

From Transportation Chapter Goals and Policies

GT14 The urban corridors of Martin Way, Pacific Avenue, east 4th and State Avenues, Capitol Way/Boulevard and portions of Harrison Avenue, Black Lake Boulevard and Cooper Point Road are vibrant mixed-use areas where a large portion of trips are made by walking, biking and transit. (See Appendix H Corridor Map for urban corridors. See Land Use and Urban Design chapter for specific land use designations.)

PT14.1 Retrofit City streets in urban corridors to City Street Standards to attract new development and increase densities.

PT14.2 Work with the State of Washington to include urban corridors in the state's preferred leasing area, so that state employees can easily walk, bike or take public transit to work.

PT14.3 Encourage public agencies to build in the urban corridors to support the City's transportation-efficient land use goals so citizens and employees can easily walk, bike or take public transit to these buildings.

PT14.4 Partner with the cities of Lacey and Tumwater to pursue the coordinated transportation and land use objectives identified for the urban corridors, ~~of Martin Way, east 4th and State Avenues and Pacific Avenue~~

From Transportation Chapter Appendix A

Urban Corridors, Strategy Corridors and Bus Corridors

Urban Corridors

"Urban corridors" are an integrated land use and transportation concept as defined in the 1993 Regional Transportation Plan and reflected in the 2025 Regional Transportation Plan. The urban corridor approach intends to reduce sprawl and dependence on the auto by allowing people to live in attractive urban neighborhoods where they can walk or use transit to get to work and meet their daily needs.

Urban Corridors are the major arterials in our system, that generally corresponds with the highest density land uses. ~~More than just the street system, an Urban Corridor includes the area up to a quarter mile on either side of these arterials.~~ These corridors are east 4th and State Avenues, Martin Way, Harrison Avenue, Capitol Way/Boulevard, and the triangle on the Westside shaped by Harrison Avenue, Cooper Point Road and Black Lake Boulevard. ~~Capitol Way/Boulevard is not included in the Urban Corridor designation because the area south of Capitol Campus will not likely see the increased densities planned for Urban Corridors. This neighborhood, which includes a National Historic District is built out and will retain a residential neighborhood function and character.~~ The urban corridor land use designations along these streets vary (see Future Land Use Map in the Land Use Chapter.) These streets remain urban corridors for transportation planning purposes, and to be consistent with Regional Transportation Plan. ~~Consistent with the 2025 Regional Transportation Plan, these Urban corridors are shown on the Corridors Map, Appendix H. The Future Land Use Map in the Land Use Chapter shows the urban corridor land use designation.~~

Along these corridors, land use will be supported by a multimodal transportation system. Improvements for bicyclists, pedestrians and transit in these corridors are intended to allow the densities to increase while minimizing new car trips. It is acceptable for arterial and major collector streets within urban corridors to have a transportation level of service E. Bus corridors will be developed along the strategy corridors within these urban corridors. These corridors can be found on the Corridors Map found in Appendix H.

The Urban Corridors Task Force, made up of policy makers from throughout the region convened in 2009 and met through 2011 to identify measures all cities in the region could pursue to achieve the vision for these corridors. The City of Olympia along with the cities of Lacey and Tumwater and Thurston

County passed a joint resolution accepting the recommendations of the Urban Corridors Task Force in November 2012, (Resolution M-1786).