

AGENDA
INTERCITY TRANSIT AUTHORITY
WORK SESSION
May 18, 2011
5:30 P.M.

CALL TO ORDER

- | | | |
|-----------|--|----------------|
| 1. | APPROVAL OF AGENDA | 1 min. |
| 2. | PUBLIC COMMENT
<i>Public Comment Note: This is the place on the agenda where the public is invited to address the Authority on any issue. The person speaking is requested to sign-in on the General Public Comment Form for submittal to the Clerk of the Board. When your name is called, step up to the podium and give your name and address for the audio record. If you are unable to utilize the podium, you will be provided a microphone at your seat. Citizens testifying are asked to limit testimony to three minutes.</i> | 10 min. |
| 3. | URBAN CORRIDORS - A REGIONAL TASK FORCE UPDATE -
<i>(Thera Black, Senior Planner, Thurston Regional Planning Council)</i> | 45 min. |
| 4. | VILLAGE VANS PROGRAM 2010 UPDATE <i>(Ann Bridges)</i> | 25 min. |
| 5. | FUTURE SERVICES <i>(Mike Harbour)</i> | 30 min. |
| 6. | CITIZEN ADVISORY COMMITTEE REPORT <i>(Catherine Golding)</i> | 3 min. |
| 7. | AUTHORITY ISSUES | |
| 8. | MEETING EVALUATION | |

ADJOURNMENT

**INTERCITY TRANSIT AUTHORITY
WORK SESSION
AGENDA ITEM NO. 3
MEETING DATE: May 18, 2011**

FOR: Intercity Transit Authority

FROM: Rhodetta Seward, 705-5856

SUBJECT: Urban Corridors - A Regional Task Force Update

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- 1) **The Issue:** Provide the Intercity Transit Authority and Citizen Advisory Committee a briefing to discuss a regional policy maker initiative to revitalize strategic corridors that intersects with Intercity Transit's work.
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- 2) **Recommended Action:** Information and discussion.
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- 3) **Policy Analysis:** The Authority has a representative on the Urban Corridors Task Force, Ed Hildreth, who continued to keep the Board apprised of the task force's activities. They are nearing completion of their work, and felt it would be a good conclusion to have a presentation of the work presented to both groups.
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- 4) **Background:** A summary of the Urban Corridors Task Force which includes the composition, focus of their efforts, and some contact information is attached.
- Thurston Regional Planning Council (TRPC) Senior Planner, Thera Black will provide an overview of the work the Task Force completed to date, how it related to other efforts in which Intercity Transit is engaged, and she will seek ideas about issues and opportunities associated with corridor redevelopment and infill from both the CAC and the Intercity Transit members.
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- 5) **Alternatives:** N/A
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- 6) **Budget Notes:** N/A
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- 7) **Goal Reference:** Goals #1: *"Assess the transportation needs of our community."*
-
- 8) **References:** TRPC May 9, 2011, Memorandum; Revitalizing Urban Transit Corridors Presentation.



MEMBERS:

- City of Lacey
- City of Olympia
- City of Rainier
- City of Tenino
- City of Tumwater
- City of Yelm
- Town of Bucoda
- Thurston County
- Intercity Transit
- LOTT Clean Water Alliance
- Thurston PUD
- North Thurston Public Schools
- Olympia School District
- Confederated Tribes of the Chehalis Reservation
- Nisqually Indian Tribe

ASSOCIATE MEMBERS:

- TCOMM9-1-1
- Lacey Fire District #3
- Puget Sound Regional Council
- The Evergreen State College
- Thurston Economic Development Council
- Timberland Regional Library

MEMORANDUM

TO: Intercity Transit Authority

FROM: Thera Black, Senior Planner

DATE: May 9, 2011

SUBJECT: Urban Corridors – A Regional Task Force Update

PURPOSE

The purpose of this briefing is to discuss a regional policy maker initiative to revitalize strategic urban corridors and how that intersects with your work.

Summary:

- The Urban Corridors Task Force is made up of elected officials from Lacey, Olympia, Tumwater, Thurston County, Intercity Transit, and North Thurston Public Schools, as well as business and citizen representatives from the TRPC Transportation Policy Board.
- Despite progressive land use and transportation policies in the cities, little mixed-use, transit-supportive development or redevelopment is locating along this region’s key urban corridors. The Task Force is exploring the reasons behind this on-going disconnect with the intent of identifying specific local measures to reduce barriers and leverage opportunities for infill and redevelopment.
- Efforts are focused on the old auto-oriented state highway corridor that bisects the metropolitan area and its three city centers. This is the Capitol Boulevard / Capitol Way / 4th / State / Martin Way corridor, from south Tumwater through Lacey. Select corridor districts are being evaluated for their potential to support vibrant, transit-oriented urban neighborhoods.
- This briefing will provide an overview of this work, how it relates to other efforts in which you’re engaged, and solicit your ideas about issues and opportunities associated with corridor redevelopment and infill.
- For more information on the Urban Corridors Task Force project, including resource materials and a John Owen presentation video, visit the project website at www.trpc.org/regionalplanning/landuse/Pages/uctf.aspx or contact Thera Black at blackvt@trpc.org or at 360.741.2545.

57:bm

Lon D. Wyrick
Executive Director

2424 Heritage Court SW
Suite A
Olympia, WA 98502-6031
360-956-7575
360-956-7815 Fax
www.trpc.org



Revitalizing Urban Transit Corridors

A Cornerstone of Sustainable Regional Development



Intercity Transit Authority Briefing – May 18, 2011

Thera Black, Thurston Regional Planning Council

blackvt@trpc.org 741.2545

The Vision = Distinct, Livable Communities

Vibrant urban neighborhoods

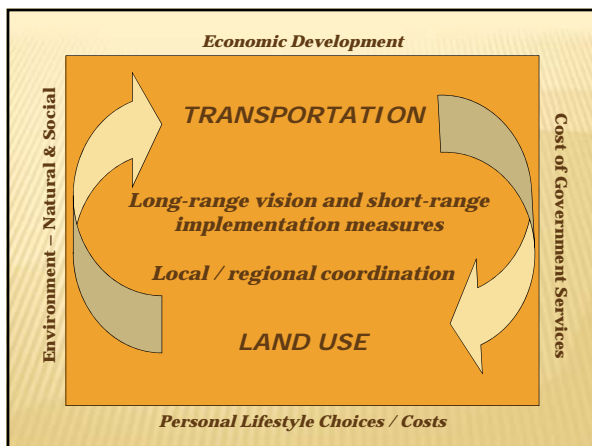


Healthy suburbs

All supported by an appropriate mix of transportation facilities & services

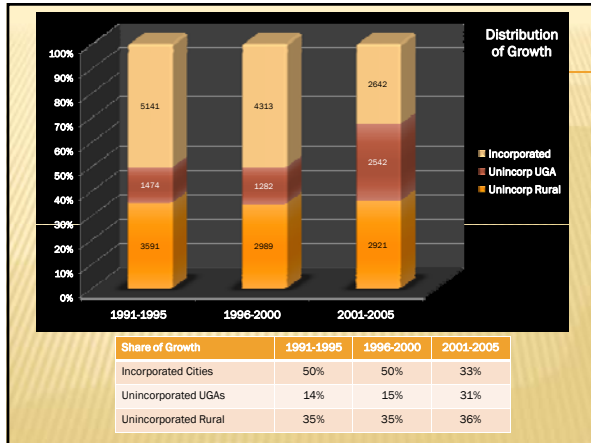


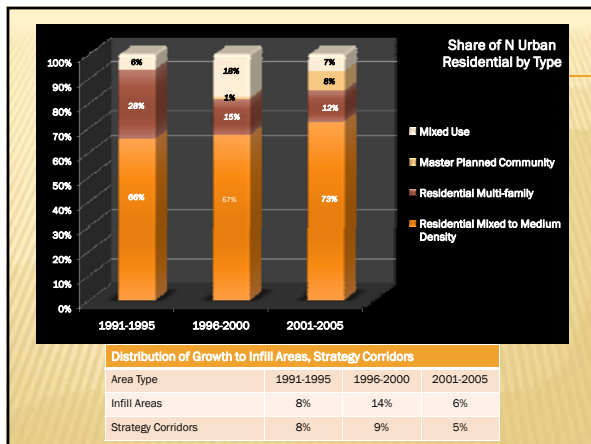
Low-intensity rural areas



Aligning Vision and Reality

- **Transportation policies and investments assume:**
 - *Compact, transit-supportive urban areas*
 - *Low-density, auto-oriented rural areas*
- **Disconnects exist between vision & reality**
 - *Urban centers and corridors not very urban*
 - *Rural areas not very rural*
- **Major investments in urban transport system**
 - *Transit, sidewalks, and bike lanes*
 - *Where's the supportive urban land use?*





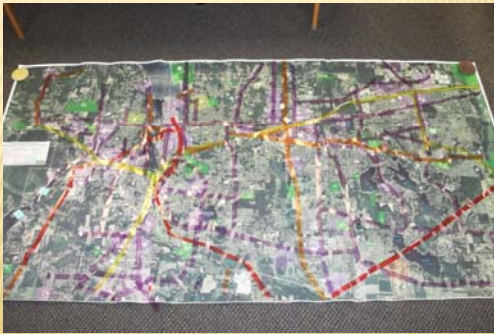
Urban Corridors Task Force

Policy-maker Task Force focused on fundamental question:

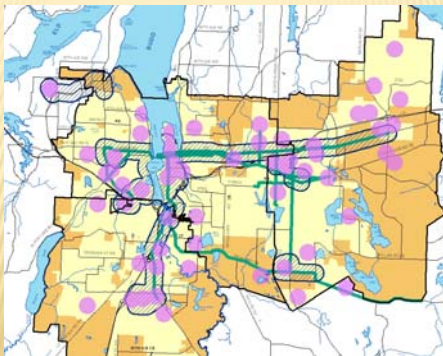
What will it take for this region's urban corridors and activity centers to better support urban transit services, and how will we get there?

The evolution of auto-oriented suburban corridors to people-oriented urban corridors.

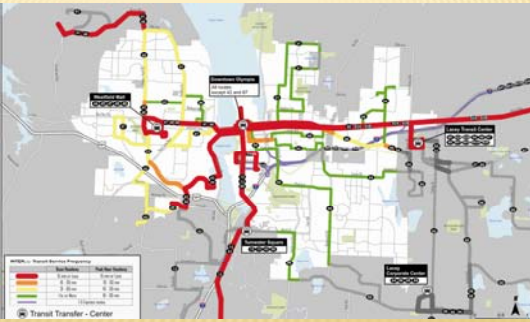
Task Force Activity: Identify regionally-significant corridors



Task Force Activity: Identify significant activity centers

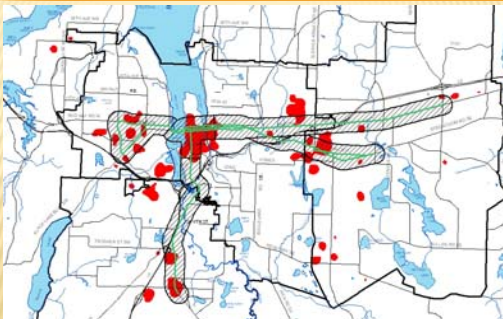


Corridor Characteristics Analysis



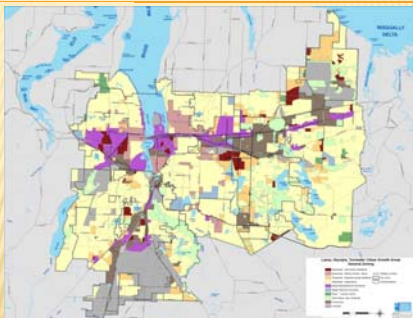
15 minute or better transit service frequency

Corridor Characteristics Analysis



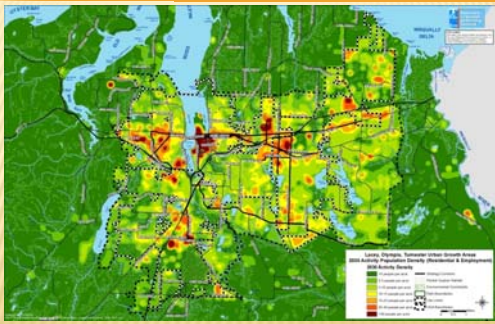
Concentrations of jobs, plus some housing

Corridor Characteristics Analysis



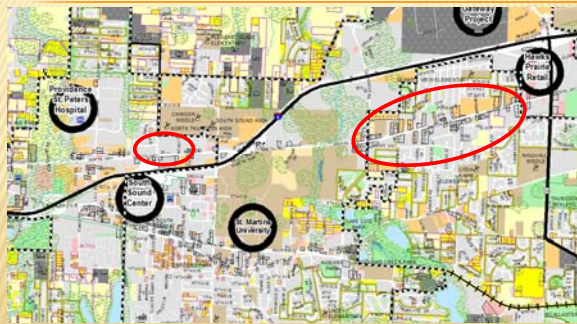
Supportive mixed-use, high-density zoning

Corridor Characteristics Analysis



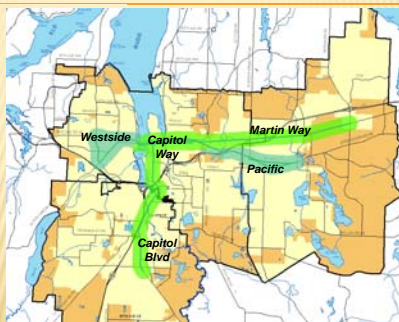
Plans for future growth in jobs and housing

Corridor Characteristics Analysis



Areas of good development & redevelopment potential

Focus Corridor Identification



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

Corridor Retrofit Opportunities

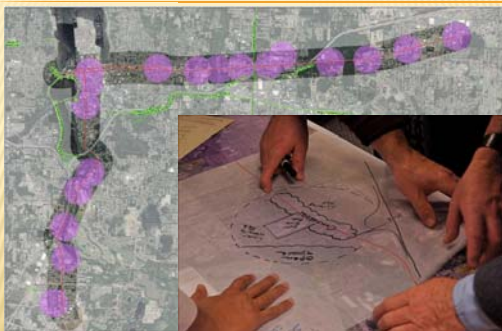
- Increase commerce and institutional activities
- Develop mixed-use urban neighborhoods
- Provide more housing and lifestyle choices
- Maximize existing infrastructure

Build a linear, transit-oriented community





Priority Redevelopment Opportunities



Corridor Re-Development Objectives

- Orient around people, not cars
- Foster increased residential density & diversity
- Grow neighborhood commercial activity
- Support the community's environmental ethic
- Reflect jurisdictional similarities and respect their differences
- Promote inter-governmental coordination and innovation

Evolution of a Suburban Arterial



Existing conditions

Urban Suburbs

Denver

Evolution of a Suburban Arterial, Phase 1



Private Investment: For example, mixed-use buildings on one block that triggers start of a transformation.

Urban Suburbs

Evolution of a Suburban Arterial, Phase 2



Public investment supports private investment: Street improvements including trees, upgraded street signals, decorative street lighting, crosswalk 'bulbouts'

Urban Advantage

Evolution of a Suburban Arterial, Phase 3



Public investment stimulates more private investment: Additional mixed-use development, remodeling of existing buildings, location of jobs and services close to housing

Urban Advantage

Important Redevelopment Concepts

- **Focus efforts.**
 - Some areas are more attractive for redevelopment than others. Start there.
- **Economics matter.**
 - If it doesn't pencil out, it won't be built. Know the market and work with it.
- **Change takes time.**
 - Transformation occurs in baby steps. Develop a strategy and stick to it.

Growth is a finite resource. Use it wisely.

Next Steps

- **Reach Across the Counter**
What barriers and opportunities do community investors face in redevelopment projects?
- **Understand the Market**
Where are the best opportunities, and what specific strategies are needed to stimulate high-quality investments?
- **Identify Local Action Steps**
Intercity Transit is already focusing resources on this capitol community corridor. Can IT influence land use decisions and investment opportunities?

Urban Corridors Task Force

www.trpc.org/regionalplanning/landuse

For reports, presentations, and resources.

To schedule a briefing or for more information,
contact Thera Black at 360.741.2545 or by email
at blackvt@trpc.org

**INTERCITY TRANSIT AUTHORITY
WORK SESSION
AGENDA ITEM NO. 4
MEETING DATE: May 18, 2011**

FOR: Intercity Transit Authority
FROM: Ann Bridges, 705-5831
SUBJECT: Village Vans Program 2010 Update

1) **The Issue:** Provide the 2010 Status Report on the Village Vans Program.

2) **Recommended Action:** Information only.

3) **Policy Analysis:** The General Manager asked staff to annually provide the Authority and the Citizen Advisory Committee a report on the status of the Village Vans Program.

4) **Background:** The Intercity Transit Village Vans Program developed from a county-wide collaborative process late in the last century designed to identify gaps in resources for low income job seekers and employees. Transportation was recognized as a major barrier for families transitioning from government aid to economic independence. The consensus of over 40 Human Service organizations led to the design and implementation of a pilot project to fill this transportation gap.

The Intercity Transit Village Vans Project began service in February 2002. By 2004 Village Vans became a vital, effective model and transitioned from "Project" to "Program." Today, Village Vans continues to provide low income job seekers and workers travel to employment support locations such as job training sites, job interviews, childcare centers and also to begin or retain employment. The program doubles its important impact by using volunteer driver trainees in the Village Vans Customized Job Skills Training Course who are job seekers themselves learning advanced employment skills while receiving current work experience and job search coaching. Drivers and passengers have the same goals and many share information as well as offer each other encouragement and hope.

5) **Alternatives:** N/A

6) **Budget Notes:** N/A

7) **Goal Reference:** Goals #1 - 4: Through on-going assessment of transportation needs of low income citizens, Village Vans provides an innovative and exceptional service that often facilitates customer transition into the use of other Intercity Transit services. Employed families contribute to the economic and social sustainability of our community through enhanced stability and health and less demand on limited human service resources.

8) **References:** Village Vans 2010 Program Update.

VILLAGE VANS

2010 PROGRAM UPDATE

Report date: May 2011

Prepared by: Ann Bridges, Village Vans Coordinator
360-705-5831
ABridges@intercitytransit.com

2010 HIGHLIGHTS

- **5960 trips provided to 239 people.**
- **Volunteer Drivers contributed 5325 hours worth \$116,238.97 in grant matching dollar value.**
- **Six drivers obtained paid employment while in Village Vans Job Skills Training Program or shortly after exiting.**
- **Maintained above 90% success rate of assisting Drivers in obtaining good jobs.**
- **Reaffirmed as an “A” ranking program from the Regional Planning Council and as a major component of the Human Services Transportation Plan for Thurston County.**
- **Implemented a new Scheduler/Dispatcher volunteer position.**

Started as a pilot project in 2002, Village Vans has evolved into a full-fledged, essential community resource. This cost effective program has a dramatic impact on individual lives as well as positively impacting our community's workforce development and economic health. One national study estimates that every dollar spent in program costs results in a return of about fifteen dollars over the remainder of the user's work life. "The user outcomes of employment transportation services such as JARC (Job Access, Reverse Commute) have been substantial..."

Village Vans maintains an alliance with over twenty community service organizations to review, evaluate, plan, improve, and support services to low income families.

Village Vans promotes the coordination and use of various community transportation services including Intercity Transit fixed route.

**INTERCITY TRANSIT AUTHORITY
WORK SESSION
AGENDA ITEM NO. 5
MEETING DATE: May 18, 2011**

FOR: Intercity Transit Authority
FROM: Rhodetta Seward, 705-5856
SUBJECT: Future Services

- 1) **The Issue:** Discussion about future services.

- 2) **Recommended Action:** Discussion and opportunity to provide staff direction.

- 3) **Policy Analysis:** Annually, the Authority typically conducts at least one planning session to review issues identified by members of the Transit Authority. This year, the Authority chose to take topics of interest and place them on work session agendas for discussion.

- 4) **Background:** At the May 4, 2011, meeting, the Authority discussed whether it should conduct a planning session. After considerable dialogue, members agreed they would ask staff to place some of the topics of interest on work session agendas where time allowed. The first of those topics staff is bringing forward is "future services."

Over the past two to three years, the Authority discussed topics which impact services, and in many instances, made decisions to implement programs which enhanced service to our riders. Some topics included in these past discussions were:

- *Improving services to Centennial Station*
- *Connections to Sound Transit*
- *Implementing ORCA*
- *Increasing the number of people using our vanpools*
- *Educating students*
- *Educating and encouraging seniors to use fixed route (travel training)*
- *Implementation of "Google Transit"*
- *Implementing "One Bus Away"*
- *Increased demand for Dial-A-Lift services*
- *Considering the impact of Joint Base Lewis McChord*
- *Should we consider service south (Grand Mound/Centralia)?*
- *Services to areas we currently do not serve within our PTBA such as NE Lacey*

With the increased fuel costs now exceeding \$4.00 per gallon, there is even more pressure on our system for service, and if prices continue upward, this demand will only grow stronger.

Intercity Transit has 1/10 of 1% sales tax still available before it maximizes what it can ask of the citizens in support of public transit. How we would use that last 1/10th will be a major future decision for the Authority.

5) **Alternatives:** N/A

6) **Budget Notes:** N/A

7) **Goal Reference:** Discussions about future services impacts all Authority goals and the future of the transit system.

8) **References:** N/A
