## How was the TMS developed?

The City of Olympia contracted with the consulting team of ECONorthwest, Transpo Group, and Nelson\Nygaard to define, evaluate, and recommend options for a strategy for developing an integrated, multi-modal transportation system for the City. The team worked with the Ad Hoc Transportation Advisory Committee (ATAC), the Resource Group (RG) and the public to prepare and document such a strategy for consideration by City Council. In addition, the City hosted a Workshop to seek feedback on the recommended strategies.
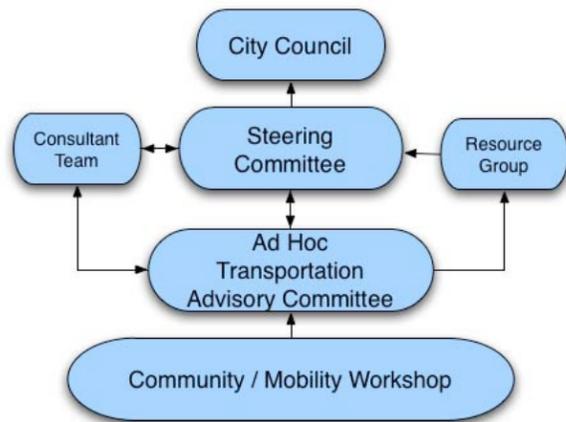
Transportation Mobility Workshop

The City invited Olympia residents to provide feedback about the draft Mobility Strategy at the second annual Mobility Workshop, called "Your Streets, Your City" on April 13, 2009 at the Olympia Center.

Building on the success of last year's workshop, City staff and members of the Ad Hoc Transportation Advisory Committee presented information about the draft Transportation Mobility Strategy, discussed the strategy with attendees in an open house setting, and facilitated small group discussions among attendees.

How will the TMS report be used?

The TMS report includes recommendations for a Transportation Mobility Strategy, but is not the strategy itself. City Council will ultimately accept a final Transportation Mobility Strategy. The report is a set of recommendations with the relevant technical background that will facilitate discussion by the City Council and aid in decision making.

Next Steps

The TMS report describes actions that the City and its partners could take during several different periods (years) in the future. The report concludes with three immediate action steps for City staff:

- Create the final TMS. After the City Council reviews, discusses, and amends this document, City staff will have most of the information it needs to write the final TMS document.

- Refine the TMS Work Plan. Identify appropriate staff to lead the effort of working with City Council, IT, and TRPC to refine and clarify the TMS work plan presented in Exhibit 3-6. This process should include verifying the assumptions in this report about the priority level of each action, the year(s) in which it should occur, the lead agency, and the relative planning cost of the action. Establish a clear timeline to complete the work plan.

- Clarify Transportation staff involvement in the 2011 Comprehensive Plan update process. Identify appropriate staff to be actively involved in the Comprehensive Plan update process to provide input on the Transportation and the Land Use and Urban Design sections.

Where can I find more information?

Please go to: http://www.olympiawa.gov for more information and a copy of the TMS report.

Or contact Sophie Stimson at 360-753-8497 or sstimson@ci.olympia.wa.us

What is a Transportation Mobility Strategy (TMS)?

The TMS, if accepted by the City Council, suggests specific actions for a multimodal approach to transportation, planning and development in the City. The strategy draws from the City's existing plans and from new analysis to suggest ways the City might prioritize or change some of its policies. It some cases, the strategy recommends new policies.

The recommended strategy, and the analysis supporting it, are contained in the TMS report: *Transportation Mobility Strategy for the City of Olympia; Evaluation of Options and Recommendation from the Ad Hoc Transportation Advisory Committee to the Olympia City Council* (May 2009). The report is accompanied by eight technical appendices, which include the technical analysis for each individual mode of travel, funding, performance measures, and other relevant policy issues.

What is the purpose of the TMS?

The City seeks to develop a sustainable transportation system with a balanced approach to all people and all modes of travel. This goal is articulated through the City's Comprehensive Plan transportation policies, which direct the City to reduce dependence on motor-vehicle use and support bicycle, pedestrian, and transit use. The purpose of the TMS report is to describe a multi-modal transportation strategy that is consistent with, and helps achieve the City's vision and policies in the Comprehensive Plan.


What are the elements of the TMS?

The recommended strategy draws from concepts, data, and analysis in the TMS report and the technical appendices. The recommendations can be fit into one of six key policy themes that are fundamental to the Transportation Mobility Strategy. These themes are summarized below and inside this brochure.

The TMS report includes a detailed matrix of implementation measures, priorities, relative cost, and agency responsibility. Pages 2 and 3 summarize those recommendation and include only the high priority implementation measures.

TMS policy themes:
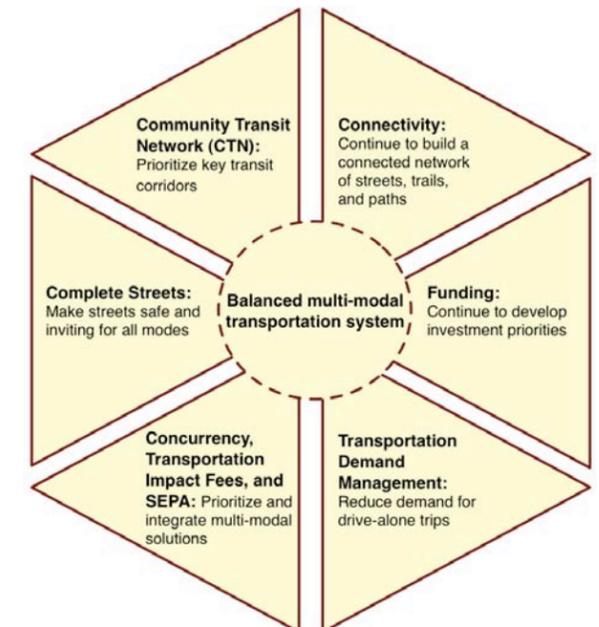
Olympia Transportation Mobility Strategy Policy Theme Overview

Community Transit Network (CTN)

Policy Direction:
While the City does not operate the transit system in Olympia, it can extend its role in supporting transit by adopting a Community Transit Network (CTN). The CTN will enhance opportunities for transit by targeting transportation improvements along corridors that are designated for the most intensive transit use and ensuring that transit investment is coordinated with land use policy.

High Priority Actions:
- Develop joint agreement with Intercity Transit to implement the Community Transit Network (CTN)
- Develop a CTN policy framework based on list of recommended strategies in the TMS report.

For more information see Appendix C, Transit

Complete Streets

Policy Direction:
The City has many policies in place that adhere to Complete Street principles (streets that are designed and operated to enable safe access for all users). The strategy proposes developing and adopting a formalized, comprehensive "complete streets" policy and tracking land use policy regulations/incentives that align with complete streets principles.

High Priority Actions:
- Compile list of existing policies that are consistent with complete streets principles and goals
- Adopt a formal complete streets policy
- Complete the pedestrian system plan

For more information see Appendix H, Connectivity and Appendix D, Non-Motorized Travel

Concurrency, Transportation Impact Fees, and SEPA

Policy Direction:
Concurrency is a state requirement that local governments ensure that public infrastructure is provided at the same time as development. The TMS report recommends that the City consider refining its concurrency program to focus on measuring person trips instead of vehicle trips.
Separate but related recommendations in the TMS are for the City to consider (1) adding transit and non-motorized infrastructure improvements to the list of projects eligible for Transportation Impact Fee funding and (2) adopting SEPA Planned Actions to fund non-motorized infrastructure mitigation projects in targeted areas.

High Priority Actions:
- Revise and adopt plans to add transit capital improvements and sidewalk connections to transit facilities, as projects eligible for transportation impact fee funding
- Take steps to pursue a person-trip concurrency option

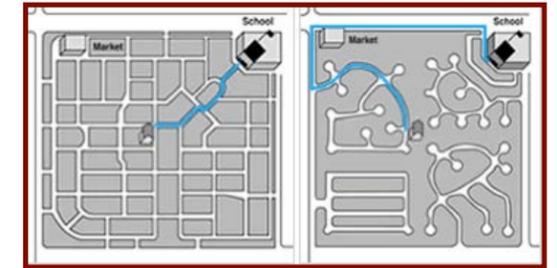For more information see Appendix G, GMA, Concurrency, and SEPA

Connectivity

Policy Direction:
Similar to complete streets, the City has policies in place that encourage a well connected street network for motorized and non-motorized modes of transportation, but no formal policy framework or methods for tracking progress. The strategy recommends enhancing connectivity for all modes of transportation by (1) creating new connections as development occurs, (2) improving street and pathway connections within the existing transportation network, and (3) establishing a connectivity index to help target investment and track progress.

Many options   Few Options

High Priority Actions:
- Compile list of existing policies and development regulations that are consistent with connectivity principles and goals
- Adopt a formal connectivity policy
- Identify and map missing needed connections

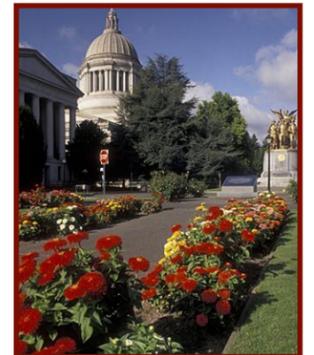For more information see Appendix C, Transit

Funding

Policy Direction:
The TMS recommends that the City develop a clear description of current and potential funding so that allocation of spending can be tracked by mode and expenditure type over time. The TMS also recommends that the City consider opportunities to leverage funds raised by community organizations.

High Priority Actions:
- Develop a clear description of current and potential transportation revenue sources and funding
- Develop a system for reporting expenditures by selected categories (ex: by mode, by program, or by policy goal)
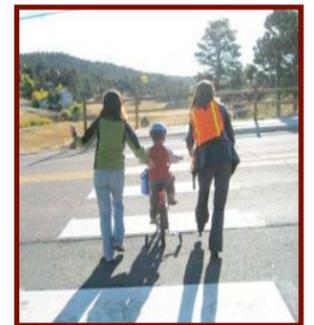
For more information see Appendix E, Funding

Transportation Demand Management

Policy Direction:
The City currently supports a variety of strategies aimed at reducing demand for drive-alone trips. The TMS recommends that the City build from prior success (such as the "Walk and Roll" school program) and focus on parking policy, existing and new school programs, telework, and community-based marketing for commute-trip reduction.

High Priority Actions:
- Conduct a parking study to evaluate demand based pricing
- Build on successes to enhance the comprehensive home-to-school travel strategy
- Conduct marketing and outreach

For more information see Appendix C, Transit and the TMS Report Chapter 3