSTAINABLE FINANCIAL PLAN

2. Facilities
   Facilities include capital elements that help to reduce the number of drive alone trips. Elements include high occupancy vehicle lanes, bicycle lanes, sidewalks, transit signal priority improvements, and bus shelters.

   Agency: City of Olympia, TRPC, Intercity Transit, WSDOT

3. Services
   Services include elements that support transit and ridesharing. Elements include transit services, assistance with the formation of vanpools, car sharing and ride matching services.

   Agency: City of Olympia, TRPC, Intercity Transit, WSDOT

4. Marketing
   Marketing includes activities that help to promote and increase awareness of commute options among commuters and residents. Activities include the development and distribution of transit and ridesharing information, promotional campaigns, web sites to promote commute options programs, and outreach to employers.

   Agency: City of Olympia, TRPC, Intercity Transit, WSDOT

5. Incentives
   Incentives include transit pass discount programs, subsidies for vanpool programs, and other contributions to encourage employers to participate in commute options programs.

   Agency: City of Olympia, TRPC, Intercity Transit, State, Employers

6. Training
   Training includes activities for both employer and local jurisdiction staff. Training may include workshops on various topics to address CTR, attendance at conferences and other training opportunities that will help improve program performance.

   Agency: City of Olympia, TRPC
### VII. A SUSTAINABLE FINANCIAL PLAN

<table>
<thead>
<tr>
<th>Expense</th>
<th>Responsible Party</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>Update CTR Plan &amp; Ordinances</td>
<td>Lead Agency (TRPC) &amp; Jurisdictions</td>
<td>$15,000</td>
<td>$5,000</td>
<td>$15,000</td>
<td>$5,000</td>
<td>$40,000</td>
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<tr>
<td>Administer CTR Program</td>
<td>Lead Agency (TRPC) &amp; Jurisdictions</td>
<td>$150,000</td>
<td>$150,000</td>
<td>$150,000</td>
<td>$150,000</td>
<td>$600,000</td>
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<tr>
<td>Increase Coordination with State Government</td>
<td>Lead Agency (TRPC) &amp; Jurisdictions</td>
<td>$15,000</td>
<td>$10,000</td>
<td>$15,000</td>
<td>$10,000</td>
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<tr>
<td>Develop Regional Parking Policies &amp; Strategies</td>
<td>Lead Agency (TRPC) &amp; Jurisdictions</td>
<td>$15,000</td>
<td>$15,000</td>
<td>$10,000</td>
<td>$10,000</td>
<td>$40,000</td>
</tr>
<tr>
<td>Locate &amp; Design Worksites to Support Trip Reduction</td>
<td>Lead Agency (TRPC) &amp; Jurisdictions</td>
<td>$20,000</td>
<td>$10,000</td>
<td>$10,000</td>
<td>$10,000</td>
<td>$50,000</td>
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<tr>
<td>Encourage School Participation in CTR</td>
<td>Lead Agency (TRPC) &amp; Jurisdictions</td>
<td>$8,000</td>
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<td>Encourage Voluntary Tribal Participation</td>
<td>Lead Agency (TRPC) &amp; Jurisdictions</td>
<td>$4,000</td>
<td>$4,000</td>
<td>$3,500</td>
<td>$3,500</td>
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<td>Increase Planning &amp; Coordination with Intercity Transit (Planning Only)</td>
<td>Lead Agency (TRPC) &amp; Jurisdictions</td>
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<td>$3,750</td>
<td>$3,750</td>
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<tr>
<td>Smart Corridors Project</td>
<td>Lead Agency (TRPC) &amp; Jurisdictions</td>
<td>$500,000</td>
<td>$250,000</td>
<td>$250,000</td>
<td>$250,000</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Seek Funding to Expand Park-and-Ride Capacity (Planning Only)</td>
<td>Lead Agency (TRPC) &amp; Jurisdictions</td>
<td>$10,000</td>
<td>$10,000</td>
<td>$10,000</td>
<td>$10,000</td>
<td>$40,000</td>
</tr>
<tr>
<td>Establish a Business Case for CTR</td>
<td>Lead Agency (TRPC) &amp; Jurisdictions</td>
<td>$10,000</td>
<td>$10,000</td>
<td>$5,000</td>
<td>$5,000</td>
<td>$20,000</td>
</tr>
<tr>
<td>Implement a Region-wide Marketing &amp; Community Outreach Program</td>
<td>Lead Agency (TRPC) &amp; Jurisdictions</td>
<td>$25,000</td>
<td>$75,000</td>
<td>$25,000</td>
<td>$25,000</td>
<td>$150,000</td>
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<tr>
<td>Integrate CTR with Other Regional Programs</td>
<td>Lead Agency (TRPC) &amp; Jurisdictions</td>
<td>$1,250</td>
<td>$1,250</td>
<td>$1,250</td>
<td>$1,250</td>
<td>$5,000</td>
</tr>
<tr>
<td>Seek Support and Funding for Local, Regional &amp; GTEC Strategies</td>
<td>Lead Agency (TRPC) &amp; Jurisdictions</td>
<td>$1,250</td>
<td>$1,250</td>
<td>$1,250</td>
<td>$1,250</td>
<td>$5,000</td>
</tr>
<tr>
<td>Local (non-GTEC) strategies</td>
<td>City of Olympia</td>
<td>$10,000</td>
<td>$10,000</td>
<td>$10,000</td>
<td>$10,000</td>
<td>$40,000</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>$278,250</td>
<td>$813,250</td>
<td>$509,250</td>
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</table>
### VII. A SUSTAINABLE FINANCIAL PLAN

#### C. Financial Gaps

<table>
<thead>
<tr>
<th>Program Element</th>
<th>Target Population</th>
<th>Objective</th>
<th>Needed Funding</th>
<th>Potential Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Update CTR Plan &amp; Ordinances</td>
<td>Local &amp; Regional Entities</td>
<td>To ensure integration of CTR with other planning efforts</td>
<td>$40,000</td>
<td>WSDOT Budget Request</td>
</tr>
<tr>
<td>Provide Worksite Support</td>
<td>All employers</td>
<td>Encourage trip reduction</td>
<td>$160,000</td>
<td>WSDOT Base Funding Increase Budget Request</td>
</tr>
<tr>
<td>Increase Coordination with State Government</td>
<td>Governor, Legislature, State Agencies, Employers</td>
<td>Increase state government’s leadership role in CTR</td>
<td>$20,000</td>
<td>WSDOT Budget Request (Should be statewide. This number reflects Thurston County only)</td>
</tr>
<tr>
<td>Locate &amp; Design Worksites to Support Trip Reduction</td>
<td>Governor, Legislature, State Agencies, Employers</td>
<td>Encourage trip reduction through supportive design</td>
<td>$30,000</td>
<td>For State Government: WSDOT Budget Request (Should be statewide) and Business community contribution for private employers</td>
</tr>
<tr>
<td>Encourage Tribal Participation in CTR</td>
<td>Tribes</td>
<td>Encourage trip reduction at emerging major employers</td>
<td>$15,000</td>
<td>WSDOT Budget Request to Support Tribal Planning Activities</td>
</tr>
<tr>
<td>Smart Corridors Project</td>
<td>Thurston Region</td>
<td>Develop infrastructure that supports trip reduction</td>
<td>$1,000,000</td>
<td>CMAQ, STP</td>
</tr>
<tr>
<td>Park-and-Ride Capacity (Planning only)</td>
<td>Thurston Region &amp; surrounding regions</td>
<td>Develop infrastructure that supports trip reduction and reduction in VMT - may eliminate need for more costly capacity funding for state &amp; local facilities</td>
<td>$40,000</td>
<td>WSDOT Budget Request to support statewide plan and funding plan</td>
</tr>
<tr>
<td>Establish a Business Case for CTR</td>
<td>Private employers</td>
<td>Support participation in trip reduction efforts by integrating CTR with other business goals</td>
<td>$10,000</td>
<td>WSDOT Budget Request</td>
</tr>
<tr>
<td>Implement a Regionwide Marketing and Community Outreach Program</td>
<td>Entire Thurston Region, including non-affected employers and residential community, tribes</td>
<td>Increase knowledge of and voluntary participation in trip reduction efforts</td>
<td>$150,000</td>
<td>CMAQ, STP</td>
</tr>
<tr>
<td>Create a Recognition Program for Trip Reduction Efforts</td>
<td>All employers, employees, ETCs</td>
<td>Reward trip reduction</td>
<td>$10,000</td>
<td>WSDOT Budget Request (see D for statewide program development)</td>
</tr>
</tbody>
</table>

**Total Needed Funding:** $1,475,000
VII. A SUSTAINABLE FINANCIAL PLAN

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As part of its strategic plan for implementing the Commute Trip Reduction Program, the City plans to work in partnership with the transit agencies, neighboring jurisdictions, and other partners.

Listed below are the organizations that will be involved with the implementation of the City's plan. Their roles and responsibilities are as follows:

A. Local Jurisdiction and Contractor
Along with all other affected jurisdictions in the Thurston Region, the City contracts with the Thurston Regional Planning Council to act as lead agency to implement all requirements of the CTR Law. The City will work with TRPC to implement local and regional plans and ensure worksite compliance with legal requirements.

B. Transit Agency
Intercity Transit will be responsible for providing transit and ridesharing services to the major employers and provides in-kind and sub-contracted marketing assistance to TRPC.

C. Employers
The employer will be responsible for complying with the requirements of the State CTR Law and the City Ordinance. The City and TRPC will work with the employers to meet their goals.

CTR Implementation Plan
See Section 4 – E
As part of the Regional CTR Plan, The Thurston Regional Planning Council developed a Regional GTEC Feasibility Study to explore current conditions and jurisdictional thresholds for GTEC readiness. Based on that Study, the City of Olympia applied for and received funding to implement the Downtown Olympia/Capitol Campus GTEC. The City of Olympia is coordinating its program with its regional transportation planning organization (TRPC) and transit agency (Intercity Transit).
The City of Olympia has the following comprehensive plan goals and policies which support CTR. Through the joint planning process, Thurston County has also adopted those goals and policies which are marked by an asterisk (*).

**LAND USE POLICIES.** A dominant theme of Olympia’s land use goals and policies is to create patterns of development, site design, and construction that create a pedestrian-oriented community that fosters the use of transit, walking, and bicycles:

*LU 1.1* Focus growth in areas with the capacity to absorb development (i.e., areas with vacant or underutilized land and available utility, street, park and school capacity, or where such facilities can be cost effectively provided); in areas where development will facilitate efficient, effective mass transit service; where adverse environmental impacts can be avoided or adequately mitigated; and where development will enhance the area’s appearance or vitality. (Note: an asterisk (*) denotes a policy jointly adopted by Thurston County.)

*LU 1.2* Avoid high density development where the existing development pattern or terrain are not conducive to walking, bicycling, and frequent transit service; or where new development would have a significant adverse impact upon the habitat within designated sensitive drainage basins. (Ordinance #6140, 08/28/01)

*LU 1.3* Increase the overall housing densities in Olympia, and ultimately in the unincorporated growth area, in order to efficiently use the remaining buildable land while considering environmental constraints; to enable efficient, cost-effective provision of city facilities, services and to enable provision of affordable housing: (Ordinance #6140, 08/28/01)

  a. Establish incentives (e.g., density bonuses) and requirements (e.g., minimum housing densities) in the zoning ordinance to ensure that residential development is sufficiently dense to accommodate the city's anticipated population growth. (Ord. #6140, 08/28/01)

  b. Establish minimum and maximum housing densities for residential districts. Establish minimum densities for the High Density Corridors (see LU17), neighborhood villages and urban villages (see LU9) which provide sufficient residential density to facilitate frequent transit service and to sustain area businesses.

**GOAL LU3*. To establish land use patterns, densities, and site designs that enable less reliance on automobiles.**

**POLICIES:**

*LU 3.1* Establish High Density Corridors with sufficient residential and employment density to support frequent transit service, encourage pedestrian traffic between businesses, provide a larger customer base for corridor transit services and businesses, and diminish the reliance upon automobiles for local trips. (See LU17 and the Transportation Chapter.) (Ordinance #6073, 12/12/00).
LU 3.2 Encourage more intensive residential and commercial development downtown to enable frequent transit service. Strive to achieve an average housing density of at least 15 units per acre for new downtown housing projects and an employment density of at least 25 employees per acre. Develop an aggressive marketing strategy and incentives, such as building height bonuses, to achieve this level of development.

LU 3.3* Provide a compatible mix of housing and commercial uses in all commercial districts, neighborhood villages, and urban villages to enable people to walk to work and shopping, enable less reliance on automobiles, reduce commuting times and distances, make mass transit more viable, and provide greater convenience for area residents.

LU 3.4* Concentrate new major shopping, entertainment, and office uses in established commercial areas, such as downtown, the Medical Services District along Lilly Road, around the Capital Mall and the High Density Corridors, to enable frequent transit service to these areas and to encourage more intensive use of land with available infrastructure capacity. Encourage development in these areas by providing public improvements (e.g., pedestrian amenities and street trees) and by limiting the creation of new commercial zoning districts.

LU 3.5 Encourage the development of designated neighborhood centers so as many of the city's residents as possible are within approximately mile of a grocery or convenience store and a transit stop. (See Map 1-3.) Such centers should be separated by at least mile from existing or planned neighborhood commercial areas.

LU 3.6 Provide for and support construction of park and ride lots and associated complementary uses (e.g., grocery stores, day care centers, video rental shops, dry cleaners, and auto repair shops) in or near shopping areas to enable one-stop shopping for commuters. Furnish park and ride lots with bicycle lockers or covered racks in secure, lighted areas. Work with Intercity Transit to identify appropriate locations for park and ride lots.

LU 3.7 Establish design standards which ensure that commercial and public building sites provide convenient, direct access for pedestrians and bicyclists.

LU 3.8 Establish design standards which ensure that commercial and public building sites provide convenient, direct access for pedestrians and bicyclists.

NEIGHBORHOOD GOALS AND POLICIES

This section contains the goals and policies that will shape our future neighborhoods and protect or improve the character and livability of our established neighborhoods.

All new housing developments, including multifamily projects, will be arranged in a pattern of connecting streets and blocks to allow people to get around easily by foot, bicycle, bus, or car. The majority of the housing in the city and unincorporated growth area will remain single-family...
detached, but a mix of other housing types and densities, such as apartments, townhouses, and small cottages built around courtyards, will provide housing alternatives for our diverse population.

A large portion of the residents of the city and the unincorporated growth area will be within a quarter mile of a neighborhood center, generally containing small scale convenience and service businesses, a transit stop and a small park, that is bounded by moderate to high density housing. These neighborhood centers will serve as activity hubs or small scale town squares that foster social interaction and a sense of community, as well as accommodate many of the neighborhood residents' routine shopping needs.

Several relatively large tracts near the perimeter of the city are designated for development as "neighborhood villages" and "urban villages". (See Map 1-3.) These designations provide for development of planned communities with a coordinated, compatible mixture of single and multifamily housing arranged around a readily accessible neighborhood center. (See Figure 1-1.) The configuration and mix of land uses and the design of the street and trail system in these areas will create an environment that encourages walking, biking and use of mass transit, while providing direct, pleasant routes for motorists. These villages will foster efficient land use through compact, higher density development and by placing residential uses in close proximity to bus stops and basic retail and support services.

The neighborhood villages will typically consist of simple planned communities composed of single-family detached homes, townhouses and multifamily units, surrounding a small neighborhood center. The urban villages will be much more diverse and intensely developed. Urban villages will be developed on sites suitable for accommodating businesses serving the surrounding neighborhoods as well as the village itself. They may host a full scale supermarket, offices, and a broad array of predominantly neighborhood-oriented businesses and services. (See Map 1-3.)

Both the neighborhood villages and urban villages will be designed as coordinated, integrated projects with a compatible mix of land uses. Development phasing requirements will ensure that each project component and amenity is developed at the appropriate time. While urban villages and the smaller neighborhood villages will have many characteristics in common, the design and composition of each project will vary in response to site conditions, location, market demand, available street and utility capacity, and the character of the surrounding neighborhood.

LU 8.6  Encourage the integration of compatible commercial and residential areas. Provide walkways/bike paths between residential areas and business districts offering retail goods or consumer services. Also provide business entrances that are oriented toward the neighborhood as well as the commercial street.

LU 8.8  Establish a program to provide sidewalks, street improvements, bike paths, street trees, sewers, and parks where needed in established neighborhoods, with priority given to areas designated for higher density development.
LU 8.10 Prohibit fences and walls which inhibit pedestrian traffic, isolate neighborhoods, or separate neighborhoods from main roads. Allow exceptions where necessary to reduce noise, provide buffers, or create private rear yards.

GOAL LU9*. To establish neighborhood centers as the focal point of neighborhoods.

POLICIES:

LU 9.1* Establish a neighborhood center, containing a civic green or park, a transit stop, convenience businesses and services, a day care center, and perhaps a church or school in each urban village and neighborhood village. (See Map 1-3.) Allow neighborhood centers to be developed in established neighborhoods where they are compatible with existing land uses, consistent with the policies in this chapter. (See the Transportation Chapter, Street Design Policies - Residential Streets.)

LU 9.4* To the greatest extent possible, arrange the streets and trails in neighborhood villages and urban villages so the center can be accessed from all areas of the development without using an arterial. Design the street system and arrange shopping areas, schools, and other community facilities to facilitate pedestrian access between residential areas and these key village components.

LU 9.5 Require all commercial development in neighborhood centers to be within approximately 600 feet of an existing or planned transit stop.

GOAL LU10*. To establish neighborhood villages, urban villages [and urban centers] with a coordinated, balanced mix of land uses and a pedestrian orientation. [Language in brackets not adopted by Thurston County.] (Ordinance 5661, dated 12/26/96)

POLICIES:

LU 10.3 Establish requirements for villages that provide a pleasant living, shopping, and working environment; pedestrian accessibility; a sense of community; adequate, well-located open spaces; an attractive, well-connected street system; and a balance of retail, office, multifamily, single family, and public uses.

LU 10.6* Require that villages contain a neighborhood center offering predominantly neighborhood-oriented shopping and services; a variety of housing types and densities; and, to the extent the site permits, a network of open spaces and recreation areas. Base the exact mix and density of land uses on the community context, site conditions, infrastructure and street capacity, market conditions, the frequency of transit service, and the character and density of development in adjacent neighborhoods, consistent with the minimum and maximum densities allowed for the district.
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LU 10.8 Minimize the amount of the village devoted to parking.

a. Establish parking requirements for land uses located in urban villages and neighborhood villages which reflect their pedestrian and transit orientation (e.g., reduce them 10 percent to 15 percent below the requirements for areas without such pedestrian orientation).

b. Credit on-street parking toward fulfillment of an adjoining commercial use’s parking requirements.

c. Provide incentives (e.g., density bonuses) for establishing shared parking lots.

d. Design and size parking lots to avoid interrupting the pedestrian orientation of the village. Locate parking lots to the rear or side of commercial and multifamily buildings. Limit the size of parking lots fronting on a street (e.g., to 30 percent of the site’s street frontage). Design and landscape parking lots located along the side of buildings so that they neither disrupt nor detract from the continuity of the streetscape.

LU 10.10 Provide for the development of pedestrian-oriented urban centers. They include a village green or plaza, substantial retail and office development, and housing at urban densities. Urban centers are located within High Density Corridors. (See Map 1-3.) (Ordinance # 5661, dated 12/26/96)

LU 10.11 Establish requirements for urban centers that provide a pleasant living, shopping, and working environment; pedestrian accessibility; a sense of place; an adequate, well-designed village green or plaza as an organizing urban design feature; an attractive, well-connected street system; and a balance of retail, office, multifamily and/or townhouses or other moderate to high density housing. (Ordinance # 5661, dated 12/26/96)

LU 10.15 Minimize the amount of the urban center devoted to parking.

a. Set parking standards that reflect the pedestrian and transit orientation of the center, and its location in a High Density Corridor.

b. Credit on-street parking toward fulfillment of parking requirements.

c. Provide incentives for using shared parking lots.

d. Design and size parking lots to avoid interrupting the pedestrian orientation of the center. Locate parking lots to the side or rear of commercial and multifamily buildings. Limit the size of parking lots fronting on a street. Design and landscape lots located along the side of buildings so that they neither disrupt nor detract from the continuity of the streetscape. (Ordinance #5661, 12/26/96)
COMMERCIAL
GOALS AND POLICIES

The intent of the Thurston Regional Transportation Plan is to focus jobs, housing, shopping, and small recreational areas in the city centers of Olympia, Lacey, and Tumwater and on the main travel routes between them. Greater development intensity and activity in these areas will increase their vitality and facilitate provision of an excellent mass transit system (e.g., 10-minute service intervals) and make better use of available infrastructure.

To encourage more intensive use of these established commercial areas, major new commercial areas will not be created. With few exceptions, new commercial areas will be limited to neighborhood oriented businesses and services in neighborhood centers in residential areas. These small scale commercial uses at the centers will reduce the need for people to leave their neighborhoods to accomplish their routine shopping.

At present, most of our commercial areas (except downtown) are auto-oriented and characterized by low intensity development. In the future, these commercial areas will become more vital and attractive to pedestrians and other customers, and will accommodate a more balanced mix of commercial, residential, and recreational uses.

Significant changes, however, will need to occur in some of our commercial areas to increase their appeal as places to shop, live, work, and visit. To become more inviting for pedestrian and transit users, the commercial areas will need wide sidewalks furnished with benches, street trees, attractive waste receptacles, and pedestrian shelters; attractive planting strips; frequent, well marked crosswalks and transit stops; and buildings that are oriented to the streets, rather than solely to parking lots.

GOAL LU12*. To more intensively develop, redevelop, and diversify established commercial areas.

POLICIES:

LU 12.2* Provide for a compatible mix of intensive commercial and multifamily residential development in existing commercial areas to reinforce their roles as business, entertainment, and cultural centers; to establish a sustainable balance of commercial uses, employment opportunities, and residential uses; to enable people to work, shop, recreate, and reside in the same area; to provide a customer base for businesses after the close of office hours; and to shorten commuting distances, reduce traffic congestion, and enable less reliance on automobiles.

LU 12.8 Encourage efficient parking arrangements to enable more intensive site development. (See the Transportation Chapter.) Parking requirements and areas should not be reduced if it would likely result in significant, frequent overflow parking in residential areas. Require mitigative measures as warranted to minimize the potential for overflow parking in residential areas.
a. Encourage establishment of shared parking areas.

b. Reduce the parking requirements for areas designated for intensive development (e.g., High Density Corridors).

c. Allow off-site employee parking where it would enable more intensive development downtown, in a High Density Corridor, or other areas designated for intensive development. Also consider developing "satellite" parking areas with shuttle service to downtown.

d. Support the development of parking structures in high density commercial areas such as downtown, in the High Density Corridors, and in the vicinity of the Capital Mall to enable redevelopment of excess surface parking areas for more intensive uses.

e. Identify and designate streets where on-street parking can be safely provided without unduly slowing the traffic flow or jeopardizing traffic safety. Consider allowing on-street parking spaces along a business' street frontage to count toward its parking requirement.

GOAL LU14*. To make commercial areas easily accessible and inviting for transit riders, pedestrians and bicyclists, as well as motorists.

POLICIES:

LU 14.1 Require direct, convenient pedestrian access to commercial and public buildings. Direct pedestrian access should be provided from sidewalks and parking lots to building entrances, bus stops, and adjacent buildings. Provide sheltered seating areas at transit stops, plazas, and other appropriate locations along pedestrian walkways.

LU 14.2 Separate on-site vehicular travel lanes and pedestrian walkways to the extent possible. Where site conditions permit, align parking lot aisles perpendicular to the building to minimize vehicular/pedestrian conflicts.

LU 14.3 Install pavers or colored, scored concrete on the crosswalks of busy commercial streets to elevate the status and hopefully increase the safety of pedestrians, and to improve the appearance of the district.

LU 14.4 Require awnings or some other form of pedestrian weather protection along the building faces of new or substantially remodeled buildings fronting on sidewalks in pedestrian oriented commercial districts.
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LU 14.5 Require new commercial and public buildings to be located along and facing the sidewalk to enable easier access for pedestrians and transit riders. Exceptions should be made where an alternative building location would provide as good or better pedestrian access and would not detract from an adopted streetscape plan.

LU 14.6 Locate one or more entrances along building faces abutting a sidewalk or a pedestrian access easement extending into an adjoining residential neighborhood. Allow exceptions if such entrances would unduly impede the operation of the business or pose a serious security risk.

LU 14.7 Require that site designs for businesses along transit routes accommodate transit use. This could include the location of a building entrance near a transit stop or, where appropriate, inclusion of features such as a sheltered transit stop or a bus bay in the project.

LU 14.8 Establish connecting streets with short blocks in pedestrian-oriented commercial areas to facilitate access for pedestrians. (See the Transportation Chapter.)
   a. New commercial development should be accommodated in blocks no longer than 300 feet.
   b. Where economically practical, existing development should be retrofitted into a pattern of short blocks. Where it is not possible or desirable to create such a street pattern, walkways should be provided in key locations to shorten walking distances for pedestrians.

LU 14.13 Work with Intercity Transit and businesses to provide bike racks or lockers at appropriate locations in commercial districts, such as transit stops and building entrances. (See the Transportation Chapter.)

GOAL LU17. To transform some arterials into High Density Corridors which are vital, attractive, mixed use districts that appeal to pedestrians as well as motorists, and enhance the community's image. (Ordinance #6073, dated 12/12/00)

POLICIES:

LU 17.1 Utilize the Thurston Regional Transportation Plan and Figure #2A to identify Core Areas (Downtown or City Centers) and High Density Corridors along State Street, Fourth Avenue, Martin Way, Harrison Avenue, Black Lake Boulevard, Cooper Point Road and Pacific Avenue.

LU 17.2 Designate the portion of Capitol Way south of the Downtown as a Medium Density Corridor pursuant to Figure 2A and the Thurston Regional Transportation Plan. (See Recommended Goals and Policies by Subarea.)
LU 17.3 Over time, High Density Corridors should transform into areas with:
   a. Excellent, frequent transit service;
   b. Housing and employment densities sufficient to support frequent transit service;
   c. Buildings fronting on wide sidewalks which are furnished with street trees, attractive landscaping, benches, and frequent transit stops;
   d. Multi-story buildings oriented toward the street rather than to parking lots;
   e. Parking spaces located behind the buildings or in structures; and
   f. A compatible mix of residential building types, such as apartments, townhouses, and perhaps small cottages integrated with or in close proximity to commercial uses.

LU 17.4 Create four different High Density Corridors categories based upon existing and potential land uses; transportation systems; urban design characteristics; and public interventions and/or incentives, called:
   a. High Density Corridor-1 (HDC-1),
   b. High Density Corridor-2 (HDC-2),
   c. High Density Corridor-3 (HDC-3), and
   d. High Density Corridor-4 (HDC-4).

LU17.5 HIGH DENSITY CORRIDOR-1 (HDC-1)
   a. Description: High Density Corridor-1 (HDC-1) is within the Urban portion of the High Density Corridor. HDC-1 is located closest to the downtown district along the 4th Avenue & State Street couplet and west of the downtown along Harrison Avenue.
   b. Transportation: Access to and through the HDC-1 district should include a blend of travel modes. Therefore, priority will be given to improving the pedestrian, bicycle and transit systems along these corridors. The location of this district in close proximity to the downtown will make it relatively easy to serve with frequent transit and trolley service.
   c. Land Uses: Land uses in 1999 included a mix of older single family residential, professional office (in converted residences and newer buildings) and some multi-family structures. Over time this district will transition to a mix of multi-family, professional offices and other low intensity commercial uses with building heights limited to three stories when abutting a residential neighborhood.
   d. Urban Design: Redevelopment and new structures within the HDC-1 district will create as continuous a street edge as possible with a form and height that help create a pedestrian friendly street enclosure. Buildings will have an entrance facing the main pedestrian street and locate parking behind or on the side of the buildings.
   e. Public Incentives & Interventions: The HDC-1 and HDC-2 districts will be the highest priority locations for public interventions and incentives that focus on encouraging housing density and street edge improvements that encourage walking, biking, and transit use. (Ord. #6195, 07/03/02)
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LU 17.6 A description of the High Density Corridor-2 (HDC-2) category includes the following.
HIGH DENSITY CORRIDOR-2 (HDC-2)

a. **Description:** High Density Corridor-2 (HDC-2) is within the Urban portion of the High Density Corridor. HDC-2 is also located along the 4th Avenue & State Street couplet and west along Harrison Avenue, but further from the downtown than the HDC-1 district.

b. **Transportation:** Access to and through the HDC-2 district should include a blend of travel modes, however preference will be given to improving the pedestrian, bicycle and transit systems along these corridors. The location of this district in close proximity to the downtown would make it relatively easy to serve with frequent transit or trolley service.

c. **Land Uses:** HDC-2 incorporates a limited range of commercial activities but allows a greater range of land use types and intensities than does the HDC-1 district. Over time this district will transition to higher concentration of commercial uses with an increasing number of multi-family uses with building heights limited to three stories when abutting a residential neighborhood.

d. **Urban Design:** Redevelopment and new structures within the HDC-2 district will create as continuous a street edge as possible with a form and height that help create a pedestrian friendly street enclosure. Buildings will have an entrance facing the main pedestrian street and parking located behind or on the side of the buildings.

e. **Public Incentives & Interventions:** The HDC-2 district will be highest priority location for public interventions and incentives along with the HDC-1 district that focus on encouraging housing density and street edge improvements that encourage walking, biking, and transit use. (Ord. #6195, 07/03/02)

LU 17.7 A description of the High Density Corridor-3 (HDC-3) category includes the following.
HIGH DENSITY CORRIDOR-3 (HDC-3)

a. **Description:** High Density Corridor-3 (HDC-3) is considered to be a Transitional portion of the High Density Corridor. A HDC-3 district is located from the Martin Way & Pacific Avenue intersection east to Phoenix Street (including properties fronting on both sides of Phoenix Street). Another HDC-3 district is located west of Black Lake Boulevard along Harrison Avenue to Kenyon Street, with the southern boundary being the northern perimeter of Capitol Mall, approximately 400 feet south of 4th Avenue.

b. **Transportation:** Primary access to the HDC-3 district will continue to be by motor vehicles. Roadway design will constrain vehicle speeds to encourage non-motorized transportation. Pedestrian, bicycle, and transit travel will be encouraged along these corridors. Local transit service can be expected to continue to and through this area.
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c. **Land Uses:** This district contains a wide variety of older commercial buildings with established businesses. This has created a generally uniform character which should aid in the redevelopment of much of this area within a relatively short time period. The HDC-3 district lies between Urban and Outer Urban portions of High Density Corridors. Over time this area will ultimately evolve towards a more dense urban form.

d. **Urban Design:** Redevelopment and new structures within the HDC-3 district will create as continuous a street edge as possible with a form and height that help create a pedestrian friendly street enclosure. Buildings will have an entrance facing the main pedestrian street and locate parking behind or on the side of the buildings.

e. **Public Incentives & Interventions:** The HDC-3 district will be of secondary importance for public interventions and incentives after the HDC-1 & HDC-2 districts.

LU 17.8 A description of the High Density Corridor-4 (HDC-4) category includes the following.

**HIGH DENSITY CORRIDOR-4 (HDC-4)**

a. **Description:** High Density Corridor-4 (HDC-4) is located the furthest from the downtown, so it is described as the Outer Urban portion of the High Density Corridor. This district contains a majority of the city’s High Density Corridor zoning. It can be found east of Phoenix Street along both Martin Way and Pacific Avenues. It is also located along Harrison Avenue, Cooper Point Road and Black Lake Boulevard in West Olympia. This district includes Capitol Mall.

b. **Transportation:** Primary access to the HDC-4 district will continue to be from motor vehicles. Pedestrian, bicycle and transit travel will be provided for along these corridors. Roadway design will reduce conflict between motorized and nonmotorized traffic. Transit service can be expected to continue to and through this area.

c. **Land Uses:** Most HDC-4 district development has been built within the last 30 years and before the 1994 adoption of the Comprehensive Plan. It is anticipated that these portions of the High Density Corridors will take the longest to redevelop into a more dense urban form. Some low density uses formerly not allowed may be sited if they conform to design guidelines (such as, auto and boat sales with show room windows).

d. **Urban Design:** Redevelopment and new structures within the HDC-4 district will, over time, create as continuous a street edge as possible and a streetscape that is more safe and inviting to pedestrians. Over a long period of time a building form and height should develop that can help create a pedestrian friendly street enclosure. Buildings entrances are allowed on building corners, off of a pedestrian plaza, or on the side of the building. These will have good windows facing the HDC street and excellent pedestrian connections from the HDC sidewalk to the building entrance. Parking may be located on the side or back of the buildings.

e. **Public Incentives & Interventions:** HDC-4 will receive the lowest priority of any of the HDC districts for incentives or public investment.
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LU 17.9 Generally, the HDC areas should include properties within walking distance of transit routes (1/4 mile) or at least 400 feet. Properties may be considered for removal which:
   a. Are not within 400 feet of a HDC arterial listed in policy LU 17.1, and
   b. Back up onto I-5, SR-101, BNSF Railroad, another high density corridor.

LU 17.10 As funding permits, prepare master plans for the High Density Corridors or for the portions of corridors with the greatest potential for intensive, mixed use development ("focus areas"). These master plans should include:
   a. The location, size, and type of proposed land uses;
   b. Targeted residential and employment densities;
   c. Proposed street improvements and pedestrian amenities;
   d. The location and amount of off-street parking;
   e. The location of any proposed parks or open spaces; and
   f. Identification of the public improvements needed to facilitate the planned development.

LU 17.11 Within HDC-1 and HDC-2 areas,
   a. Integrate new development with existing uses to achieve a better environment for pedestrians (e.g., by shortening distances between buildings, eliminating barriers, or placing buildings closer to pedestrian walkways)
   b. Maintain or improve the livability of the adjacent residential neighborhood through good building and street design.

LU 17.12 Designate "focus areas" within the High Density Corridors which have the most potential for accommodating attractive, high density, commercial, and residential development; an attractive streetscape; and public open space. Give priority to focus areas with the potential to yield dramatic results from public and private investments.

LU 17.13 Concentrate public investment or incentives within "focus areas" and HDC-1 & HDC-2 categories. An area of secondary importance would be HDC-3 categories. Public investment or incentives (such as street trees, decorative lighting, infrastructure upgrades, and other streetscape improvements) would benefit these areas to encourage desired development.

LU 17.14 To further expedite development called for in the corridor plans or "focus areas" master plans, the City will: (Ord. #6195, 07/03/02)
   a. Prepare environmental review for focus area plans to resolve issues so individual development permits can go forward more efficiently and quickly;
   b. Give permit processing priority to projects which; based upon preliminary review, essentially comply with the focus area master plans;
   c. Identify and prioritize needed public street and transit improvements in the Capital Facilities Plan,
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d. Promote the corridor or focus area master plan development potential to the development community. (Ord. #6195, 07/03/02)

LU 17.15 Establish a financing program for High Density Corridors to make them more desirable places to live. Public improvements deemed necessary to attract development could be funded through local improvement districts, impact fees, public-private partnerships, state and federal housing funds, community redevelopment financing, and Transportation Improvement Board funds.

LU 17.16 Provide incentives (such as, increased building heights, or the reduction of fees and charges) for high density housing projects, or the inclusion of housing in commercial projects in HDC-3 or HDC-4 districts.

TRANSPORTATION POLICIES. Olympia’s transportation policies also strongly emphasize alternate modes, providing support for Commute Trip Reduction strategies:

GOAL T1*. Reduce dependence on auto use, especially drive-alone vehicle use during morning and evening commute hours.

EDUCATION POLICIES:

T 1.1* Promote alternatives to driving alone by informing citizens of the public and private monetary and environmental costs of continued dependence on autos. Communicate the benefits of choosing alternative transportation. Track and record progress made toward reducing auto dependence, and celebrate significant milestones.

T 1.2 Use the City Commute Trip Reduction program to inform people about alternatives to driving alone. Work with Intercity Transit, State government, school districts, and colleges to coordinate and publicize transportation efforts.

TRANSPORTATION DEMAND MANAGEMENT (TDM) POLICIES:

T 1.3* Reduce the growth of traffic congestion in order to meet State, City, and Thurston Regional Transportation Plan goals. TDM strategies that reduce drive-alone commuting include but are not limited to:

a. Parking Management that reduces the amount of cheap and plentiful parking for employees. (Ord. #6195, 07/03/02)

b. Ride match services and preferential parking for carpools and vanpools. Carpools and vanpools may be the most workable alternative for the large percentage of commuters who live in existing low density areas.

c. Employer-subsidized bus passes and other financial incentives.

d. "Flex time" programs, telecommuting, and four-day work weeks.

e. Covered bike racks, lockers, and showers at employment sites.

f. Promotional and educational programs to encourage the use of alternatives to driving alone.
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g. Safe and convenient walking facilities such as sidewalks, crossing improvements, and streetscape enhancements. (Ord. #6195, 07/03/02)

h. Safe and convenient bicycle facilities such as on-street bike lanes, off-street paths, and bike route signing. (Ord. #6195, 07/03/02)

i. Encouraging commercial deliveries and shipping of freight during off-peak hours especially in Core Areas and along High Density Residential Corridors.

T 1.4 Prepare a Transportation Demand Management Ordinance as part of the City and County concurrency management systems. (See discussion of concurrency under Policy T 2.1.) Incorporate Transportation Demand Management actions as impact mitigation for development. This would include support for street improvements for pedestrians (sidewalks, street trees and street lights), bicyclists (bike paths and routes, bike racks, bike lockers and showers and lockers at worksites), and transit riders (shelters, covered walkways).

T 1.5 Work with employers and the general public to implement a Downtown TDM Program using the strategies identified in policy T 1.3. The goal for the downtown TDM program is to decrease drive alone commute trips from 75% in 2001 to 59% in 2010. (Ord. #6195, 07/03/02)

T 1.6 Meet the demand for access to the downtown by providing parking spaces as well as services and facilities for walking, biking, and ridesharing. In developing increased access to the downtown, fund necessary TDM services and facilities concurrently with parking supply expansion. (Ord. #6195, 07/03/02)

PARKING MANAGEMENT POLICIES:

T 1.7 Establish parking standards to meet actual demand, rather than to provide "ample" parking. Standards will acknowledge the need to achieve a balance, providing enough parking to meet the needs of shoppers and business, but not to continue to provide low-cost and readily-available parking for employees. [Note: The State Commute Trip Reduction goals and the Regional Transportation Plan goals that aim to reduce the number of drive-alone commuters will not be met without taking steps to achieve this balance.]

T 1.8 Allow nearby properties with different peak times in parking demand to share parking space as a means of reducing unnecessary supply.

T 1.9 Encourage existing development to reduce excess parking as an element of their commute trip reduction program. These reductions should be consistent with the parking standards. New development standards will be developed that reflect the goals and policies in this Plan. (Ord. #6195, 07/03/02)
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T 1.10 Require reserved parking spaces for car pools and vanpools, and bicycle racks at office and industrial sites to accommodate and encourage HOV commuting. These spaces should be nearest and most convenient to building entrances and should be posted as reserved for HOV’s (High Occupancy Vehicles such as car/van pools) arriving between 5:30 a.m. and 9:30 a.m. HOV spaces may be available for other uses after that time.

T 1.11* Work with adjacent jurisdictions to establish regionally consistent and coordinated parking strategies since they are key to achieving the commute trip reduction goals of the region. This will also ensure that parking standards do not act as a deterrent to the location of development.

T 1.12 In the downtown and along High Density Corridors, manage parking to get the minimum needed to meet demand. To accomplish this: (Ord. #6195, 07/03/02)
   a. Set minimum parking standards for areas adjacent to existing neighborhoods to avoid spill-over parking.
   b. Confine the size of surface parking to small lots and place parking at the rear of buildings in order to create a street edge that is visually pleasing and safe for pedestrians.
   c. Set no maximum amount of parking in parking structures so that the City or other entities could share costs of a parking structure in the future.
   d. Allow parking requirements to be met off-site to allow flexibility in parking location.

T 1.13 Manage downtown parking to support business needs, while encouraging employees to use alternatives to driving alone. (Ord. #6195, 07/03/02)
   a. In the core of the downtown, manage parking to support customer access with short-term meters and time limits. Outside of the core, use long-term parking meters to accommodate a wider variety of users.
   b. Manage parking to achieve the appropriate balance of customer, employee, and residential use, based on the adjacent land uses. Where retail and restaurant uses exist, customers should be the first priority for on-street parking.
   c. Where retail and commercial uses do not warrant short-term parking, long-term employee parking should be accommodated. Charge a rate for all long-term employee parking that will influence commute trip reduction.
   d. Accommodate downtown residents by providing programs whereby residents can access on-street parking in their neighborhood.
   e. Make the best use of the existing parking supply by promoting shared-use agreements, and encouraging the voluntary signage of lots with the time stalls are available for the public.
   f. Develop a means to allow the City to collect funds from new development for the construction and management of future parking supply in lieu of complying with parking requirements.
   g. Regularly review parking conditions downtown, and adjust time limits to accommodate changes in demand for customer parking.
   h. New parking supply should be constructed when occupancy of public parking has reached 85 percent in a particular area of the downtown, and time limits can no
longer be adjusted to accommodate parking demand. Planning for new supply needs to occur prior to the 85 percent threshold.

i. A parking structure may be pursued to meet other downtown goals before being warranted by a supply and demand analysis. If so, carefully consider the current demand on the existing parking supply and the current market rate for parking to understand the feasibility of the new supply and the potential impacts to TDM goals.

**BICYCLE AND PEDESTRIAN POLICIES:**

T 1.14 The City shall support bicyclists and pedestrians by providing safe, convenient, and inviting routes and walkways between activity centers and in areas where the use of alternatives to driving alone for commuters is encouraged. In these areas, facilities and services needed to support the use of alternatives shall be identified and a funding strategy put into place. Bike and pedestrian facilities shall be included in the multi-modal level of service policy. (See T 2.1.)

T 1.15 In downtown and along High Density Corridors, priority shall be given to building pedestrian-friendly streets.

T 1.16 Bike routes and pedestrian improvements on streets that serve high density areas shall be given high priority for improvements that will encourage the use of alternatives to commuters driving alone. Other criteria to determine the sidewalk network priority improvements include school walking routes, transit routes, missing links, and high pedestrian use areas. (Ordinance #5757, 12/16/97.)

T 1.17 Bike routes for commuters shall be incorporated into street standards and urban trail plans.

T 1.18* On-street bicycle/pedestrian facilities should be coordinated between jurisdictions, and facilities such as bike-sensitive signal trippers should be incorporated where needed into street standards, at least on designated bike routes.

T 1.19* Work with Intercity Transit and businesses to provide bike racks or lockers at appropriate locations in commercial districts, such as transit stops and building entrances. Provide separate bike lanes on major streets, where feasible and safe to do so.

T 1.20* Bike routes such as those identified in the Urban Trails Plan, should link activity areas where possible to encourage bicycle use. Bicycle and pedestrian facilities should be considered in all overlay and reconstruction projects for arterials and collectors.
TRANSIT POLICY:

T 1.21 The City will consult with Intercity Transit to make sure that street standards, land uses, and building placement support the existing or planned services and facilities along identified routes. (Ord. #6389, 01/24/06)

Intercity Transit Services include:

a. fixed route, paratransit, ridesharing, and Village van program providing assistance with welfare reform and work training efforts in the region.
b. assistance to local employers and local jurisdictions regarding Commute Trip Reduction efforts
c. local land use and transportation coordination with jurisdictions
d. carpool and vanpool formation coordination and training, including safety and technical assistance for the groups
e. wheelchair accessible buses and Dial-A-Lift van service to ADA qualified citizens
f. regional transportation connections with other local providers including Mason Transit, Grays Harbor Transit, Pierce Transit, regional express bus service to King County and connections with Greyhound buses in Olympia, Amtrak passenger rail in Lacey, Sounder commuter service in Pierce County. (Ord. 6389, 01/24/06)

T 1.22 The City will work with Intercity Transit in the design of shelters and placement of transit supportive facilities. This will include the facilities that are needed at both ends of the transit trip when the transit rider becomes a pedestrian or a bike rider. These include but are not limited to transit shelters, bike racks or lockers, good pedestrian paths to and from transit stops and covered walkways wherever possible. The City will work with Intercity Transit to develop transit shelter design standards that are compatible with neighborhood character.

T 1.23 Establish distinctive crosswalks (e.g., surfaced with scored or colored concrete or brick pavers) in conjunction with new development at major street crossings in neighborhood centers, at transit stops, parks, and school sites (from LU 8.3c).

T 1.24 Consider signal preemption devices for transit where needed to improve the reliability of transit service.

Transit Level of Service (LOS)

T 1.25* Provide an appropriate level of reliable, effective public transportation options commensurate with the region’s evolving needs. (Ord. 6389, 01/24/06)

T 1.26 Identify support services and facilities that can be included in the options for mitigation of vehicle trips caused by development, especially in downtown and along High Density Residential Corridors. These may include the transit- supportive facilities listed above as well as bike lanes, sidewalks, street lights, street trees, and planter strips.

GOAL T2*: Establish and measure level of service to support the transportation and land use goals established for the city and the region, and to meet concurrency requirements.
POLICIES:

T 2.1* Motor Vehicle LOS is based on the average vehicle traffic volume that occurs during the highest consecutive two-hour period. All intersection and road segment analysis will use the two-hour LOS as a screening tool to determine capacity deficiencies. Other factors such as road spacing and hierarchy, road connections and access, environmental, social and physical constraints will be considered in determining the need and feasibility for capacity improvements. Mitigation that takes into account Comprehensive Plan and transportation and land use goals and concurrency requirements may be required of developments so that the transportation level of service does not fall below adopted standards. However, concurrency requirements do not apply to transportation facilities and services of statewide significance, per RCW 36.70A.070(6). Proposed improvements to state-owned facilities will be consistent with the Regional Transportation Plan (RTP) and the State Highway System Plan within Washington’s Transportation Plan. (Ordinance #5661, 12/26/96; #5861, 12/15/98; #6140, 08/28/01)

T 2.2* Downtown, and along High Density Residential Corridors, level of service E will be acceptable. In these areas road widening should be a last resort since it may discourage the pedestrians that are to be encouraged and accommodated in these areas and since the results of the Urban Design Strategy indicate a strong preference for narrower roads. Development in these areas may need to contribute funds for improvements that can help the function or safety of the road (such as signals, bike lanes, turn pockets, special lanes for buses). In the rest of the City and Urban Growth Area LOS D will be acceptable. Higher levels of service may be maintained in parts of the city because of low traffic demand. Unsolved problem areas are noted on the transportation improvement map. For some intersections, the LOS is F. (See Map 6-3.)

T 2.3 On I-5 and SR 101 within the Urban Growth Management Boundary LOS D mitigated will be acceptable (as noted in the Regional Transportation Plan) where funding sources and a list of facilities and programs have been developed that support the needs of those using alternatives to drive-alone vehicles. (Ordinance #6140, 08/28/01)

T 2.4* The City and County will work through the Regional Transportation Planning Organization and the public works and planning representatives on the Regional Technical Advisory Committee to establish a regional multi-modal level of service policy and monitoring system.

T 2.5 Consider setting a level of service standard for pedestrian and bicycle facilities.
GOAL T3*. Ensure the safe and efficient movement of goods and people.

POLICIES:

T 3.1* Accommodate the safe and efficient movement of goods and people, acknowledging the importance of both functions to long-term economic vitality and livability.

T 3.2 Look for ways to balance the needs of motorized and non-motorized vehicles, in downtown and along High Density Residential Corridors, where the needs of pedestrians, bicyclists, and transit riders are a priority.

T 3.3 Give priority to alternative modes of transportation City-wide when transportation projects are proposed, especially in Downtown and along High Density Residential Corridors.

T 3.6 Place a priority on Transportation System Management investments in order to maximize the use of and preserve the existing street network; improve operations, safety and attractiveness; and encourage the use of alternative modes of transportation. These improvements must be a priority in downtown and in High Density Corridors where increased density is desired.

T 3.10 Require sidewalks on both sides of all new streets, except on local access streets in industrial districts which are not on existing or planned transit routes, and on streets within a designated sensitive drainage basin where pedestrian access is provided in an alternative location. Require sidewalks along both sides of these streets when significant pedestrian traffic is projected or if the absence of a sidewalk poses a public safety risk. (Ordinance #6140, 08/28/01)

T 3.11 Design intersections to safely accommodate both pedestrian and vehicular traffic. Construct intersections with the minimum dimensions necessary to maintain established levels of service. Discourage construction of turning lanes where they would deter pedestrians.

T 3.13 General criteria for the placement of streets include:
   a. Create as many connections as possible throughout the network using the street network spacing criteria.
   b. Connect streets to minimize the need for multiple lanes at intersections and elsewhere. Where added lanes are proposed, analyze the effect that adding lanes will have on all modes of travel.
   c. Roads and sidewalks should be developed generally in a modified-grid pattern to:
      (1) Provide alternatives in reaching destinations;
      (2) Ensure adequate bicycle and pedestrian mobility;
      (3) Promote linkages between areas throughout the community; and
   d. Control traffic and speeds as much as possible through neighborhoods.
e. Local access streets should be designed to discourage high speeds by having a curvilinear design, T intersections or if a true grid, have slow street designs built into them.

f. As streets are laid out they should serve all compass directions, i.e., N, S, E and W wherever possible and consistent with habitat protection goals. (Ordinance #6140, 08/28/01)

g. Street design should include transit stops at appropriate intervals based on Intercity Transit's guidelines.

[Note: Current transit stop placement guidelines:
(1) In the Downtown every one to two blocks or 600 feet.
(2) In urban/residential areas, every two to three blocks or 800 feet.
(3) In suburban areas, every three to four blocks or 1,000 feet.
(4) In rural areas, as needed.]

h. Limit driveway access on commercial and residential arterials. Accommodate bus stops on arterials, including bus pull-outs as appropriate, and design in as many pedestrian/bike connections as possible.

i. Cul-de-sacs are discouraged and will only be allowed as the result of topographic constraints, wetlands, water bodies, or unusual property shapes. Any cul-de-sacs that are built should have a maximum length of 300 feet. These should be designed with signed/designated pedestrian/bike connections to adjoining streets.

T 3.14 Lay out street connections in undeveloped areas to assure connectivity.

T 3.16* Ensure that all developments have adequate access and circulation for public service vehicles but are as narrow as possible to maintain a pedestrian scale.

Commercial and Industrial Streets

T 3.18* Establish connecting streets with short blocks in pedestrian-oriented commercial areas in order to create a pedestrian-scale street environment.

a. New commercial development should be accommodated in blocks no longer than approximately 300 feet.

b. Where economically practical, existing development should be retrofitted into a pattern of small streets and short blocks. Where it is not possible or desirable to create such a street pattern, walkways should be provided where they would shorten walking distances for pedestrians.

Residential Streets

T 3.19* Residential Local Access Street Policies, Standards and Practices will ensure that the streets:

a. Provide safe and convenient access for motorists, pedestrians, cyclists, transit and emergency vehicles;

b. Maintain the integrity of the land uses and streetscapes they are serving;
c. Provide access within new neighborhoods and to adjacent neighborhoods, shopping areas, and schools;

d. Facilitate solar alignment for residences;

e. Manage vehicular traffic volumes, and minimize speed, required local travel distances, and congestion;

f. Reduce the land area devoted to local roadways to the minimum required for safety and efficiency; and

g. Converge new major neighborhood streets (e.g., collectors) on neighborhood centers, parks, landmarks and schools, to enable people to quickly and easily reach these destinations on foot, bicycle, or in a car or bus.

T 3.20* Establish residential local access street patterns which will:

a. Facilitate and distribute local access through a dense pattern of interconnected local streets and collectors so that local traffic does not have to use arterial streets to circulate within the neighborhood.

b. Provide multiple streets to and from residential developments for purposes of safety.

c. Avoid creating disconnected "pods" of residential development.

d. Undertake traffic calming strategies, where necessary, and especially when new streets are connected to existing streets. Special emphasis should be given at the point of connection with existing neighborhood streets.

e. Provide for the safety of vehicles, bicycles and pedestrians at intersections by ensuring adequate sight distance and by using traffic control devices and geometric design features such as T intersections, marked crosswalks where paths and roads meet, traffic signals, stop signs, and other strategies where appropriate.

f. Require that streets and trails connect with other streets and trails whenever practical; dead-ends and cul-de-sacs should be avoided. Use "stubbed out" streets and trails to provide linkages with future neighborhoods. In determining where it is practical to connect new streets with existing ones, the City or County, as appropriate, will determine whether the merits outweigh the demerits of the whole package, and whether the connection would be in the best interests of both the community at large and the neighborhood. In discussions with the existing neighborhood, the following will be considered:

(1) Neighborhood development plans,
(2) Pedestrian safety,
(3) Availability or feasibility of sidewalks,
(4) Width of roadway,
(5) Topography and environmental constraints,
(6) Sight distance,
(7) Likelihood of diverting significant cross-town arterial traffic onto local neighborhood streets,
(8) Whether pedestrian/ bicycle connections, rather than streets, would accomplish the desired goals, and
(9) Effectiveness of proposed traffic-calming measures.
g. Require that blocks be small enough (e.g., 250 to 350 feet) to create easy travel options for motorized and non-motorized travel.

h. Discourage through traffic and speeding on local access streets to mitigate effects in existing neighborhoods when new streets connect with existing streets, or existing streets are expanded and use expands, or as demand increases, by:
   (1) Creating discontinuities in local street patterns, such as T intersections; and
   (2) Using curves and other geometric design features suitable for speeds of 25 mph or less. (See also T 3.21(e).)

i. Encourage some curving in street layout to present a green, wooded, or scenic appearance.

j. Provide a network of paved pedestrian and bicycle paths separated, where possible, from motor vehicle travel lanes, to and through existing and future neighborhoods, shopping areas, parks, collector roads, and schools. These paths should provide shortcuts between roads, rather than paralleling them. These shortcut paths may appropriately serve as an alternative to roadway connections between existing local access streets and new streets, depending on the objectives to be furthered by a particular connection. They would be in addition to the sidewalks needed along the roads themselves. This network would provide for local movement, unlike the regionally-oriented Urban Trails system.

k. Wherever possible lay out a pattern of streets and pedestrian/bicycle paths with east-west alignment, to facilitate good solar access for adjacent lots.

T 3.32 New residential subdivisions, planned residential developments, and urban villages shall provide for efficient circulation patterns for public transportation. Intercity Transit should be consulted to assure that new development appropriately accommodates transit use. (Ordinance #5661, 12/26/96)

GOAL T5*. Achieve efficient use of energy in transportation.

POLICIES:

T 5.2* Use congestion management strategies to reduce energy consumption. (See Policy T 1.3, TDM.)

T 5.3 Consult with Intercity Transit as part of the normal development review process, so that all new development appropriately accommodates transit use.

T 5.4* Encourage Intercity Transit to consider fuel efficiency and the use of alternative fuels in its vehicle acquisition procedures and accommodate alternative fueling services as needed (i.e., electric recharge stations, natural gas filling stations).
APPENDIX A. OLYMPIA LAND USE AND TRANSPORTATION POLICIES AFFECTING CTR

T 5.5* Establish more park-and-ride lots, to facilitate ride-sharing and express buses. Such lots should be considered on the periphery of the downtown (using jitney service such as vans) as well as on the periphery of the urban area. These will be regionally coordinated through Intercity Transit's Park-and-Ride Study.

T 5.6 Rebuild or retrofit core Area and High Density Corridor streets to city standards in order to attract the type and density of development needed to reach transportation goals.

T 5.7* Encourage bicycle travel, particularly by providing adequate bikeways. Design all streets--especially arterials--to be safely rideable by cyclists (this would not necessarily include limited access highways).
When developing the local, regional and GTEC Commute Trip Reduction Plans for the Thurston Region, TRPC solicited preliminary comments from Employee Transportation Coordinators across the region. As part of the formal public comment process for individual jurisdictional and Regional Planning Council Plan adoption, ETCs will be provided with another opportunity to comment.

- Transit service in the core Olympia/Lacey/Tumwater business areas needs to continue later into the evening because many people don’t get off work until after 8:00 p.m.

- Management support is a real challenge. All of our management chooses the single occupant vehicles from their homes. They are not serious about it, so the challenge is in individual employee’s lap.

- I choose to take the bus as much as possible only because I have decided I want less money in gas going toward work and more going toward my personal life. Additionally I have found that once I got past the “thinking about it” stage, the easier it got to walk out and get in the bus line.

- One method that might improve the willingness of people to take Intercity Transit is to better expose the conditions of the transit vehicles and the clientele. Thanks to TV: Many people think of buses as being dirty, “inner city”, and graffiti laden vehicles. NOT TRUE. They are clean, safe, air conditioned, and many are new vehicles. Others think that the people that ride buses are weird street people and thugs. NOT TRUE. Most are middle class commuters like you and me. I found that if I just sit calmly, gripping my pepper spray, I feel better! Then I discovered that I was the “weird street people,” and I quit worrying about it.

- If we want to support commuting by bicycle, we need to not only provide clean, safe and secure parking for commuters, but also for staff and visitors traveling between state buildings. I would suggest that building codes be changed so that all governmental buildings and commercial office buildings serving in excess of 100 visitors per day provide limited bicycle parking that is:
  - Clearly indicated by signage
  - Located near the entrance of the building
  - Safe to both the rider and the vehicle

- I have commuted to work by bike bus and car this summer. When I bike, I sometimes try to use my bike to go to meetings in other state buildings. Ideally a state worker could bicycle to work and to meetings in other buildings. Bike parking is usually awkward, inconvenient, or non-existent. Signage is often non-existent and visitors must allot extra time to finding out if bike parking exists and where it might be.

Some state facilities have biking facilities convenient to visitors to the building. At others, you have to hunt around the building (no signage) to find the bike rack (hidden in between buildings) where the racks are crowded by benches. This is better then what a certain site offers, which is to use the smoking shelter a block away, park at another building and use their bike locker or chain their bike to a tree. If you drive you just park, turn your key in the lock and walk through the door. Why would anyone ride a bike?
APPENDIX B. PUBLIC COMMENT

- Remove student parking lots from area high schools. Do you really expect kids who don’t ride the very-available school bus in favor of their personal car, to suddenly park their car and take the bus as adults? And don’t accept the excuse that these kids need cars for after-school activities and work, they can take the school or community buses for that. Training needs to start young.

- I would think a major concern with me would be not having access to a vehicle during the lunch hour. If one was available I could see more staff taking advantage of car pooling.

- Make bus stops more appealing – such as a covered area with a bench. Weather is a big deterrent here in Washington.

- More park and ride lots with a transit center and bike lockers.

- Bike lanes on all the roads in the area. For example: I would use my bicycle (and I know others in my area would, too – even people who walk) if Meridian NE had a bike lane on it. It is 50 mph with lots of hills, big ditches, and very dangerous. I wouldn’t let my son ride his bike there, so as a parent, I didn’t encourage my kid to ride a bike or walk when he was young, so now he drives everywhere. Gotta teach them good habits while they are young, but we must have the tools to do this.

- I would also like bus service extended to Beach Crest/Jubilee areas in NE Lacey. The closest bus stop is 4 miles away! This is not a very great way to encourage ridership.

- Daycares, stores, and other conveniences (coffee shops) by the bus stops. Have the grocery stores sell those wheeled wire grocery carts that lots of old people use to cart their things from destination to destination.

- Have Internet outlets on the buses so we can work or take care of our home e-mails while we take the LONG drawn out Intercity Transit ride that we must suffer through because there are not enough buses to create a good transit system.

- Improve the bus system. As it is, it takes me 1-1/2 hours to get from home to work on the bus, and it takes 20 minutes by car. I have to go WAY out of the way to get to places just a couple of miles away. What is there encouraging me to ride the bus with the time it takes to get places? Other cities don’t have this problem.

- There is a lack of accommodations for bikers. Have lots of bike lockers EVERYWHERE! Provide air and pressure gauges for checking tires; wipes for sweating and riding in the rain; water fountains for hydration – there could be a charge for these or have them available in vending machines (like the ones at the car washes). 25 years ago there were water fountains everywhere – what happened to them? For incentives to get people to ride bikes, why not create free parking for them – and take out some of the automobile parking? Create a law that makes business owners have bike racks in front of their business – the lack of safe places for bicycles is a problem.

- Let vanpoolers park for free anywhere within city limits.
• A huge hurdle is not having public transportation to the South County. Our only option is van pool/car pool.

• Provide some way for carpoolers/vanpoolers to get around quickly during the lunch hour – such as renting a bicycle or moped.

• Free coffee or chocolate for people using CTR methods.

• City/County should require that all buildings be designed such that it is easy to walk from the bus stop to the building entrance.

• Would be helpful if City/County closed the gaps in the bicycle/pedestrian network as people have trouble planning a route that is safe for biking and walking.

• Transit service needs to start earlier in the morning because many people start at 7:00 a.m.

• The City/County should lower their parking requirements for new buildings. With so much excess parking, it is just too easy to drive a single occupancy vehicle.

• The City/County should broaden marketing to target all residents rather than just those at affected worksites.

• I’d like to see more pressure put on state agencies to allow teleworking at least one day each week for jobs where it is feasible. For employees living in rural areas, and who need to work a flex schedule, there are no other alternatives to driving alone.

• We definitely need cities/counties to provide more Park N Ride lots for staff to park their car and ride the bus to work. Most are currently filled to capacity and one of our staff has had difficulty finding a space at the Lakewood Park N Ride lot. The Hawks Prairie lot was closed several years ago when the new mall was erected on that site. People need places to park their cars so they can take the bus to nearby cities such as Tacoma and Seattle and vice versa. This is a current and urgent need.
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APPENDIX C. MAPS

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