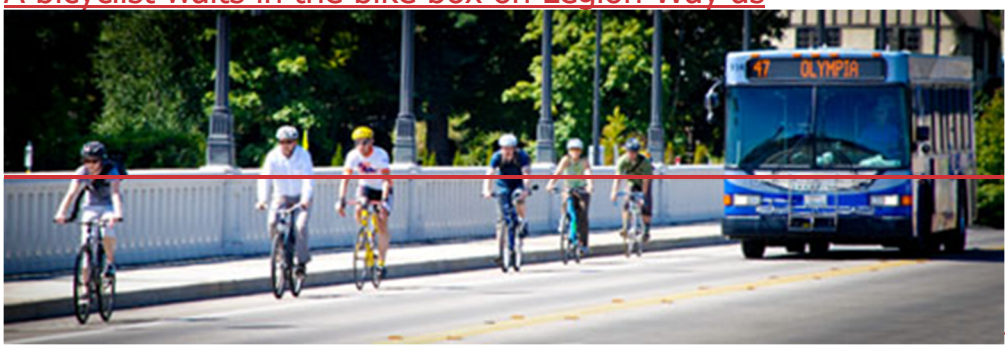
Transportation

Note: goals and policies to address climate resilience and mitigation for the Transportation Chapter are being developed and reviewed as a part of the Climate Chapter. These goals and policies will be integrated throughout all chapters of the Comprehensive Plan after the Climate Chapter is reviewed and accepted by the Olympia City Council. To learn more about the proposed climate measures for this chapter, please visit olympiawa.gov/climate2045.

A bicyclist waits in the bike box on Legion Way as



~~Bicyclists and~~ an Intercity Transit bus rolls past on Capitol Way~~share the road along Olympia's 4th Avenue Bridge~~.

What Olympia Values:
Olympians want an inclusive~~a~~ transportation system that supports~~can move people and goods through~~ the economy, everyone's well-being, and limits~~community safely while conserving energy and with minimal environmental~~ impacts on the environment.~~.~~ We want to use the system~~it~~ to connect to our homes, businesses and gathering spaces and promote a healthy city~~neighborhoods~~.

Our Vision for the Future:
~~*Complete streets that move people, not just cars*~~
A sustainable, equitable, and resilient transportation system that prioritizes walking, rolling, biking, and public transit over single-occupancy vehicles. We aim to create vibrant, connected neighborhoods where people of all ages, abilities, and incomes can move safely and efficiently, reducing vehicle miles traveled and greenhouse gas emissions and building a stronger, more inclusive community.
~~.~~

Introduction

Olympia's future transportation system will focus on moving people, not just ~~cars~~vehicles. It will feel safe and inviting to people of all abilities, whether they are walking, using a walking aid to roll, riding a bicycle, taking transit, or driving. This will~~Our ability to~~ create vibrant urban areas, reduce our environmental impact, ~~and~~ cost less and use fewer resources. ~~conserve our financial and energy resources will depend on an increase in walking, biking and transit.~~

Our future streets will work for all modes of transportation. ~~– thanks to our investment in sidewalks, bike lanes, trees, and~~ We will build off-street connections for pedestrians and bicyclists.~~safe crossings.~~ We will build streets that are human scale, or designed for people first and vehicles second.~~, as well as cars.~~ A more connected grid of smaller streets will shorten trips for people walking, rolling, and biking, and it will~~driving, and~~ allow cars, trucks, buses and emergency vehicles to have direct and efficient routes.

As Olympia grows, we will use our transportation system more efficiently by adding roundabouts, sidewalks, crosswalks, and bike lanes, and by making ~~prioritizing~~ improvements so transit can move through the system more easily. By prioritizing pedestrians, bicyclists, and transit users over single-occupancy

vehicles, we will ensure that more people will be able to safely get around using the best mode of transportation for them. ~~As Olympia grows, we are learning to use a range of tools that will help us to both respond to growth and provide people with more choices. It won't eliminate congestion, but with the help of involved community members, our future system will provide safe and inviting ways for us to walk, bike, and use public transit.~~

~~Olympia's Gateway Corridor.~~

The lower roundabout that links the 4th and 5th Avenue Bridges to the westside.

This Transportation chapter describes the vision, goals, and policies that guide decision-making about Olympia's future transportation system. The Transportation Master Plan shows the projects we will build to realize the vision outlined here, and it offers greater detail about:

- Funding
- Future policy considerations

Future areas of study~~This Transportation chapter takes direction from a number of state, regional and local plans, policies, and guidelines:~~

- ~~The Washington State Growth Management Act guides cities to link transportation and land use planning. This means that *as* growth occurs, the City will provide adequate public facilities and a transportation system that supports walking, biking, and public transit, as well as vehicles.~~
- ~~The Thurston Regional Transportation Plan describes how the region will work together on regional problems and priorities. The plan encourages us to develop high-density, mixed-use urban form in our cities, make new street connections, and find ways to reduce drive-alone commuting.~~
- ~~The Olympia Transportation Mobility Strategy provides overall guidance on how we can build a multimodal transportation system. It looks strategically at system capacity, complete streets, bus corridors,~~

~~connectivity, transportation demand management, and funding.~~

- ~~The City has relied on a number of studies in the past to help it make decisions on capacity, street connectivity, and street design, and these decisions have had a long-term impact on our local transportation system. They also have helped to shape the transportation goals and policies in this plan. See Appendix A, Transportation Planning History for study descriptions.~~
- ~~This plan is consistent with the~~ Washington Transportation Plan, ~~which establishes a 20-year vision for the state's transportation system and recommends statewide transportation policies and strategies to the legislature and Governor.~~
-
- Concurrency and impact fee projects, or how we'll ensure the transportation system keeps pace with new growth

Equity

Building a transportation system in which everyone can move around and meet their needs means considering the injustices built into the transportation system by previous generations. Those injustices reflect assumptions that often only considered the needs of dominant social groups.

For example, there have always been people who cannot drive: children, some people with disabilities, those who cannot afford a vehicle, and some elders, to name a few. Previous generations invested in building streets that had no sidewalks, curb ramps, bike lanes, or marked crosswalks, and we have inherited those streets. This means it is harder and less safe for people to get around if they don't drive.

To make our streets more equitable, we will rebuild them to include the infrastructure that supports walking, rolling, biking, and transit.

These changes will be complemented by land use that encourages a greater mix of activities closer together. High frequency transit on direct routes will allow people to get to places that are farther than they can walk, roll, or bike.

Policies to effect these changes are woven throughout this plan. In many places we specifically mention people rolling or using walking aids. In others, we refer to pedestrians and bicyclists. When we do, we always include pedestrians and bicyclists with disabilities in those definitions.

For more information about the City's approach to equity in this plan, please see the equity statement in the Community Values and Vision Chapter.

GT1 Everyone has a safe and inviting way to get around Olympia, regardless of their age, income, or ability.

PT1.1 New infrastructure is compliant with the Americans with Disabilities Act (ADA) and reflects the priorities shown in the City's ADA Transition Plan.

PT1.2 Pedestrian and bicycle infrastructure investments are prioritized so that people can get to parks, schools, medical facilities, grocery stores, public buildings, dense employment centers, dense residential areas and connect to transit.

PT1.3 New infrastructure is built where it is most needed based on access to key services, connections to transit, and other criteria described in the Transportation Master Plan.

PT1.4 The City has proactive maintenance and asset management programs for pedestrian and bicycle infrastructure.

Climate change

The Thurston Climate Mitigation Plan identifies the transportation sector as the second-largest source of greenhouse gas emissions in Thurston County. As the power grid transitions to more sustainable sources, transportation is likely to become the biggest source of greenhouse gas emissions in Thurston County and the City of Olympia.

This was confirmed by Olympia's 2021 Inventory of Community-Wide Greenhouse Gas Emissions and 2021 Community Greenhouse Gas Emissions Reduction Strategy Analysis. The latter establishes greenhouse gas reduction targets that will help us reach the goal of net-zero emissions by 2040. For the transportation sector to do its part, we will need to significantly reduce Olympia's "vehicle miles traveled." This refers to the number of miles people travel in Olympia in vehicles in a year.

The most effective way to reduce vehicle miles traveled is to make it easier to walk or roll, ride a bike, or take transit than it is to drive. It will take time to reshape our city to support that, not only by adding pedestrian-, bicycle-, and transit-supportive infrastructure to the streets, but also by changing our land use

patterns so the distances people must go are shorter. With more Olympians living closer to the places we need to go, it will be easier to walk, roll, or ride a bike to get there. Concentrating housing and key services along frequent transit routes will make it easier for us to take the bus to places beyond an easy walk, roll, or bike ride.

In the mid-term as that transition takes place, electric vehicles are one strategy that will help reduce emissions. Widespread adoption of electric vehicles will not reduce the number of traffic collisions on Olympia's streets and may, in fact, worsen their severity, as they are comparatively heavier vehicles. EVs will still take up the same amount of space in the transportation system as gas-powered vehicles, which will lead to more traffic congestion as our population increases. Their widespread adoption will also continue to support the car-centric land use patterns that make it difficult to transition to a more compact city. Olympia needs to make that transition if we are going to have a sustainable city in which it is easier to not drive at all.

Nearly every goal and policy in this chapter is designed to create that future sustainable city's transportation system. From building vital street connections to adding sidewalks, bike lanes, curb ramps, and crosswalks, the transportation system we build in the next 20 years will be one that addresses climate change head on.

For more information about the City's overall climate change approach, please see the Climate Change chapter. The Land Use & Urban Design chapter describes how we will change our land use patterns to complement the future transportation system.

Goals and Policies

GT2 The transportation system will support meeting the target of net-zero greenhouse gas emissions by 2040.

PT2.1 Reshape the transportation system so that it's easier to walk or roll, bike, or take transit than to drive.

GT3 Vehicle miles traveled will be 25% lower than 2021 levels by 2040.

PT3.1 Build and retrofit streets to support walking, rolling, biking, and taking transit.

GT4 100% of light-duty vehicles within Olympia will be electric by 2040. 75% of heavy-duty vehicles will be either electric or fueled by green hydrogen by 2040.

PT4.1 Support the state of Washington's law that all new light-duty passenger vehicles sold, purchased, or registered will be electric starting with the model year 2030.

PT4.2 Convert City fleet vehicles to zero-emission vehicles.

PT4.3 Develop supporting infrastructure and programs to support zero-emission vehicles.

PT4.4 Seek ways to encourage people to replace gas-powered vehicles with electric vehicles.

PT4.5 Encourage Intercity Transit's transition to green fuel buses.

PT4.6 Encourage the Port of Olympia to transition diesel-powered freight vehicles serving the Port to green fuels.

PT4.7 Encourage the school district to transition diesel-powered school buses to green fuels.

GT5 Seek ways to reduce the urban heat island effect in street design.

PT5.1 Include trees in street design to shade sidewalks, protect asphalt from heat, and buffer pedestrians. Proper selection, care, and placement are critical to long-term maintenance of trees along streets, pavement, and sidewalks.

PT5.2 Include vegetation in street designs to reduce heat island and stormwater impacts and to improve the visual appeal of streets.

PT5.3 Where feasible, use pavement and sidewalk materials that reduce heat island and stormwater impacts.

~~Bicyclists travel over Olympia's 4th Avenue Bridge.~~

A bicycle-only crossing on 7th Avenue at Jefferson Street, which also includes a marked crosswalk for pedestrians with ADA compliant curb ramps.

Complete Streets

Streets with wide sidewalks, ~~and~~ trees, and curb ramps invite us to walk ~~to the store~~ or roll.~~a friend's house.~~ Bike lanes with buffers or separation from vehicle lanes or routes on quiet streets make biking ~~to work~~ more appealing and convenient, and they reduce conflicts with drivers.~~.~~ The way we design our streets will create new opportunities for how we travel within our city~~,~~ and how we interact with one another.

"Complete streets" are built for pedestrians, bicyclists, and transit riders, as well as cars, trucks, and buses. They increase the number of people walking and rolling, biking, and using transit, and they are also safer~~safe~~ for drivers.~~motor vehicles.~~ Complete street policies complement other goals, such as boosting our economy, reducing congestion, increasing land-use density, minimizing environmental impacts, and giving people more opportunities to be physically active.

Olympia's complete streets ordinance, passed in 2016, is one example of the City's commitment to building complete streets.

~~4th Avenue near City Hall redesigned with bike lanes and wider sidewalks.~~

~~Goals and Policies~~

The area around the State Avenue and East Bay Drive intersection has narrow travel lanes, a transit boarding island, a bike lane between the boarding island and travel lane to reduce conflicts between bicyclists and drivers, and bulb-outs to shorten the distance pedestrians need to cross.

~~GT1~~

GT6 All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human-~~-~~scale~~, but also can accommodate motor vehicles,~~ and ~~-~~encourage safe driving.

PT6~~PT1~~.1 Retrofit major streets to be human scale and include features to make walking, rolling, biking, and transit use safe and inviting.

PT6~~PT1~~.2 Build streets with individual lanes that are as narrow as safely possible to discourage speeding~~,~~ while making sure larger vehicles can~~are able to~~ enter areas where they are needed.

PT6~~PT1~~.3 Establish speed limits to create a safe environment for pedestrians and bicyclists, especially~~while maintaining motor vehicle traffic flow. Speed limits shall not exceed 35 miles per hour on arterial and major collector streets, and 25 miles per hour on neighborhood collectors and local access streets, and~~ in school zones~~the City Center. Provisions are allowed to establish 20 miles per hour speed limits for select conditions and as allowed by state law~~.

PT6~~PT1~~.4 Reduce the impact of traffic on pedestrians by creating buffers such as on-street parking, trees, planter strips, wide sidewalks, and creating interest along the street with amenities and building design.

PT6~~PT1~~.5 Create attractive streetscapes with sidewalks, trees, planter strips, and pedestrian-scale streetlights. In denser areas, provide benches, building awnings, and attractive and functional transit stops and shelters.

PT6~~PT1~~.6 Build intersections that are safe for pedestrians, bicyclists, and drivers.~~motor vehicles.~~ Use minimum dimensions (narrow lanes and crossings) for a human-scale environment~~,~~ while maintaining vehicle access and safety.

PT6.7 Add compact roundabouts and other traffic calming features where appropriate for speed management and safety.

PT6.8~~PT1.7~~ Use medians for access control that minimizes~~and to keep~~ the number of ~~motor~~ vehicle lanes, to add pedestrian crossing islands, and to add vegetation. ~~a minimum.~~

~~**PT1.8** Use medians for pedestrian crossing islands, and to enhance the beauty of the street.~~

PT6~~PT1~~.9 Build streets in a grid pattern of small blocks to allow streets to be narrow and low-volume, encourage walking and rolling, and provide ~~travelers with~~ a choice of routes.

PT6~~PT1~~.10 Minimize driveways along major streets to reduce conflicts between drivers~~vehicles~~ and bicyclists and pedestrians. Encourage shared driveways or provide access off side streets and alleys.

PT6~~PT1~~.11 Require consolidation of driveways and parking lot connectivity for adjacent commercial areas to facilitate access from one site to another without having to access the street~~roadway~~.

PT6.12 ~~Consider a s~~Study ~~to~~ converting 4th and State Avenues to two-way streets. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.

~~**PT1.12** Recognize the value of street trees for buffering pedestrians from motor vehicle traffic, to capture vehicle emissions, shade sidewalks, and protect asphalt from heat. Proper selection, care and placement are critical to long-term maintenance of trees along streets, street pavement and sidewalks.~~

PT6~~PT1~~.13 Consider modified street design to enhance the function of a street

for a particular mode, such as bicycling, or to support the unique identity of a street, such as a~~an~~ historic district.

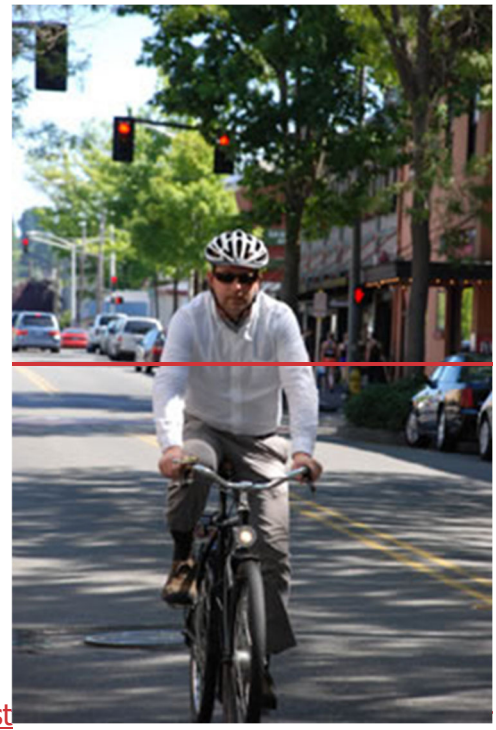
PT6.14 ~~Consider a~~ Study ~~of~~ the impacts of closing some neighborhood and downtown streets to vehicle traffic. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.

PT6.15~~**PT1.14**~~ Provide adequate and safe street and pathway lighting~~,~~ in a way that reduces light pollution.

PT6.16 Consider ways to reduce vehicle noise through street design so that residents, pedestrians, and bicyclists are less impacted by it.

PT6.17 Regularly analyze collision data and prioritize safety projects for pedestrians and bicyclists in the City's systemic safety plan, the Street Safety Plan.

PT6.18 ~~Consider A~~automate traffic enforcement in key locations, such as near schools, to encourage safe driver behavior.



A bicyclist ~~Bicyclist~~ on State~~5th~~ Avenue.

~~**GT2**~~

GT7~~GT2~~ As new streets are built and existing streets are reconstructed, add multimodal features consistent with the policies in this plan and~~as~~ specified in the City of Olympia Engineering Design and Development Standards.~~Engineering Design and Development Standards~~ ~~.~~

PT7~~PT2~~.1 Build arterial streets to serve as primary routes connecting urban centers and the regional transportation network. Include enhanced bike lanes, sidewalks, planter strips, enhanced crosswalks~~pedestrian crossing features~~, and other infrastructure~~amenities~~ that support pedestrian and bicyclist comfort and safety.

PT7~~PT2~~.2 Build major collector streets to connect arterials to residential and commercial areas. Include enhanced bike lanes, sidewalks, planter strips, and enhanced crosswalks~~pedestrian crossing features~~.

PT7~~PT2~~.3 Build neighborhood collectors to provide circulation within and between residential and commercial areas. These streets should include sidewalks, ~~and~~ planter strips, and they may include ~~pedestrian crossing~~marked or

enhanced crosswalks ~~crossing features~~. Some neighborhood collectors form part of the low-stress ~~include~~ bike network shown in the Transportation Master Plan and should be built~~lanes, or signs and markings~~ to include the appropriate~~designate a~~ bike infrastructure. ~~route. (See Appendix D: Bike Network Map and List.)~~

PT7~~PT2~~.4 Build local access streets to provide direct connections to properties within neighborhoods. ~~-~~All new local access streets should include sidewalks and planter strips, and some local access streets form part of~~may include wayfinding signs to direct cyclists to~~ the low-stress bike~~larger bicycle~~ network shown in the Transportation Master Plan. ~~.~~

PT7~~PT2~~.5 Provide transit stops and service accommodations, in consultation with Intercity Transit. Encourage sidewalk access to all designated stops and consider crosswalk ~~pedestrian crossing~~ improvements to facilitate access, including mid-block crossing islands on high-volume streets.

PT7~~PT2~~.6 Install or allow traffic-calming devices on local access, neighborhood collector, and some major collector streets where speeds, volumes, and other conditions indicate a need. Consider the safety and access of pedestrians, bicyclists, and transit buses~~ safety and access~~ when installing traffic-calming devices.

PT7~~PT2~~.7 Allow on-street vehicle or bicycle parking to support adjacent businesses, buffer pedestrians~~on local access~~ and bicyclists, and slow traffic. ~~neighborhood collector streets.~~

PT7~~PT2~~.8 ~~Make it a priority to a~~Add~~add~~ bulb-outs for shorter pedestrian crossings and to slow traffic on existing arterials and major collectors with on-street parking. Consider building bulb-outs on neighborhood collector streets with on-street parking where overall narrowing of the street is not possible.

PT7~~PT2~~.9 Allow the City to modify street standards in environmentally sensitive areas based on planning work~~,~~ and to specify these changes in the code.

PT7~~PT2~~.10 Use innovative designs to reduce or eliminate stormwater run-off.

PT7.11 Help pedestrians safely cross major streets by building features such as bulb-outs, crossing islands, and beacon or signal systems.

PT7.12~~PT2.11~~ ~~Use Olympia's r~~Regularly update~~d~~ Olympia's Engineering Design

and Development StandardsEngineering Design and Development Standards to ensure they reflect the Comprehensive Plan and that transportation related facilities constructed in Olympia and its Growth Area are safe, well-constructed, durable, and can be maintained.

PT2.12 Regularly revise the Olympia Municipal Code and Engineering Design and Development Standards to give detailed guidance on how transportation services should be paid for and delivered in accordance with the principles established in this Comprehensive Plan.

GT3GT8 Streets allow the efficient delivery of goods and services.

PT8PT3.1 Design streets so that goods and services can be delivered safely and efficiently. This means buses, commercial trucks, emergency and other public service vehicles have an appropriate level of access.

PT8PT3.2 Designate and enforce appropriate linear curb space so that commercial vehicles can load and unload in urban areas.

PT8.3 As the viability of cargo delivery by bicycle approaches ensure that street design supports it.

PT8.4 Consider large-vehicle movement in the design of arterial and major collector streets, particularly at intersections, and on streets in industrial- zoned areas, and in mixed-use areas while prioritizing pedestrian and bicyclist safety.

PT8.5PT3.4 Require alleys where feasible and practical and retain alleys as public rightsright-of-way.

PT8.6PT3.5 Require alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.

PT8PT3.6 Establish objective criteria in City standards to determine the practicality and feasibility of alley construction for new development.

PT3.7 Maintain alleysalleyways for delivery and service vehicles by ensuring they are not blocked by trash receptacles, cars, or other obstructions.

Connectivity

A ~~city with a~~ well-connected network of smaller streets helps create a better city for walking and rolling, biking, riding the bus, and driving. ~~.~~This ~~"~~connectivity~~"~~ creates a human-scale environment by making~~. Whether people are walking, biking, or driving, their~~ routes ~~are~~ shorter and~~. Transit riders can get to their stops~~ more direct, which is one of the most effective ways we can re-shape Olympia to be easier to walk, roll, and bike in. This is reinforced by the way we build streets now: all new streets have sidewalks with planter strips on both sides, and we require major streets to have enhanced bike lanes.

~~.~~A well-connected street grid is also crucial for transit service, as it offers more route options and turnaround points for buses. It provides direct and efficient access for ~~all types of~~ service vehicles, such as waste resources trucks~~ including transit buses~~, delivery trucks, and emergency vehicles.

~~A street connection extends Olympia Avenue to the downtown.~~

~~A 1994 planning study conducted by the City led to the fully~~ During emergencies and major construction, the grid provides options: if one route is blocked, other direct routes are available. And because well-connected streets create more direct routes, fewer miles are driven, which reduces emissions.

The City's commitment to ~~street network we are now~~ building a well-connected street grid dates back to 1994, when we did a study that ~~. The study~~ determined that instead of widening~~continuing to widen~~ our streets~~major roads~~, we should build a connected grid of smaller streets. This study led to~~to~~ the ~~basis for our~~

~~vision of a modified street grid and planned~~ street connections shown on the maps~~. (See maps in Appendix B and the Transportation Planning History in Appendix~~ A and specific development requirements found in the Engineering Design and Development Standards. In the next few years, the City is planning to update that study. ~~for additional information.)~~

~~Because well-connected streets create more direct routes, fewer miles are driven, saving fuel and reducing pollution. During emergencies and major construction, the grid provides options: if one route is blocked, other direct routes are available.~~

~~A grid also provides more opportunities to turn left, reducing traffic back-ups.~~

~~There can be challenges with making street connections. Topography and environmentally sensitive areas can make certain street connections infeasible. Some street connections and the resulting changes to traffic patterns have the potential to affect neighborhood character or disproportionately impact some residents. The City will balance decisions about the value of a street connection with potential impacts to the unique geography, character or historical context of a residential neighborhood. In these cases, policies help guide the analysis of a street connection. When street connections are not made for motor vehicle~~

~~access, priority will be given to making a connection for bicyclists, pedestrians, emergency vehicles and transit.~~

Downtown has a well-connected street grid.
~~Pathways and trails provide connectivity for bicyclists and pedestrians. Pathways are shortcuts in neighborhoods that provide connections to parks, schools, trails and streets. Trails allow travel off the street system, benefitting bicyclists and pedestrians for transportation and recreation.~~

~~The gridded street network in an older neighborhood.~~

Goals and Policies

GT9~~GT4~~ The street network is a well-connected system of small blocks, allowing short, direct trips for pedestrians, bicyclists, transit users, drivers~~motorists~~, and service vehicles.

PT9~~PT4~~.1 Connect streets in a grid-like pattern of smaller blocks as specified~~. Block sizes should range from 250 feet to 350 feet~~ in the Engineering Design and Development Standards. ~~residential areas and up to a maximum of 500 feet along arterials.~~

PT9~~PT4~~.2 Build new street connections to reduce travel time and distances for all users of the street system.

PT9~~PT4~~.3 Build new street ~~and pathway~~ connections so that people walking, rolling, biking, or accessing bus stops have direct route options, making these modes more inviting.

PT9~~PT4~~.4 Build new street connections so that motor ~~-~~vehicle trips are shorter~~,~~ to save fuel, cut travel time, and reduce pollution.

PT9~~PT4~~.5 Build new street connections so the grid provides other routes if an emergency or major construction blocks travel.

PT9~~PT4~~.6 Build new street connections so that emergency vehicles, transit, and other service vehicles have direct and efficient access.

PT9~~PT4~~.7 Build a human-scale street grid of small blocks. To keep blocks small, use ~~by defining required dimensions in the Engineering Design and Development Standards. Use~~ street ~~-~~spacing criteria to define the frequency and block sizes of different types of streets. ~~in the grid, and define block sizes on each type of street to keep blocks small.~~

PT9~~PT4~~.8 Build new arterials, major collectors and neighborhood collectors based on the general location defined on the Transportation Maps in Appendix AA~~B~~. Require the use of the Engineering Design and Development Standards..~~Engineering Design and Development Standards~~.

PT9.9 Examine alternative street alignments or street designs when connecting streets through wetlands or other critical areas. Fully mitigate impacts when a street connection in an environmentally sensitive area is determined to be the best option.

PT9.10~~PT4.9~~ Seek public and private funding to construct street connections in the network.

PT9.11~~PT4.10~~ Require new developments to connect to the existing street network and provide for future street connections to ensure the gridded street system is built concurrent with development.

PT9.12~~PT4.11~~ Retrofit existing development into a pattern of short blocks.

~~**PT4.12** Build bike and pedestrian pathways for safe and direct non-motorized access. Where street connections are not possible, build pathways based on block sizes defined in the Engineering Design and Development Standards.~~

PT9~~PT4~~.13 Build an adequate network of arterials and collectors to discourage heavy traffic volumes on local access streets. (See maps and lists in Appendix

AA~~B~~.)

PT9~~PT4~~.14 Build a dense grid of local access and collector streets to provide ~~motorists with~~ multiple ways to enter and exit neighborhoods instead of using arterial streets for trips within the neighborhood.

PT9~~PT4~~.15 Allow cul-de-sacs only when topographic and environmental constraints permit no other option. Cul-de-sacs that are built will~~should~~ have a maximum length of 300 feet and be built with pedestrian and bike connections to adjacent streets~~,~~ or to destinations such as schools, parks, and trails ~~wherever possible~~unless infeasible.

PT9~~PT4~~.16 Planned~~Use signs to identify planned~~ but still unbuilt street connections, or "stub outs," will be identified by signs at~~" and to indicate~~ the location and in formal documentation, including plans and~~type of street that is planned. This information should also be shown on~~ maps of newly platted areas.

~~**PT4.17** Create public bicycle and pedestrian connections for interim use when street connections are not completed with new development.~~

PT9.17~~PT4.18~~ Plan and identify street connections throughout the city~~in undeveloped areas~~ to ensure they are eventually connected.

PT9.18~~18~~ Plan for adequate rights-of-way for future streets.

PT9.1919~~PT4.20~~ Use traffic-calming devices to slow vehicles~~,~~ where necessary, especially when new streets are connected to existing neighborhoods.

~~**PT4.21** Develop measures to demonstrate the connectedness of an area and to help explain the value of new street or pathway connections. Measures may include intersection density, centerline miles per square mile, and a route directness index.~~

> ~~**GT5 Street connections to existing residential areas and in environmentally sensitive areas will be carefully examined before a decision is made to create a connection for motor vehicle traffic.**~~

~~**PT5.1** Seek to avoid street connections through wetlands or other critical areas by examining alternative street alignments. Fully mitigate impacts when a street~~

~~connection in an environmentally sensitive area is determined to be the preferred option.~~

~~**PT5.2** Carefully examine proposed street connections to existing residential neighborhoods. The developer, City, or County will analyze the street connection with the involvement of affected neighborhoods and stakeholders. Consideration will be given to the unique neighborhood character and context, particularly any direct impacts of a street connection on established neighborhoods. This analysis will determine whether or not to construct the street connection for motor vehicle traffic. Affected neighborhoods and other stakeholders will be consulted before a final decision is made and be involved in identification of any potential mitigation measures. As appropriate, this evaluation will include:~~

- ~~Effects on the overall city transportation system~~
- ~~Effects on reduced vehicle miles travelled and associated greenhouse gases~~
- ~~Opportunities for making additional connections that would reduce neighborhood impacts of the connection being evaluated~~
- ~~Impacts on directness of travel for pedestrians, bicyclists, transit users, and motorists~~
- ~~Impacts on directness of travel for emergency-, public-, and commercial-service vehicles~~
- ~~An assessment of travel patterns of the larger neighborhood area and volumes at nearby major intersections~~
- ~~An assessment of traffic volumes at the connection and whether projected volumes are expected to exceed the typical range for that classification of street~~
- ~~Bicycle and pedestrian safety~~
- ~~Noise impacts and air pollution~~
- ~~Social justice issues and any impacts on the unique character of a neighborhood or effects on affordability of housing~~
- ~~Likelihood of diverting significant cross-town arterial traffic on to local neighborhood streets~~
- ~~Effectiveness of proposed traffic calming measures~~
- ~~The cost of a street connection and the cost of any alternative approach to meeting transportation needs if a street connection is not made~~
- ~~Consideration of the information in Appendix A of this chapter~~

~~**PT5.3**~~**PT9.20** If the City decides that a street connection will not be built, build bike and pedestrian pathways for safe and direct non-motorized access. Minimum spacing should be based on block sizes defined in the Engineering Design and Development Standards.

PT9.21 If stub-outs exist for a future street connection, bicycle and pedestrian access should be provided in the public right-of-way as an interim measure.

PT9.22 Study the additional street connections Olympia needs in order to build a complete street network that serves everyone, whether walking, rolling, biking, taking transit, or driving. As part of the study, consider the impacts of building only pedestrian and bicycle connections rather than full streets.

The Fairview Pathway connects Fairview Street to the Karen Fraser Woodland Trail.

~~In the event that a street connection is not made for motor vehicles, priority will be given to pedestrian, bicycle, transit and emergency vehicle access.~~

GT10~~**PT5.4** Address safety concerns on newly connected streets and build any needed improvements at the time when street connections are made. Define what constitutes safety improvements in the Engineering Design and Development Standards.~~

~~GT6~~GT10 Pathways enhance the transportation network by providing direct and formal off-street routes for bicyclists and pedestrians.

PT10~~PT6~~.1 Establish and improve pathways in existing built areas.

PT10~~PT6~~.2 Require new developments to provide direct bicycle and pedestrian pathways that connect to adjacent~~,~~ developed properties. These will be at the same interval spacing as street spacing requirements or at closer intervals.

PT10.3 Use pathways to connect new development to adjacent schools, parks, trails, and shopping areas.

PT10.4~~PT6.3~~ Install signs at pathways to indicate they are open to the public and an official part of the transportation network.

PT10.5~~PT6.4~~ Coordinate with the state of Washington~~State~~ to increase bicycle and pedestrian access through the Capitol Campus.

GT11~~GT7~~ A network of regional and local trails enhances mobility for bicyclists~~bicycles~~ and pedestrians.

PT11~~PT7~~.1 Work with regional jurisdictions to develop the on- and off-street trails network, as identified in the Thurston Regional Trails Plan.~~Thurston Regional Trails Plan.~~

PT11~~PT7~~.2 Increase access to trails by requiring or acquiring pathways, easements, or dedicated rights-of-way from new developments adjacent to current and future trails.

PT11~~PT7~~.3 Install signs that identify the trails network, public destinations, nearby streets, and transit routes consistent with regional policy.

PT 11.4 Encourage retail businesses next to trails to include entrances that face the trail.

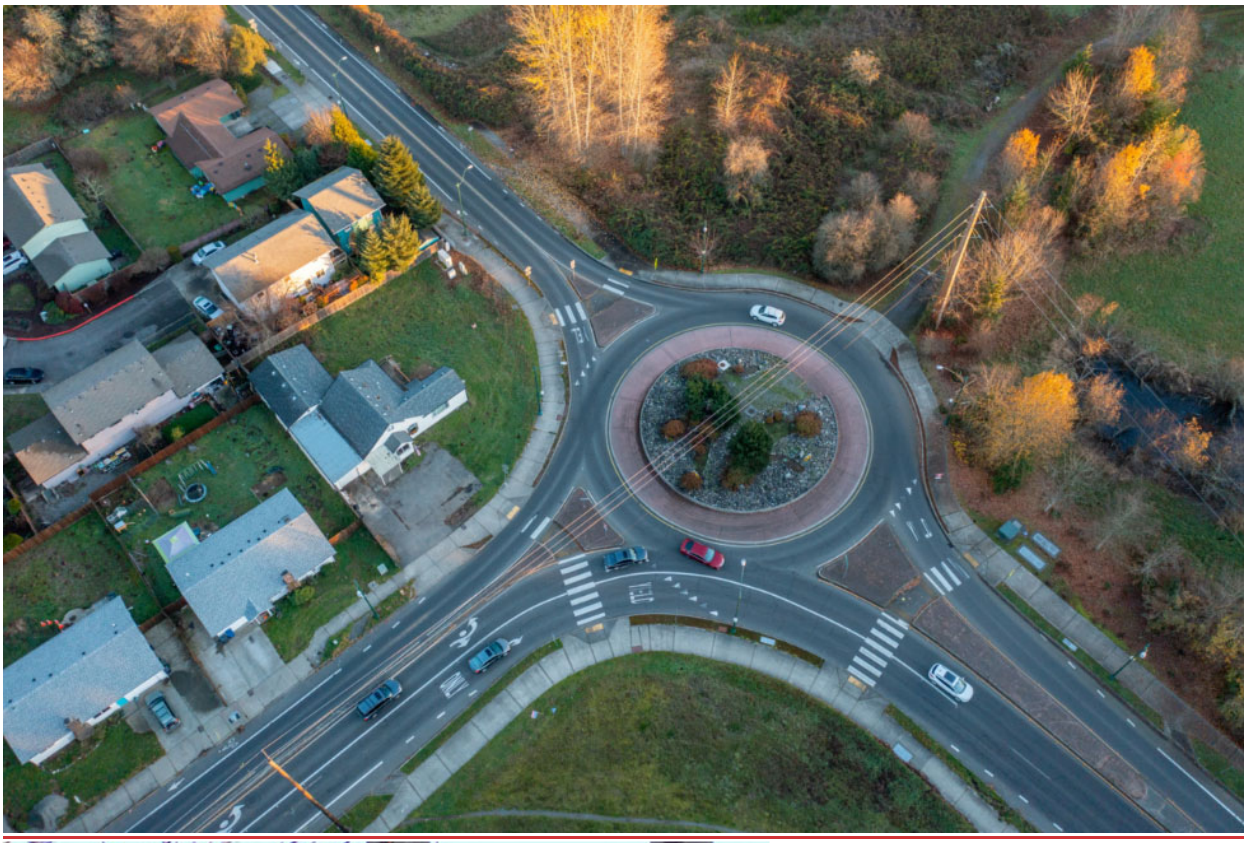
System Completeness and Concurrency~~Capacity~~

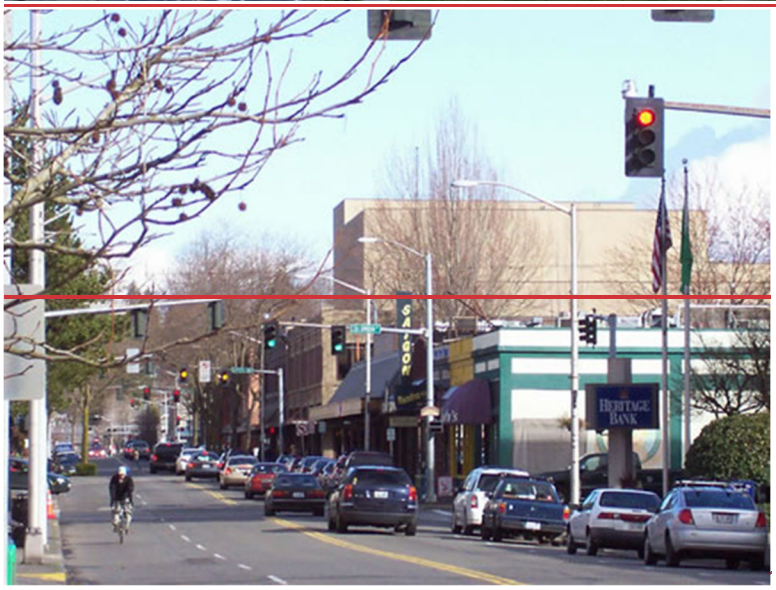
One of the ways we gauge the quality of a community is how easily we get around. Due to the investments made by previous generations, it is relatively easy to get around by car~~No one likes getting stuck~~ in Olympia. We will maintain that system and seek ways to keep traffic flowing while also building a complete system for pedestrians, bicyclists, and transit users.

As our population increases, so too will the demand for space on our streets.~~.~~ In addition to building roundabouts, which increase the efficiency of intersections~~Olympia~~, we will also make it more feasible for people to get around without driving. This includes building ~~are looking for~~ new street connections, sidewalks, enhanced crosswalks, enhanced bike lanes, bike corridors, and collaborating with Intercity Transit to support robust transit service.
~~ways to~~
All of these investments will increase the capacity of our transportation system. To keep the capacity in balance with new development, we will ensure that new transportation infrastructure is built "concurrently," or at the same time, with new growth.

Olympia's concurrency program is "plan-based," meaning that we have defined the projects needed to keep the system's capacity at pace with new development in the Transportation Master Plan. We also track our transportation system's capacity for "person trips," or all trips that people make, whether walking, rolling, riding a bike, taking transit, or driving.

When new development occurs, we measure the number of person trips the development is expected to generate. We add capacity for that new development by building the projects defined in the Transportation Master Plan as concurrency projects. Those projects include sidewalks, bike corridors, street reconstruction, enhanced crosswalks, and roundabouts. Specific concurrency projects are shown in the City's Capital Facilities Plan. ~~- ways that retain the human-scale character of our streets - instead of adding more lanes.~~





~~Traffic and a cyclist move through downtown.~~

~~The concept of concurrency means that as our community grows, we add "capacity" to the street.~~

~~The capacity of a transportation system is traditionally thought of as the space needed on our streets to move cars. In Olympia, we look at capacity more~~

~~broadly and see it as our ability to move *people*.~~

~~The~~ The roundabouts on Boulevard Road have kept traffic moving as the area has grown, allowing Boulevard to remain a two-lane street.
~~street system can move more people when more trips are made by walking, biking, or riding the bus. We will increase capacity on our streets by building facilities to support walking, biking, and transit. In many cases, adding roundabouts will be a key part of this approach.~~

~~Efforts to reduce auto trips, such as adding bike lanes and sidewalks and improving transit services will increase capacity on all major streets, but especially on strategy corridors (See Appendix H, the Corridor Map, for strategy corridors.)~~

~~The project list and maps in Appendix B include system capacity improvements for vehicles likely to be needed over the next 20 years.~~

~~Appendix I shows Traffic Forecast Maps of current and future traffic volumes.~~

Goals and Policies

GT12 In response to~~GT8 Impacts of~~ new growth, build new~~development on the transportation system are addressed by establishing network completeness standards that ensure that adequate~~ transportation infrastructure to address new person trips on the system. ~~is provided in concert with growth.~~

PT12~~PT8~~.1 Implement a system completeness framework for transportation concurrency in which the supply of new transportation infrastructure that supports growth shall exceed the travel demand of new growth~~.~~:

- Supply is defined by the ~~transportation~~ concurrency project list identified in the Transportation Master Plan and reflected each year in the Capital Facilities Plan.~~Capital Facilities Plan~~
- Demand is measured by PM peak hour person trip generation.
- Supply and demand are equated using "mobility units" as defined in ~~OMC 15.20.020~~OMC 15.20.020.

- Mobility units of supply are considered available to support new development when the transportation improvement is fully funded, as identified in the Capital Facilities Plan New development will not be allowed if there is no supply of mobility units.
-

PT8.2 Consider signal upgrades and signal timing as standard ways to reduce congestion.

PT8.3

PT12.2 No street will exceed the width of five general--purpose auto lanes (such as two in each direction and a center turn lane) mid-block. when adding capacity to the street system. Turn lanes may be added as appropriate, with careful consideration of pedestrian and bicyclist safety.

PT12.3 Seek ways to retrofit existing major streets to be more human scale, including studying the implications of reducing five-lane streets to three lanes. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.

PT12PT8.4 PrioritizeConsider roundabouts overinstead of signals at intersections to maintain traffic flow.

PT12.5 Seek ways to connect parking lots to allow internal trips without needing to use adjacent public streets.

PT12.6PT8.5 Exempt transportation facilities and services of statewide significance from concurrency requirements per RCW 36.70A.070 (6). Proposed improvements to state-owned facilities will be consistent with the Thurston Regional Transportation Plan, the State Highway System Plan,, Thurston Regional Transportation Plan and the State Active Transportation Plan.State Highway System Plan within Washington's Transportation Plan.

GT13GT9 The impacts of new land-use development on the transportation system are mitigated appropriately.

PT13.1 Require mitigation for the transportation impacts of new developments, which will be consistent with the Transportation Master Plan and Street Safety Plan.**PT9.1** Require mitigation for new developments so that transportation level of service does not fall below adopted standards, except where policies allow.

PT13~~PT9~~.2 Require new development to build~~construct~~ improvements or contribute funds to~~towards measures that will~~ improve the function and safety of the streets, such as installing bike and pedestrian infrastructure, roundabouts, ~~improvements, turn pockets or~~ special lanes for buses, or ~~roundabouts, or~~ modifying traffic signals.

Bulb-out and streetscape built with new development in north downtown.

~~A bus stops on Capitol Way.~~

PT13~~PT9~~.3 Ensure a fair distribution of new transportation-related costs to new developments through imposition of impact fees.

PT13~~PT9~~.4 Use the ~~State Environmental Policy Act~~State Environmental Policy Act to determine mitigation requirements for the impacts of new development on the transportation system.

PT13~~PT9~~.5 As the street system is improved with new development, construct~~Construct~~ complete streets and maintain an urban form that is human scale~~, when widening is necessary~~.

> **GT14~~GT10~~ On designated strategy corridors (see map in Appendix G), facilitate increased land use density. Prioritize improvements to transit service~~,~~ and the safety and comfort of walking, rolling, and biking~~eliminate transportation system inefficiencies~~.**

PT14~~PT10~~.1 Along strategy corridors, add~~Add~~ bike lanes, ~~and~~ sidewalks, and curb ramps. Also improve transit service along strategy corridors~~services,~~ and use demand management measures, such as parking management. This is to ensure that transit, walking and rolling, and biking are safe, attractive, and easy to use. ~~during peak travel periods on all streets, especially strategy corridors.~~

PT14~~PT10~~.2 Expand the city's~~City's~~ network of street connections, pathways, and trails to improve mobility~~help relieve congestion~~.

Land Use

The land use and transportation goals and policies of this plan are interconnected. When ~~attractive~~ housing is close to jobs, services and stores, trips are short and easy to make without a car. Transit stops can be close by and convenient for longer trips outside the neighborhood. In compact, mixed-use areas, it is easier for people to walk or roll, bike, and ride the bus than it is to drive, reducing our dependency on our cars.

The dense, mixed areas we are trying to achieve are made more attractive, comfortable, and functional when streets have wide sidewalks, safe crosswalks, curb ramps, enhanced~~pedestrian crossings,~~ bike lanes, and the bus is convenient. We can optimize our investments in the transit system by locating a

mixture of dense land uses near~~along~~ our major bus routes. Without the coordination of land use and transportation, we will see worsening~~continue to rely on our cars,~~ congestion ~~will worsen, streets will be wider~~ and an increase in greenhouse gas emissions~~unfriendly, and more parking will be needed~~.

~~An attractive sidewalk along a major bus route.~~

An attractive sidewalk along a bus route downtown that has bike racks and street furniture.

Goals and Policies

GT15~~GT12~~ The transportation system provides attractive walking, rolling, biking, and transit options, so that land use densities can increase without creating more traffic congestion.

PT15~~PT12~~.1 Build a system that encourages walking, rolling, biking, and transit to reduce car trips and help achieve our land -use density goals.

GT16~~GT13~~ A mix of strategies is used to encourage infill development~~concentrate growth~~ in the city, which both supports and is supported by walking, rolling, biking, and transit.

PT16~~PT13~~.1 Increase~~Consider increasing~~ allowed densities in the downtown core and along parts of the urban corridors, where walking, rolling, biking, and transit are more viable for~~while maintaining lower densities in~~ the majority~~periphery~~ of trips people need to make. ~~the City.~~

~~**PT13.2** Consider a geographically-influenced impact fee based on costs that would likely incentivize development or redevelopment in the downtown core and along parts of the urban corridor.~~

PT16.2 Continue to encourage redevelopment in downtown, along urban corridors, and in focus areas such as the Capital Mall Triangle, the Lilly-Pacific area, and the Lilly-Martin area. ~~**PT13.3** Consider incentives to address the specific challenges downtown redevelopment faces.~~

PT16.3~~PT13.4~~ Promote infill in close-in neighborhoods and increased land-use density in activity centers and downtown to reduce sprawl, car trips, and to make the best use of the existing transportation network.

PT16.4~~PT13.5~~ Allow housing in commercial and employment areas to reduce how far people have~~commute and errand distances, and encourage alternatives~~

to travel to meet their needs. ~~driving.~~

PT16.5~~PT13.6~~ Allow neighborhood centers and small scale commercial uses in residential areas to reduce how far people have~~commute and errand distances and encourage alternatives~~ to travel to meet their needs. ~~driving.~~

> ~~**GT14 Greater density along priority bus corridors optimizes investments in transit and makes transit an inviting mode of travel. (See Appendix H, the Corridors Map, for bus corridors.)**~~

~~**PT14.1** Encourage transit supportive density and land use patterns along priority bus corridors, through zoning, incentives, and other regulatory tools.~~

~~**PT14.2** Encourage schools, public services, major employers, and senior and multi-family housing to locate along priority bus corridors, as they tend to benefit from the availability of public transit.~~

~~**PT14.3** Enhance the gridded street network of small blocks adjacent to bus corridors to improve access to transit.~~

> **GT17~~GT15~~ The urban corridors of Martin Way, Pacific Avenue, Eeast 4th and State Avenues, Capitol Way/Boulevard, ~~and~~ portions of Harrison Avenue, Black Lake Boulevard and Cooper Point Road are areas where a large portion of trips are made by walking, rolling, biking and transit. (See Appendix G~~H~~ Corridor Map for urban corridors. See Land Use and Urban Design chapter for specific land use designations.)**

PT17~~PT15~~.1 Retrofit ~~City~~ streets in urban corridors to ~~City Street Standards~~City Street Standards to attract new development and increase densities.

PT17~~PT15~~.2 Enhance~~Work with~~ the gridded street network~~State~~ of small blocks adjacent~~Washington~~ to ~~include~~ urban corridors ~~in the state's preferred leasing area, so that state employees can easily walk, bike or take~~.

PT17.3 Encourage increased density and land-use patterns along urban corridors through zoning and other regulatory tools.

PT17.4 Encourage public services, major employers, and senior and multi-family housing~~transit~~ to locate along urban corridors.~~work.~~

PT17.5~~PT15.3~~ Encourage public agencies to build in the urban corridors, ~~to support the City's transportation efficient land use goals~~ so community members and employees can easily walk, roll, bike, or take public transit to these buildings. Work with the state of Washington to include urban corridors in the state's preferred leasing area.

PT17.6~~PT15.4~~ Partner with the cities of Lacey and Tumwater to pursue the coordinated transportation and land use objectives identified for the urban corridors.

A person walks on the tree-lined sidewalks of Briggs Drive.

GT18~~GT16~~ Streets are safe and inviting public spaces~~space~~, where people want to be.

PT18~~PT16~~.1 Design streets to ~~preserve or~~ enhance the unique qualities and "sense of place" of a neighborhood or district.

PT18~~PT16~~.2 Design streets as gathering spaces and destinations~~,~~ and highlight their cultural and natural features.

PT18~~PT16~~.3 Look for opportunities to create multi-use, public spaces along streets and encourage public and private efforts to make these places unique and memorable.

PT18.4 Seek ways to make low-cost, short-term safety fixes that comply with relevant design standards to make streets more inviting places for people to be.

An Intercity Transit bus leaving the Olympia Transit Center.

Transit

We can use bus service for many of the routine trips we make, which reduces~~and significantly reduce~~ congestion and emissions~~.~~ As traffic increases, transit will be an efficient way to move more people on the same streets.

Intercity Transit is the primary public transit operator for Thurston County, and its strong partnership with the City will be critical to meeting community transportation needs.

~~People board a bus at the downtown Olympia Transit Center.~~

~~In the near term,~~ Olympia envisions a service frequency ~~a distinct system~~ of at least 15 minutes along urban ~~"bus~~ corridors (see GT 17), allowing~~:" major streets with high-quality, frequent service that will allow~~ people to~~to~~ use transit more spontaneously. Bus service will also be vital~~The first priority~~ for maintaining mobility along strategy corridors, shown on the map~~bus corridor development will be along strategy corridors. See the Corridor Map~~ in Appendix G. If congestion on these~~H for bus~~ corridors impacts bus scheduling, we will prioritize transit's mobility. ~~and strategy corridors.~~

Supporting high-frequency service is a~~Building bus corridors is a major new~~ commitment in which the City and Intercity Transit will jointly invest. Intercity Transit will provide fast, frequent and reliable bus service along these corridors, and the City will provide operational improvements~~, such as longer green time at traffic signals~~ to prevent bus delays in congestion. Attractive streetscapes, enhanced crosswalks,~~pedestrian crossings~~ and sidewalks will improve~~enhance~~ people's access to transit. The City will also encourage a mix of land uses and increased densities along these corridors to increase ridership.

These~~Bus~~ corridors will also serve~~be planned~~ as regional connectors between Olympia, Lacey~~,~~ and Tumwater. ~~-~~To sustain the level of service for transit in these corridors, increased residential and commercial density of development is needed. Ideally, ~~T~~they will ~~ideally~~ connect with similar corridors in Lacey and Tumwater.

Over the long term, Intercity Transit and the communities it serves will ~~together~~ carry out the most current ~~long-range transit plan~~ long-range transit plan and the Thurston Regional Transportation Plan together.~~Thurston Regional~~

~~Transportation Plan .~~

A bus on Franklin Street~~travels over the 4th Avenue Bridge~~.

Goals and Policies

GT19 Urban~~GT17 Bus~~ corridors have high-quality transit service, allowing people to ride the bus spontaneously~~.~~ and easily replace car trips with trips by bus.

PT19~~PT17~~.1 Develop a system ~~of bus corridors~~ with fast, frequent, and predictable service on urban corridors.~~.~~ Transit service should operate at least every 15 minutes on weekdays where the surrounding land uses support~~call for~~ it.

~~**PT17.2** Achieve density and mix of land uses along bus corridors to support increased ridership and frequent service~~~~:~~

~~**PT17.3** Formalize bus corridors through a joint agreement between Intercity Transit and the City of Olympia, with efforts to include Lacey and Tumwater.~~

PT19.2~~PT17.4~~ Coordinate with Intercity Transit to give traffic signal priority to buses, build bypass or exclusive transit lanes, and take other measures designed to speed bus service.

PT19.3~~PT17.5~~ Ensure street, site, and building designs are well-planned for pedestrian use along urban~~bus~~ corridors.

~~**PT17.6** Integrate transit and bicycle network planning and require bicycle end-of-trip facilities, such as bike parking, along bus corridors.~~

PT19.4~~PT17.7~~ Continue implementing policies to ~~E~~eliminate minimum parking requirements along urban~~bus~~ corridors.

~~**PT17.8** Give priority to sidewalks and mid-block pedestrian crossings that enhance access and safety on high frequency bus corridors.~~

GT20~~GT18~~ Intercity Transit's short- and long-range plans are supported.

PT20~~PT18~~.1 Support Intercity Transit's existing and planned services and facilities by ensuring that street standards, system operational efficiencies, land uses, and site design support transit along current and future routes.

PT20~~PT18~~.2 Coordinate with Intercity Transit on bus stop locations so they are safe, accessible, and inviting for pedestrians and bicyclists.

PT20.3 Build in-lane bus stops instead of bus pullouts to help keep transit on time.

PT20.4~~**PT18.3**~~ Consult with Intercity Transit when new developments are being reviewed so that current and future bus routes can be accessed by transit vehicles.

PT20.5~~**PT18.4**~~ Make transit more inviting by designing transit access at major destinations such as worksites, schools, medical facilities, and shopping complexes in a manner that allows efficient access for buses. Put~~, while placing~~ bus stops in locations that are more convenient than parking areas.

PT20.6~~**PT18.5**~~ Coordinate with Intercity Transit in requiring developers to provide facilities that help transit riders easily walk, roll, or bike to and from stops, such as shelters, awnings, bike parking, walkways, benches, and lighting.

PT20.7~~**PT18.6**~~ Encourage Intercity Transit to provide service to passenger rail stations or other intermodal facilities.

PT20.8~~**PT18.7**~~ Explore opportunities for circulator transit routes to enhance connectivity between urban corridors, their adjacent neighborhoods, and the city center.

PT20.9 Encourage Intercity Transit to maintain a fare-free system.

GT21~~**GT19**~~ **The region is prepared to advance high-capacity transportation.**

PT21~~**PT19**~~**.1** Work with Intercity Transit and the Thurston Regional Planning Council ~~Thurston Regional Planning Council~~ to plan for long-range, high-capacity transportation in Thurston County.

PT21.2 Support connections beyond Thurston County by coordinating with Grays Harbor Transit, Mason Transit, and ~~Twin~~ Lewis Transit when appropriate.

PT21.3~~**PT19.2**~~ Preserve significant rail corridors threatened with abandonment as identified in the ~~Regional Transportation Plan.~~Regional Transportation Plan.

PT21.4~~**PT19.3**~~ Integrate and regionally coordinate land use and high-capacity transportation planning so that dense urban centers are developed around multi-modal transit stations~~, and coordinate this regionally~~.

PT21.5
~~PT19.4~~ Encourage the Washington State Department of Transportation and the Thurston Regional Planning Council~~Thurston Regional Planning Council~~ to identify and address deficiencies in regional transit~~commuter~~ services.

PT21.6~~PT19.5~~ Achieve the land-use densities and mixed uses necessary to build ridership needed for high-capacity transportation.

GT22~~GT20~~ The rail system can move materials over long distances efficiently and inexpensively.

PT22~~PT20~~.1 Work with regional partners and the Washington State Department of Transportation to support and expand freight rail in the region.

Walking and Rolling

This P~~p~~lan aims to make streets safe and inviting for ~~walking for~~ more people walking or rolling.~~,~~ The City can accomplish this over time by designing streets that are "human scale," or places where people can enjoy walking or rolling, sitting, or ~~and~~ interacting with others. ~~–~~Building and retrofitting streets by planting trees, creating landscaped strips, and installing decorative lighting can encourage people to walk or roll and create an active street life.

When streets are designed for people, rather than dominated by cars, neighbors interact, businesses thrive, and people feel more engaged in their community. All of this can stimulate activity, attract development, and improve people's~~the~~ quality of life~~,~~ even as the population increases.

The rebuilt sidewalk on Franklin Street included some public art elements to make walking more inviting.

~~A new sidewalk is buffered by a planter strip and street trees on San Francisco Avenue.~~

Well-designed sidewalks are integral to a community's transportation network because they separate pedestrians from motor vehicles~~,~~ and provide a flat~~,~~ ~~and~~ predictable surface for walking or rolling. For those using~~with~~ walking aids, sidewalks and curb ramps significantly ~~enhance~~ improve ~~access. Sidewalks invite~~

~~people to gather and interact in public space right outside~~ their ability to get around~~front door. Sidewalks provide safe places for children to walk, run, skate, and play~~.

~~Appendix C includes a map of sidewalk projects based on the City of Olympia Sidewalk Program (2003).~~

~~A flashing beacon at a crosswalk on Olympic Way will alert motorists to pedestrians.~~

The flashing beacons, island, and crosswalk marking make crossing East Bay Drive at Olympia

Avenue safer and more inviting.

Another important safety factor for pedestrianswalkers is to ensure that streets are easy to cross. Enhanced crosswalksPedestrian crossing improvements shorten the crossing distance, make pedestrians more visibleincrease visibility of walkers to drivers, and offer other motorists, increase crosswalk law compliance, and enhance the safety features to make crossing the street more comfortable. and comfort of pedestrians.

The sidewalks and enhanced crosswalks we plan to build are outlined in the Transportation Master Plan.

Goals and Policies

GT23GT21 Walking and rolling is safe and inviting, and more people walk or roll for transportation.

PT23PT21.1 Support educationEncourage walking and encouragement programs to promote educate people about walking safety and improve the safety safetybenefits of walking.

PT23PT21.2 Ensure City Street StandardsCity street standards reflect the importance of walking and rolling for transportation and recreation.

PT23PT21.3 Build new streets and retrofit existing streets to be more inviting for walking and rolling with sidewalks, enhanced crosswalkscrossing improvements and streetscape improvementsenhancements.

PT23.4 Keep streets and lanes as narrow as possible, including at intersections, and seek other additional ways to slow vehicles and encourage safe driving.
PT21.4 Allow property developers to pay a fee-in-lieu for sidewalks in certain instances so that sidewalks and other pedestrian improvements can be constructed in the locations they are most needed.

PT23PT21.5 Consider the needs of people walking and rolling in all aspects of street operations and maintenance.

PT23PT21.6 Use construction practices that provide safe access for pedestrians. When roadway closures are necessary for construction, provide a reasonably direct route through or around the construction area for people walking or

rolling.

PT23~~PT21~~.7 Require direct, safe, and convenient pedestrian access to commercial and public buildings from sidewalks, parking lots, bus stops, and adjacent buildings.

PT23~~PT21~~.8 Explore the expanded use of alleys for pedestrian travel.

GT24~~GT22~~ Sidewalks and curb ramps make streets safe and inviting for walking and rolling.

PT24~~PT22~~.1 Build all new streets with inviting sidewalks on both sides of the street and curb ramps at intersections.

PT24~~PT22~~.2 Focus City sidewalk construction on major streets, where heavy traffic volumes and speeds make it difficult for pedestrians~~walkers~~ to share space with ~~motor~~ vehicles. ~~Prioritize sidewalk construction projects based on street conditions, transit routes, and the proximity to destinations such as schools.~~

~~**PT22.3** Retrofit selected smaller local access streets within neighborhoods with sidewalks to address unique conditions, such as: limited sight distance; the need for access to bus stops, schools and parks; or, because no other parallel street exists nearby to provide a safe walking route.~~

GT25 Enhanced crosswalks~~GT23 Pedestrian crossing improvements~~ remove barriers for pedestrians~~walkers~~ on major streets, especially large~~wide~~ streets with high vehicle volumes. Enhanced crosswalks have features such as islands, flashing beacons, or bulb-outs that either raise driver awareness or shorten the distance people need to cross.

PT25~~PT23~~.1 Build new major streets to include enhanced crosswalks mid-block between signals and roundabouts.

PT25.2 Retrofit~~retrofit~~ existing streets with the enhanced crosswalks identified in the Transportation Master Plan.

PT25.3 Add ~~crossing islands and "~~bulb-~~-~~outs on new streets with on-street parking~~"~~ to increase pedestrian safety.

~~**PT23.2** Raise driver awareness of pedestrians at crosswalks on wide, high-volume streets using blinking lights, flags, signs, markings, and other techniques.~~

~~**PT23.3** Add safe, mid-block crossings for pedestrians to new and existing streets. This is especially important on major streets that have long distances between stop lights, and those with high-frequency transit service.~~

PT25~~**PT23**~~**.4** Design intersections to make pedestrian crossing safety a priority: minimize the crossing width, make pedestrians more visible to drivers, improve ~~with bulb outs and~~ lighting, make signal changes, and minimize "curb radii" (sharper corners instead of sweeping curves). Prioritize pedestrian safety over adding turn lanes.

~~**PT23.5** Consider the use of pavers or colored, patterned concrete on crosswalks in commercial or mixed-use areas to increase motorist awareness of pedestrians and to improve the appearance of an area, without negatively affecting cyclists or pedestrians.~~

PT25.5~~**PT23.6**~~ Consider the needs of the people with limited mobility ~~elderly and disabled~~ in all crosswalk design and signal timing.

Streetscape enhancements include awnings, trees, and wide sidewalks.

GT26~~**GT24**~~ **Streetscapes buffer pedestrians**~~**walkers**~~ **from motor vehicle traffic, enhance the experience of walking and rolling, and increase the attractiveness of an area.**

PT26~~PT24~~.1 Separate sidewalks from motor ~~-~~vehicle traffic with buffers of trees and landscaping. Consider integrating green stormwater infrastructure into buffers as appropriate.

PT26~~PT24~~.2 Allow on-street parking as a buffer, where appropriate, between pedestrians~~walkers~~ and motor ~~-~~vehicle traffic.

PT26~~PT24~~.3 Provide sidewalks wide enough to include the "streetscape" elements and space needed to support active street life. In busy pedestrian areas, install benches, artwork, café seating, and other features to make streets interesting and inviting, while maintaining safe walking surfaces and adequate space for those using walking aids such as scooters or~~in~~ wheelchairs.

PT26~~PT24~~.4 Require continuous awnings over the sidewalk along building frontages in densely-developed areas to protect pedestrians from weather; encourage them everywhere else.

PT26~~PT24~~.5 Use pedestrian-scale lighting to make sidewalks feel safe and inviting at night.

PT26~~PT24~~.6 Consider~~Use~~ City investments to retrofit streets and add wide sidewalks and streetscape improvements as a method of drawing development to targeted areas.

~~**PT24.7** Develop streetscape plans for commercial and mixed-use areas.~~

PT26.7~~PT24.8~~ Integrate inviting bus stops and shelters into streetscape design.

Bicycling

Bicycling is an~~clean, economical,~~ efficient, inexpensive, and emissions-free way of getting around~~ideal for trips within~~ our community. E-bikes allow more people~~As with walking, the vision of this plan is~~ to bicycle even in our hilly terrain. Building~~consider biking as~~ a complete network of safe ~~valuable mode of transportation,~~ and inviting infrastructure that minimizes interactions between ~~to make the safety of~~ bicyclists and ~~a high priority. Because bicyclists have access to the same streets as~~ drivers will allow more people to ride their bikes instead of driving. ~~, they must have both the same rights and responsibilities.~~

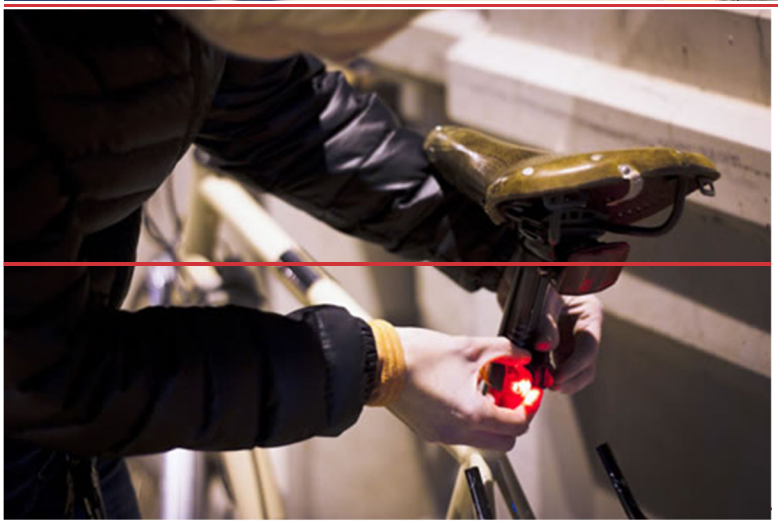
A family bikes on~~bicyclist approaches~~ the 11th4th Avenue Pathway. ~~Bridge.~~

The Transportation Master Plan outlines a low-stress bikeA well-connected network with routes thatof facilities for bicyclists is are spaced about every half mile. When the network is built out, no one will ever be more than a quarter mile from one of key to increasing the routes. The network is made upuse of enhancedbicycles for regular transportation. A bicycle network includes bike lanes that offer greater separation from vehicles than traditional bike lanes, bike corridors on quiet neighborhood streets,,, signs and markings, trails. Enhanced bike lanes offer greater separation from vehicles than traditional bike lanes.

This, pathways, and bicycle parking. An effective network will also beis supported by maintenance and operations practices that remove barriers to bicycling.

Providing bike lanes on existing streets is a cost-effective way to create separate, safe spaces for bicycling, especially where vehicle volumes are high and motorists and bicyclists need a predictable system for sharing the street. (Appendix D shows the list of bike lane projects identified in the Bicycle Master Plan and a map illustrating the existing and future bicycle network.)

Education, enforcement and encouragement can both improve bicycle safety and encourage more people to bike. Programs are needed to raise awareness of the benefits of bicycling, teach urban cycling skills to adults, teach children to be safe riders, and let all roadway users know what their responsibilities are.



A bicyclist rides in the separated~~adds a red light to her~~ bike lane on Martin Way, which is one kind of enhanced bike lane. ~~to be more visible by motorists.~~

Goals and Policies

GT27~~GT25~~ Bicycling is safe and inviting, and more~~many~~ people bike for transportation~~use their bikes to both travel~~

~~**and stay active**~~**.**

PT27.1 Build a network of low-stress bike routes on half-mile spacing, so no one is ever more than a quarter mile from one. Low stress bike facilities will include enhanced bike lanes on major streets, standard bike lanes or bike corridors on smaller streets, trails, pathways, and special treatments to help a wider range of people feel comfortable riding bicycles.

PT27.2 ~~Consider~~ Develop a strategy to support bicycling to and through the downtown core with the next update to the Transportation Master Plan.
~~**PT25.1** Retrofit streets to provide safe and inviting bicycle facilities. Use the Bicycle Master Plan (2009) to guide facilities development, but look for other opportunities to provide bicycle facilities where possible.~~

PT27.3 Ensure new streets are built with appropriate bicycle facilities for their classification, which are defined in the Engineering Design and Development Standards.~~**PT25.2** Build bike lanes on new major streets: arterials, major collectors and selected neighborhood collectors. Bike facilities planned for specific classifications of streets are defined in the Engineering Design and Development Standards.~~

~~**PT25.3** Use signs and markings to alert drivers to the presence of bicyclists, to guide bicyclist and motorist behavior, and to guide bicyclists to destinations.~~

~~**PT25.4** Explore the use of bicycle boulevards to support novice and family bicycling – streets with low volumes and special accommodations for bicycling.~~

~~**PT25.5** Make pedestrian crossing islands large enough for families cycling together.~~

PT27.4~~**PT25.6**~~ Consider the needs of bicyclists in all aspects of street operations and maintenance, including signal system operations.

PT27.5~~**PT25.7**~~ Use construction and maintenance practices that provide safe access for bicycle travel. When roadway closures are necessary, provide for a reasonably direct bicycle route through or around the construction area.

PT27.6~~**PT25.8**~~ Require new commercial developments, public facilities, schools, and multi-family housing to provide appropriate bike parking~~end-of-trip facilities for bicyclists~~, including covered bike racks and lockers.

PT27.7 Consider public bicycle lockers or other secure bike parking downtown, particularly in City-owned parking lots or on-street vehicle parking spots.

PT27.8 Support~~**PT25.9** Use~~ education and~~,~~ encouragement ~~and enforcement~~ programs to promote and improve the safety of ~~and promote~~ bicycling.

~~**PT25.10** Partner with businesses, schools, developers, and employers to support bicycling through site and building design, end-of-trip facilities and programs to promote bike use.~~

~~**PT25.11** Educate people about biking and walking in order to reduce motorized travel and make the best use of the City's investments in infrastructure.~~

PT27.9~~**PT25.12**~~ Educate the public~~drivers~~ about street safety and behaviors~~enforce regulations~~ that ensure~~protect~~ the safety of bicyclists and pedestrians.

~~**PT25.13** Educate bicyclists and walkers about their responsibilities as users of the street system.~~

PT27.10 Seek ways to encourage people to replace vehicles with e-bikes by helping them access financing, rebates, grants, or other resources.

Transportation and Demand Management

When people drive less, there are fewer greenhouse gas emissions, less demand for space on the streets, and less traffic congestion. In recent years, people appear to be driving less than they used to. Several factors influence this, including online shopping and increased remote work in the wake of the Covid-19 pandemic.

Strategies to reduce driving are called "demand management," and they have long been a goal of the state's Commute Trip Reduction Law. They range from managing the costs of parking to make them more visible to drivers, or incentivizing people to car- or van-pool, ride the bus, bicycle, walk or roll to their destinations.

~~When more people ride the bus, carpool, walk, and bike for their daily commute, traffic congestion, pollution, and energy consumption are reduced. We also save money and get more exercise.~~

In~~Many current community efforts focus on helping both workers and students~~

~~find alternatives to driving alone. Ridematch programs link carpoolers and help set up long-distance vanpools. Frequent bus service to major work sites makes~~ the past, many demand management policies focused on~~bus more inviting. Bike lanes, bike parking and networks of trails, sidewalks and safe crossings encourage people to walk and bike.~~

~~Commute trip reduction efforts focus on employee and student~~ commute trips because they were ~~these trips are~~ predictable and ~~are~~ made by large numbers of people. Fewer commute trips are made ~~in~~A ~~successful change in these travel habits can have a positive impact on~~ our community now, so we will focus on making it easier for people to not drive for all types of trips. ~~streets.~~

In addition to supporting fare-free transit and building better infrastructure to support walking, rolling, and biking, we will also encourage ~~We need~~ school programs ~~– as well as bicycle- and pedestrian-friendly streets –~~ to help~~encourage~~ students ~~to~~ walk, roll, bike, carpool, or take the bus to school. ~~-~~Large numbers of students and parents driving to and from school can create congestion and safety issues for students.

By reducing driving trips overall, we can increase density, both for housing and employment, without increasing traffic.

~~State employees cross Capitol Way at the Tivoli Fountain.~~

~~Washington state's 1991 Commute Trip Reduction Law called on workers to reduce their drive-alone commuting. Since then, commute trip reduction programs have focused on large worksites in the most congested areas of the state.~~

Teenagers getting on an Intercity Transit bus.

~~When we reduce drive-alone commuting, we make the best use of existing streets and reduce the need for costly new lanes. And, when more people walk, bike, carpool and ride the bus, we can increase land-use density without increasing traffic.~~

Goals and Policies

GT28~~GT26~~ Walking and rolling, biking, riding the bus, ~~and~~ carpooling, and vanpooling are convenient for all trips, including to work or school. Fewer drive-alone trips will reduce pollution and, ~~energy consumption, and the growth in~~ traffic congestion.

PT28~~PT26~~.1 Help affected employers in the region meet the goals of the s~~S~~tate's Commute Trip Reduction Law.~~Commute Trip Reduction Law~~.

PT28~~PT26~~.2 Support the state's~~State's~~ Commute Trip Reduction Law~~Commute Trip Reduction Law~~ with City policies and programs that encourage ridesharing, transit, walking, rolling, and biking.

PT28~~**PT26**~~**.3** Work with the state~~State~~ to locate new worksites in the City's dense urban area, ~~—~~in locations where frequent transit is possible, and where employees can easily walk, roll, and bike.

~~**PT26.4** Encourage all employers in the City to reduce employee drive-alone commute trips. Provide specific emphasis for worksites in the City Center.~~

~~**PT26.5** Provide infrastructure to support walking, biking, transit, and ridesharing for commuting.~~

~~**PT26.6** Encourage areas, such as malls, with high concentrations of employees, to develop coordinated commuter programs to reduce drive-alone commuting.~~

PT28.4~~**PT26.7**~~ Work with community partners that~~to~~ provide programs, services, and incentives that ~~will~~ promote transit, ridesharing, walking, rolling, and biking.

PT28.5~~**PT26.8** Encourage employers and schools to stagger start times to reduce peak-hour traffic volumes.~~ Encourage employers to allow flexible work schedules for on-site workers, so they~~employees~~ can more easily ride~~take advantage of~~ transit or use rideshare~~and ridesharing opportunities~~.

PT28.6 Encourage employers to support telework~~allow telecommuting~~ and compressed work weeks~~ to eliminate commute trips~~.

PT28.7~~**PT26.10**~~ Give City employees high-quality commuter services and incentives, while limiting parking availability, ~~as a way~~ to discourage drive-alone commuting.

A family rides bikes home from school.

~~**PT26.11** Require end-of-trip facilities, such as clothes lockers, showers and bike parking for walking, biking and transit users at schools and worksites.~~

~~Students participate in a Walk and Roll event.~~

PT28.8~~PT26.12~~ Encourage students to walk, roll, bike, or ~~and~~ rideshare to reduce congestion near schools, to introduce them to transportation options, to encourage more exercise, and, at high schools, reduce the need for parking.

PT28.9~~PT26.13~~ Coordinate City and school district policies to site new schools in locations where students can easily walk or bike to school, and where school employees and students can commute on public transit. ~~Consider multi-story buildings on smaller lots to accommodate capacity needs closer to the urban core and to reduce disruption to the street grid.~~

PT28.10~~PT26.14~~ Provide sidewalks, bike lanes, trails, pathways, and crossing facilities near schools to encourage students to walk and bike.

~~**PT26.15** Educate the public about travel options and how these choices benefit them, the community, and the environment.~~

GT29~~GT27~~ Parking is provided in a way that makes its costs clearer to~~reduces~~ the driver, so people can make better-informed choices about whether to drive~~number of employees who commute alone by car~~.

PT29~~PT27~~.1 Manage~~Discourage drive-alone commutes by managing~~ the cost and supply of ~~public~~ parking~~, but give priority~~ to prioritize on-street parking for customers over commuters~~business patrons~~.

PT29.2 Where paid parking exists, develop policies to ensure that people pay for parking the day or hour they use it. Avoid the sale of weekly, monthly, or yearly parking permits, so that people make the decision to drive on a daily basis. This may make them more inclined to walk, roll, bike, or take transit.
~~**PT27.2** Establish parking standards that meet the needs of business patrons, but do not result in cheap and readily available parking for employees.~~

PT29~~**PT27**~~**.3** Work with ~~adjacent cities and~~ the state~~State~~ of Washington on consistent parking strategies to help meet the commute trip and vehicle miles reduction goals of the region. ~~This will also ensure that parking standards do not act as a deterrent to the location of development.~~

PT29.4 Allocate curb space strategically. Repurpose some vehicle parking stalls for active uses that complement adjacent land uses.
~~**PT27.4** Collaborate to establish more park-and-ride lots in the region.~~

Funding

Olympia's transportation funding comes from local, state, and federal sources. Many projects need funds from multiple sources, which requires being nimble to match funding opportunities to projects. Each year, the City updates its Capital Facilities Plan to show our best estimate for how new projects will be funded.

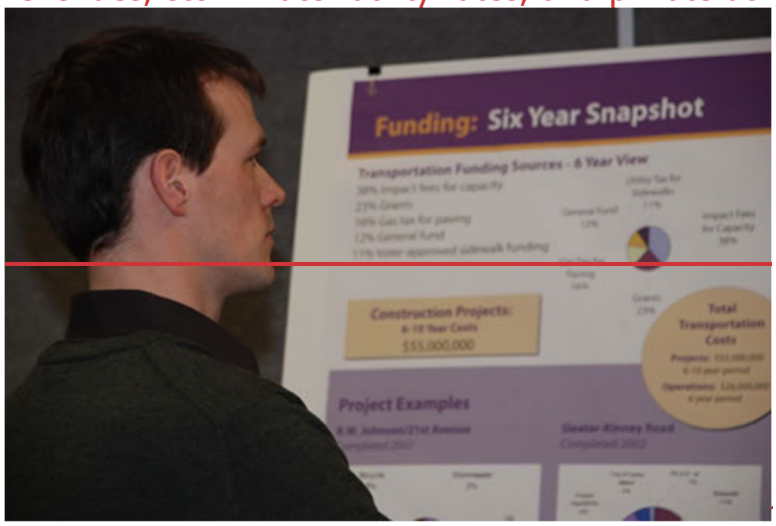
Funding for ~~The funding sources we'll need to realize our transportation vision must be developed over time. As the economy changes, our population fluctuates, and funding circumstances change, the City will need to be flexible and resourceful about funding opportunities, while keeping the vision of this plan in mind.~~

~~Funding for transportation comes from federal, state and local sources. Information on how the City spends transportation dollars is defined in the annual operating budget and the Capital Facilities Plan .~~

~~The City's operating budget allocates funds for~~ maintenance of streets, signals and other aspects of the transportation system can be found in each year's operating budget, which is primarily funded through the ~~. The~~ City's General Fund ~~pays for operations; this fund is made up of taxes and fees~~.

GT30~~The Capital Facilities Plan defines City construction projects for a six-year period and identifies funding sources. Capital projects are paid for with a~~

~~combination of grants, fees such as impact fees, General Fund dollars, gas tax revenues, stormwater utility rates, and private utility taxes.~~



~~A resident learns about transportation funding at a public workshop~~

~~It will be important for the City to evaluate potential new funding sources such as:~~

- ~~A commercial parking tax~~
- ~~Local improvement districts~~
- ~~Motor fuel taxes (levied County-wide)~~
- ~~Transportation benefit districts.~~

~~However, each potential source must be carefully weighed for its legality, stability, fairness, and administrative complexity.~~

~~The~~ **GT30** ~~projects shown in lists and maps in Appendix B, C and D reflect the vision of this plan, but may not be achievable within the 20-year horizon of this plan. The full network needs are described to provide a comprehensive view of the system we envision, and to be prepared for funding or other opportunities that would allow us to complete this work.~~

~~Goals and Policies~~

~~GT28 Transportation facilities and services are funded to advance the goals of the City and the region.~~

~~**PT28.1** Make it a high funding priority to enhance the operational efficiency of the City's transportation system.~~

PT28.2 Plan and prioritize projects so they are consistent with available and projected funding to advance the community's transportation vision.

PT28.3 Use master plans, sub-area plans and facilities programs to identify improvements to our transportation system and how to fund them.

PT28.4 Continue to be innovative with the use of existing funds and explore new funding sources for transportation.

PT28.5 Support and partner with other agencies to obtain funding to improve public transportation services.

PT28.6 Use public and private funds to advance transportation priorities and meet the needs of new trips in the system.

PT28.7 Explore adding multimodal capital improvements to the list of projects that can be funded by impact fees, such as transit priority at signals, transit queue jump lanes, and pedestrian and bicycle improvements.

PT28.8 Partner with community organizations to help complete projects.

PT28.9 Encourage action at the federal and state level to address transportation funding needs for cities.

PT28.10 Focus transportation investments along urban corridors and in the city center to help stimulate development and achieve land use densification goals.

~~RW Johnson Boulevard is rebuilt.~~

~~GT29~~ The transportation system is maintained at the lowest life-cycle cost to maximize the City's investment in its infrastructure.

PT30~~PT29~~.1 Schedule regular maintenance of the City's transportation system for efficiency, ~~and~~ greater predictability, and to reduce long-term costs.

PT30~~PT29~~.2 As we improve our~~Protect street pavement by resurfacing~~ streets with new features such as~~low-cost treatments before they deteriorate to a point that requires major reconstruction.~~

~~PT29.3~~ ~~Require property owners to maintain their~~ sidewalks and enhanced bike lanes, develop a long-term strategy to fund the maintenance of these facilities. ~~planter strips.~~

Regional Planning and Corridors

Many long-term transportation issues require regional coordination to be resolved. Regional issues that will require Olympia's attention include trails, transit, street connections, ~~capacity and safety of~~ regional corridors, highway access, ~~passenger and freight~~ rail, ~~commuter services and park-and-ride lots,~~ and the use of the marine terminal. In some cases, funding~~Funding~~ strategies will also require regional coordination.

The Thurston Regional Transportation Plan~~Thurston Regional Transportation Plan~~ is the blueprint for the region's transportation system, and it identifies projects and issues for regional attention. It is based on land ~~-~~use forecasts and regionally~~-~~established priorities, and it places heavy emphasis on the relationship~~connections~~ between land ~~-~~use and transportation planning. The City is responsible for addressing the individual projects that emerge from the Regional Transportation Plan.

A longstanding policy in both the Regional Transportation Plan and Olympia's Comprehensive Plan has been to support urban corridors and strategy corridors, which are shown on the map in Appendix G.

Urban corridors: these are an integrated land use and transportation concept aimed at reducing sprawl and car dependence. The goal of urban corridors is to create attractive urban neighborhoods where people can walk, roll, or use transit

to meet their daily needs. The land use designations along these streets vary (see Future Land Use Map in the Land Use Chapter), to promote a gradual increase in density. As the land use densifies, we will build a multimodal transportation system that minimizes new vehicle trips.

Strategy corridors: most strategy corridors are also within urban corridors. These are streets where vehicle congestion may be heavy, but we will look to options other than widening to improve mobility. Some of those options might include adding roundabouts or making improvements to prioritize transit, such as adding queue jump lanes or extended green times for buses. Others might include adding sidewalks, crosswalks, or bike lanes.

An Intercity Transit bus enters the lower roundabout on its way to the westside.

~~A bus waits for passengers at the Olympia Transit Center.~~

Goals and Policies

GT31~~GT30~~ Olympia engages with neighboring jurisdictions to advance common goals and solve regional problems.

PT31~~PT30~~.1 Use this Comprehensive Plan and the Thurston Regional Transportation Plan~~Thurston Regional Transportation Plan~~ to guide regional transportation decisions.

PT31~~PT30~~.2 Establish and maintain compatible street standards with Thurston County and the cities of Lacey and Tumwater.

PT31~~PT30~~.3 Work with the cities of Lacey and Tumwater and Thurston County to develop urban~~bus~~ corridors.

PT31~~PT30~~.4 Work with neighboring jurisdictions to develop trails and their supportive infrastructure, such as signs, bathrooms, and pathways to connect trails to neighborhoods, schools, parks, shopping, and other essential places people need to go to.

PT31~~PT30~~.5 Work with neighboring jurisdictions to improve freight, rail, and truck mobility.

PT31~~PT30~~.6 Coordinate with the Port of Olympia on truck access routes, freight rail, and, as needed, on air and water transportation needs.

PT31~~PT30~~.7 Work with regional jurisdictions to develop a funding strategy for

the regional transportation network.

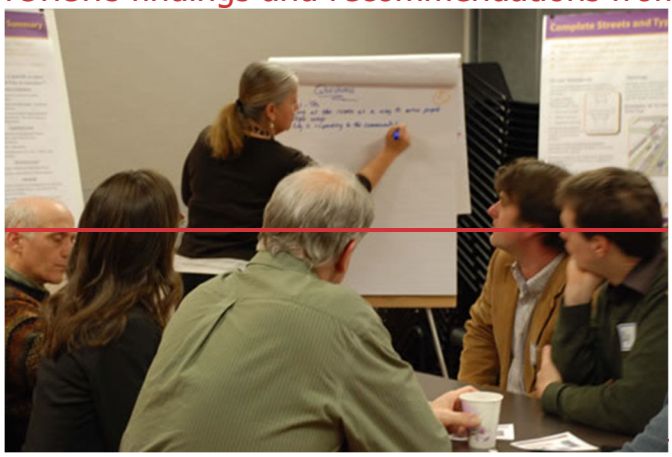
PT31~~PT30~~.8 Coordinate with adjacent jurisdictions, ~~and~~ the Thurston Regional Planning Council, WSDOT, and the school district~~Thurston Regional Planning Council~~ on regional transportation and land-use goals.

PT31~~PT30~~.9 Work with Lacey and Tumwater to promote dense commercial and residential development in urban centers and along urban corridors.

PT31~~PT30~~.10 Work with the region to support the infrastructure needs of electric vehicles or other alternative fuel vehicles.

~~Appendix A: Transportation Planning History~~

~~The policies and goals in this plan reflect a number of plans and studies the City has used in the past to identify and explore specific transportation problems, evaluate issues in more detail, and identify actions or system improvements. For example, the Boulevard Road Corridor Study recommended the use of roundabouts to address safety and congestion issues on this street. These plans have guided us on decisions affecting congestion and capacity, street connectivity, bicycle and pedestrian needs, and street design. This Appendix reviews findings and recommendations from prior plans and studies.~~



~~Public dialogues like this one can draw on a range of perspectives to solve problems.~~

~~Southeast Transportation Issues~~

~~The street network in the southeast provides north-south routes, but few east-west routes. Mobility is poor for autos, buses, bicycling and walking. This creates~~

overloading on the Yelm Highway and 18th Avenue corridors.

However, in 2012, a project to widen Yelm Highway and add roundabouts, bike lanes, sidewalks and crossing islands was completed. And, beginning in 2010, 18th Avenue from Fones Road to Boulevard Road was improved with bike lanes, sidewalks, streetlights, and two roundabouts.

These major reconstruction projects should increase capacity, reduce delay and accidents, and provide more safe and inviting streets for walking and biking.

Log Cabin Road Extension: Boulevard Road to Wiggins Road

This comprehensive plan includes specific language and guidance on street connections, and it proposes major street connections in parts of the City. The Log Cabin Road extension was proposed in previous comprehensive plans to connect Boulevard Road to Wiggins Road. This street connection was identified as a need for both the local and regional transportation system. It would serve motor vehicles, pedestrians, bicyclists, and potentially transit.

A 2016 evaluation indicated that the Log Cabin Road street connection is likely not needed until about 2040. In 2021, the City Council removed the Log Cabin extension and other smaller street connections in this vicinity from this plan.

Instead, in approximately 2030, the multimodal transportation needs in southeast Olympia will be studied. This in-depth evaluation is needed to understand the transportation and street connection needs in the southeast area. Because the Log Cabin Road street connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. A public involvement process will be included in this evaluation.

Fones Road-18th Avenue Area Connectivity Evaluation

Eighteenth Avenue from Boulevard Road to the City of Lacey will continue to be the most northerly east-west major collector within the southeast area. In the past, other routes, north and south of 18th Avenue, have been proposed to help distribute the traffic. For example, in 1996, the City analyzed the proposed extension of 22nd Avenue to Wiggins Road and a neighborhood collector

~~connection from Dayton Street to Fones Road near Pacific Avenue. However, both alternatives were limited by the presence of wetlands.~~

~~The 22nd Avenue extension was removed as a proposed major collector west of Allen Road. A Class II wetland within a kettle (enclosed basin) lies between Boulevard and Allen Roads. A wetland report and an evaluation of several different alignments indicated that there were no feasible or cost-effective routes west of Allen Road that did not adversely affect the wetlands and greatly increase the possibility of flooding adjacent properties. The extension of 27th Avenue will terminate at Allen Street with a "T" type intersection.~~

~~At one time, there was a proposal to connect Dayton Street to the commercial and industrial land that lies along Fones Road. However, a Class II wetland (the headwaters of Woodard Creek) lies between the two areas. Several different alignments were evaluated, and the least costly would have been the railroad corridor, the location of the Woodland Trail. This alignment would have widened the existing railroad fill over the wetland, adjacent to the trail. The railroad alignment also could have been used east of Fones Road to eventually connect with Sleater-Kinney Road in Lacey.~~

~~However, any east-west connection along the Dayton Street alignment would have adversely affected the character of this isolated neighborhood and would have increased peak-hour traffic volumes. Though designated a neighborhood collector, this connection would have been characteristic of a major collector, particularly if extended east of Fones Road. Under either classification, such a connection could have potentially become a bypass for 18th Avenue traffic. Access to this neighborhood still can be provided in a way that avoids affecting any wetlands: a neighborhood collector connecting Dayton Street to Fones Road, using the approximate alignment of Van Epps Street.~~

~~The elimination of these two potential transportation links will place more demand upon the existing network of collectors within this sub-area. However, improvements made to 18th Avenue, Fones Road, Yelm Highway, and Log Cabin Road should be able to handle this demand.~~

~~Fones Road Improvements~~

~~Fones Road from 18th Avenue north to Pacific Avenue needs to be widened to three to five lanes with turn pockets at major intersections. In 2010, a roundabout was installed at the intersection of Fones Road and 18th Avenue,~~

and second roundabout is planned at the south driveway of Home Depot. Both will allow Fones Road between 18th Avenue and the south Home Depot driveway to only be widened to three lanes: two lanes southbound and one lane northbound. (Turn lanes are planned at selected driveways.)

North of the south Home Depot driveway, four to five lanes are needed. The planned widening of Fones Road between 18th Avenue and Pacific will include bike lanes, sidewalks, planter strip, and streetlights. (Ordinance #5661, 12/26/96)

Chambers Basin Analysis

In 2006, groundwater and stormwater problems were evaluated in the area south and southwest of Chambers Lake, for future land use. The evaluation was prompted by concerns over whether adequate drainage could be provided in this valley, due to shallow groundwater and flat grades. At the land use densities proposed, there was a strong likelihood of persistent flooding, property damage, and other environmental impacts.

The evaluation determined that the valley area could not be developed to the planned urban densities of 5 to 13 units per acre, due to high groundwater and flat topography. As a result, the City reduced allowed development density and applied new low-density street standards in the valley. The unique design standard for local access streets in this area is narrower than the conventional local access standard, with sidewalks on one side, rather than both sides.

Boulevard Road Corridor

The 2006 Boulevard Road Corridor Study defined the multimodal and capacity improvements that were needed for this corridor. Boulevard Road is a major north-south route and a major regional corridor to the city center. It is also considered a residential street to the many people who live along it.

Full street standards, including sidewalks, lighting and trees, are planned for the entire corridor, with some changes to planter strips to lessen property impacts. There will be a center turn lane for the entire corridor, interspersed with landscaped pedestrian islands, landscaped medians, and left turn pockets.

Roundabouts are planned for three major intersections along the corridor. A double-lane roundabout was built at Log Cabin Road in 2009. A single-lane

roundabout at 22nd Avenue is planned for 2014, and a roundabout at Morse-Merryman Road is planned for construction sometime between 2014 and 2017.

The City plans to evaluate the long-term need for a roundabout at 18th Avenue, as well as possible intersection improvements at 28th Avenue, 30th Avenue, 41st Way, and Wilderness Drive. As safety and mobility concerns warrant, parking on Boulevard Road (north of where it crosses I-5) may be removed to allow for a center-turn lane and other intersection improvements at Pacific Avenue and Boulevard Road.

Pacific and Lilly Focus Area

In the area bounded by Pacific Avenue and Interstate 5, Lilly Road and the city limits, the traditional block pattern of local access streets now provides good access for vehicles, bicyclists and pedestrians.

However, to the south of Pacific Avenue and north of the Woodland Trail, most properties are oriented toward Pacific Avenue, and the lack of side streets makes it hard for vehicles to enter or leave this busy arterial. This area lacks bike lanes and crossing islands, and is not inviting for pedestrians and bicyclists.

Meanwhile, nearby Lilly Road dead-ends at Pacific Avenue for travelers coming from the north, and just one block to the west, Fones Road dead-ends at Pacific Avenue for travelers coming from the south. Long-term, it would be ideal to align Fones Road to Lilly Road, but this would require major reconstruction of public rights-of-way and private properties.

Improvements to the street network could significantly improve traffic circulation in this area:

- Lilly Road should be extended southward to connect with Sixth Street, providing a new route for movement between Fones Road and Lilly Road.
- Fifth Street should be extended to connect with the new Lilly Road Extension.
- While Royal, Plummer, Ferry, Wier, and Birch streets now provide good access to the Pacific and Lilly area, they could be realigned to improve development potential. (However, any realignment would need to meet the City's intersection-spacing standards, to maintain pedestrian-sized blocks.)
- Plummer, or its successor street, should be connected through to the South Sound Center to create an additional connection between Lilly Road

and South Sound Center.

- Access to Royal Street from Lilly Road has poor sight distance, and could be a candidate for closure; even now it is strictly one-way in-bound, because of this limitation. (Ordinance #5661, 12/26/96)

Lakewood Drive

In 1997, the City Council decided not to make a street connection on Lakewood Drive between the Cove and Holiday Hills subdivisions, though it preserved this as a future option. Signs were installed here, and at the east end of Lakewood Drive, to indicate a possible future connection.

If the street connection is eventually constructed, specific traffic-calming devices, signing, crosswalks, and a sidewalk will be installed. The existing bicycle/pedestrian connection will be maintained between these two subdivisions until a full street connection is made. (Ordinance #5757, 12/16/97)

Northeast Transportation Issues

Northeast Olympia has seen a great deal of residential development, due to its close proximity to major retail and medical services and access to I-5. Like the southeast area, the northeast area has good north-south corridors but few, if any, east-west corridors.

Primarily, there is a need to develop east-west corridors at the major collector and neighborhood collector levels to help disperse local traffic away from the Martin Way corridor, and onto the local street network.

By providing a good major and neighborhood collector road network throughout the northeast area, no major road widening will be necessary through 2030.

Lilly Road Corridor

The congestion and access problems on the Lilly Road corridor north of Martin Way, past St. Peter Hospital and on to 26th Avenue will continue to increase without additional street connections to the east and west of Lilly Road. The City has identified this as a "strategy area," which means that before existing streets can be widened, new street connections must be considered.

Without additional street connections in the northeast, growth will increase traffic

~~congestion at the intersections of Martin/Lilly Road, Martin/Sleater-Kinney Road and Pacific/Fones Road.~~

~~Increases in peak-hour traffic volumes will lead to longer delays at traffic signals, and will worsen the level of service at the intersections with traffic lights, projected to be at level of service F before 2020. Given the current conditions at these intersections, it would be difficult to justify building additional lanes to relieve congestion, and it would not be in keeping with the vision of this Plan.~~

~~With the loss of opportunities to connect Lilly Road to South Bay Road in two locations, at 12th Avenue and Lister Road (as described below), the City will need to place greater emphasis on the remaining proposed street connections in the area of Lilly Road. (Ordinance #5661, 12/26/96)~~

~~12th Avenue to 15th Avenue, NE, Corridor~~

~~In 2002, a new street connecting South Bay Road to Lilly Road, on the 12th-15th Avenue alignment was removed from City plans, as it included a wetland crossing. At that time, the City recommended that northeast area transportation options should be reviewed in the regional transportation plan update. Further consideration of other alternatives should occur, in order to determine how to deal with the Martin Way, Sleater-Kinney, Lilly Road "strategy area."~~

~~It will be important for this eastern connection of the 12th/15th Avenue corridor to continue to be pursued from Lilly Road to Sleater-Kinney. An extension of 15th Avenue (south of the Group Health facility) should connect with an extension of Ensign Road in the north-south direction, west of and parallel to the Chehalis Western Trail. A crossing of the trail will be necessary and an easterly connection should be made at approximately 12th Avenue or 15th Avenue. Although this would result in a "T" type intersection between the existing 15th and 6th Avenue intersections on Sleater-Kinney, the pattern of previous subdivisions has precluded any better intersection alignments.~~

~~West of Lilly Road, there is an opportunity to connect Ensign Road to a new north-south street which would connect back into Lilly Road using 12th Avenue. This new connection would use Providence Lane, currently a private street. (Ordinance #5661, 12/26/96 and Ordinance #6195, 7/3/02)~~

~~Circulation North of 15th Avenue, NE~~

~~A proposed street connection west of Lilly Road from Lindell Road north and east to Lister Road was eliminated, due to concerns about a wetland crossing. Access to the residential area west of Lilly Road and south of 26th Avenue is needed and should be integrated into the surrounding neighborhoods. The 24th Avenue alignment is the remaining opportunity north of 15th for a new collector street. (Ordinance #5661, 12/26/96)~~

~~24th Avenue, NE, Alignment~~

~~With the loss of the Lister/Lindell Street connection, the proposed neighborhood collector connection on the alignment of 24th Avenue is increasingly important. Emergency service response time could be improved to this neighborhood by a connection proposed at 24th Avenue, NE. This would cross the same Class II wetland system as described in the 12th to 15th crossing.~~

~~At the proposed 24th Avenue crossing, Woodard Creek and the wetland lie in a depression, which is favorable for a bridge crossing. Approach fills would be allowed to keep the bridge a single span of 130 feet.~~

~~Stoll Road Area~~

~~Stoll Road is a dead-end street west of Lilly Road, between Martin Way on the north and I-5 on the south. The site is within an urban corridor and within a quarter mile of the major transportation arterials, where this plan calls for a mix of retail, office, and high-density housing.~~

~~Unless new street connections are made, all traffic in and out of this neighborhood must pass through the intersection of Stoll Road and Lilly Road. Consequently, any major new development in this area will be dependent on providing new street connections to Martin Way, either by connecting the existing north-south alignment of Stoll Road to Martin Way, or a westerly extension of the east-west segment of Stoll Road to Martin Way, to be located south and west of Bailey Motor Inn. Additional local access streets would also be needed.~~

~~Participation in the cost of these improvements should be a condition of significant development approvals in the Stoll Road area. This participation could be through a local improvement district, a transportation benefit district, or some other measure, which equitably distributes the costs to benefiting properties. (Ordinance #5661, 12/26/96)~~

Westside Transportation Issues

Olympia's Westside experienced a great deal of commercial and residential development in the 1980s and early 1990s. Many of the commercial developments in West Olympia, such as the Capital Mall, Target, Top Foods, and the Capital Auto Mall, are regional in nature and tend to generate traffic from as far away as Pierce, Lewis, Mason, and Grays Harbor counties. And, because these are retail land uses that typically produce a large number of non-work-related trips, much of this traffic won't be affected by commute trip reduction strategies.

This fact, and the relatively limited access to this area, have prompted several studies. Each has produced similar results and recommendations. The West Olympia Access Study (2008 to 2010) drew further conclusions about traffic capacity and needed improvements, particularly access to US 101.

US 101/West Olympia Access Project

Access to and from West Olympia is primarily through the Black Lake/Cooper Point interchange and the Crosby/Mottman interchanges, which, together, feed traffic to Black Lake Boulevard and Cooper Point Road, currently the largest intersection in the City.

When the Crosby Boulevard/Mottman Road interchange was improved in 1996, the City of Tumwater and the Washington State Department of Transportation agreed not to build this interchange beyond five lanes at mid-block due to capacity limitations, and to keep the area as human scale as possible. Part of this agreement was to study additional future access to US 101. New access between US 101 and West Olympia would distribute traffic more evenly throughout the street network and take pressure off streets that otherwise would be overburdened.

In 2008, the City and the Washington State Department of Transportation (WSDOT) began a joint study of the City street and state highway systems on the Westside, and agreed on an approach to developing additional access to US 101.

The chosen approach includes an eastbound on-ramp and a westbound off-ramp at Kaiser Road as Phase 1 (within 15 to 20 years) and an off-ramp extension in the westbound direction from Black Lake Boulevard to Yauger Way as Phase 2

~~(beyond 20 years).~~

~~This approach will distribute traffic on the Westside street system and provide three westbound exit options. This redundancy in the street system is especially valuable to the hospital and medical facilities in the area, and will make better transit operations possible.~~

~~The approach will allow the existing commercial area near Black Lake Boulevard, Cooper Point Road and Harrison Avenue to grow and intensify in an area where infrastructure is already in place. This new access to US 101 also may create pressure to zone underdeveloped areas with high densities and a different mix of uses.~~

~~In cooperation with WSDOT, the extensive process to development of an Interchange Justification Report for these new ramps began in 2014. This report will include traffic analysis, environmental review, and initial design work. Future related work will identify improvements to the local street network to increase walking, biking and transit trips, and look for ways to improve street and pathway connectivity.~~

~~Harrison Avenue from West Bay Drive to Division Street~~

~~This corridor was examined in the City's 1992 4th-5th Avenue Bridge Corridor Study. The street is a strategy corridor, where the City does not recommend widening to solve congestion problems. Future capacity will be gained by expanding bus service, enhancing walking and biking, and using Transportation Demand Management measures.~~

~~From Division Street to Perry Street, increased traffic flow and safety might be achieved by constructing either left-turn pockets at selected intersections, or a continuous left-turn lane. From Perry Street to West Bay Drive there is limited right-of-way and steep slopes on either side of the street. The only access and flow improvements in this area are restricted left turns with periodic opportunities to make left and u-turns. The City should consider pedestrian access along and across the corridor if any modifications to Harrison are planned.~~

~~Harrison Avenue from Cooper Point Road to Overhulse Road Evaluation~~

~~In the mid-1990s, Harrison Avenue from Cooper Point Road to Yauger Way was~~

improved to meet street standards. It now has two vehicle lanes in each direction, a center turn lane, sidewalks, bike lanes, pedestrian crossing islands, and streetlights. The improvements between Yauger Way and Kaiser Road were in response to increased vehicle traffic on this street. Before the improvements, it was expected that the street would be at unacceptable levels of congestion by 2008 or 2009.

A 2006 study examined the need for and timing of the widening to four to five vehicle lanes. At several public meetings, community members and businesses gave the City a wide range of opinions on the widening issue. A consultant validated the technical analysis about the need to widen the road.

In 2011, the street was widened to four to five vehicle lanes, and bike lanes, planter strips, trees, lighting, and sidewalks were added. Pedestrian crossing islands were added for pedestrian safety, while preserving access to businesses. The remaining section of Harrison, from Kaiser Road to Overhulse Road, is likely to be completed as future developers fund frontage improvements.

West Bay Drive Corridor Study

West Bay Drive is a major collector and a primary link to northwest Olympia neighborhoods. The street is located between the shore of Budd Inlet and steep slopes to the west. This corridor was examined in the 2004 West Bay Drive Corridor Study, which identified ways to modify the major collector street standard to meet the needs of bicyclists, pedestrians and cars while minimizing the cut and fill of the steep slopes along the street.

The unique street standards identified for West Bay Drive are defined in the City's Engineering Design and Development Standards. The modified standards include sidewalks, bike lanes, and turn pockets. In some areas, the planned multi-use trail and sidewalk will be combined. Planter strips will vary and will be built only where possible, given the topography. On the east side, landscaping in the planter strips will not obstruct water and city views. Pedestrian crossing improvements have been identified at Brawne Avenue, the Garfield Trail, and the proposed Woodard Avenue pathway. A two-to-three lane street will be adequate for West Bay Drive based on traffic projections for the next 20 years. (Ordinance #6389, 1/24/06)

Kaiser Road and Black Lake Boulevard Area

~~Connections~~

~~New street connections are expected as more growth occurs in the area of Black Lake, Kaiser Road and US 101. The planned connection from Kaiser Road to Black Lake Boulevard south of US 101 will create a new north-south corridor parallel to Black Lake Boulevard. Consistent with standards, this new 2-lane major collector will include bike lanes, sidewalks, planter strips, trees, lighting and a curved design to slow vehicle speeds.~~

~~If at some future time, Kaiser Road is extended to Black Lake Boulevard, extension of Park Drive to Kaiser Road may be considered in order to provide access for bicycles, pedestrians, and emergency vehicles.~~

~~Urban Corridors, Strategy Corridors and Bus Corridors~~

~~Urban Corridors~~

~~"Urban corridors" are an integrated land use and transportation concept 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 correspond with high density land uses. 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. The land use designations along these streets vary (see Future Land Use Map in the Land Use Chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods. These streets remain urban corridors for transportation planning purposes, and to be consistent with Regional Transportation Plan. Urban corridors are shown on the Corridors Map, Appendix H.~~

~~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).~~

~~Strategy Corridors~~

~~Most "strategy corridors" are the City's major streets within urban corridors, though some fall outside urban corridor boundaries. As described in the Thurston Regional Transportation Plan, strategy corridors are places where road widening is not a preferred option for solving congestion problems, either because the street is already at the maximum five-lane width, or because adjacent land uses are built out or environmentally sensitive. In strategy corridors, levels of service may exceed adopted standards, because while congestion may be at unacceptable levels, these are the areas where we want to encourage more density, more jobs and housing.~~

~~In strategy corridors, a different approach is needed for maintaining safety and mobility. If the City can make travel on foot, by transit and bicycle attractive and convenient, these strategy corridors will increase mobility despite increased traffic. Bus corridors will be developed along most of these corridors, where improved transit efficiency can encourage transit use. Traffic signal improvements that prevent buses from getting stuck in traffic, such as extended green time and queue jump lanes, will be an increasingly important focus for the City in these corridors. A map of the City's Strategy Corridors can be found on the Corridors Map found in Appendix H.~~

~~Bus Corridors~~

~~"Bus corridors" are Olympia's main bus routes: major streets with high-quality, frequent transit service. Bus corridors correspond to most strategy corridors. Transit is expected to help improve mobility and capacity on strategy corridors, as will street improvements, and a mix of dense land uses. The bus corridor~~

concept was introduced in 2009 as part of the Olympia Transportation Mobility Strategy. These corridors can be found on the Corridors Map found in Appendix H.

Downtown and City Center Transportation Issues

"Downtown" is defined as the area bounded by the bridges to the west, Marine Drive to the north, Eastside Street to the east, and Union Avenue to the south. The "City Center" is defined as the downtown the Capitol Campus, and the Port. City Center traffic levels vary throughout the day. For the most part, no new roadways are proposed here, based on the existing land use plan and expected development. The area is a well-connected grid street network that can handle large volumes of traffic, and where plans are in place to provide excellent support to pedestrians, bicyclists and transit riders. Traffic congestion will continue in the City Center, but the City is focused on moving people and goods instead of accommodating only vehicles.

Some intersections in City Center will continue to be congested during morning and evening rush hours. But because the City Center is a strategy corridor, widening is not an option. Future capacity will come from improvements to walking, biking and transit.

The City works with the Port of Olympia to establish and maintain truck routes between Interstate 5 and the Port's marine terminal, which are now Plum Street, Olympia Avenue and Marine Drive. Any proposals to change these routes must consider, at a minimum, traffic impacts, pedestrian and bicyclist safety, the Port of Olympia, and the potential noise and air quality effects they could have on adjacent properties.

The Port of Olympia's investment in redeveloping the East Bay area since the mid-1990s has created new street connections that improve access and mobility in northeast City Center. The Thurston Avenue-Olympia Avenue connection from East Bay Drive to Jefferson Street has greatly improved access into the north part of the City Center, and now provides a new east-west route option.

4th and 5th Avenue Corridor Study

In 1991, the City began a multi-stage study of the 4th and 5th Avenue corridors in an effort to improve transportation between the City Center and the Westside. The study looked at ways to reduce congestion and improve access and safety

for walking and biking. It also studied how the City could help maintain the livability of nearby neighborhoods, enhance City Center vitality, protect the environment, improve the appearance of the corridor, and improve access for buses and carpools.

The study recommended a new three-lane bridge, roundabouts, and a significantly enhanced street system for walking and biking. This corridor planning was critical to the City's ability to fast-track these projects after the 2001 earthquake and complete them by 2004.

A new four-lane bridge to replace the old, two-lane bridge would have been a simple solution to congestion. But the City's decision to build a three-lane bridge kept its commitment to building human-scale street system, while at the same time, reducing congestion.

A three-lane bridge still allows two lanes to exit the downtown, which provided the greatest potential to alleviate congestion that could bring downtown to a standstill.

Additionally, the new roundabouts greatly improved traffic flow in the corridor, reducing delays and collisions -- as well as the potential severity of any collision. Wide sidewalks, flashing light systems for crosswalks, roundabouts, and bike lanes enhanced access for bicyclists and pedestrians. Viewing areas on the bridge, art and a new park in the corridor transformed this transportation facility into a destination itself.

This project -- one of the City's largest and most visible -- demonstrated for the first time its major commitment to providing many travel options for community members. And it demonstrated how a transportation project can do more than just move cars. It can enhance the character of a City.

Olympia's Downtown Streetscape Strategy

The 2003 Downtown Streetscape Strategy Report provides a design template for streetscape improvements for Olympia's Downtown. Streetscape improvements will focus on public right-of-way improvements rather than zoning or development standards.

The City expects the strategy will be applied over the long term, through the combined efforts of annual capital improvements, streetscape improvements,

and partnerships with other public and private agencies.

East Downtown Streetscape

The east downtown area is defined as the area bounded by Plum Street on the east, Adams Street on the west, State Avenue on the north, and 7th Avenue on the south. A market analysis indicated that new types of commercial and residential development are becoming feasible in this area.

The 2003 Olympia East Downtown Development Plan calls for east downtown to feature a mix of commercial activities and housing types within a walkable neighborhood setting. Specific streetscape improvements have been defined to help achieve the vision for this district.

Improvements for 4th, State, Cherry, Chestnut, and Legion in the east downtown have been defined and incorporated in the development standards to guide public- and privately-funded improvements to these streets.

Downtown Growth and Transportation Efficiency Center (GTEC)

In 2007, the City Council established a "Growth and Transportation Efficiency Center" for downtown Olympia with the specific goal of reducing the commute trips of its some 20,000 City Center employees. A dense City Center will help meet the City's land use, transportation, environmental, and economic goals. But only by reducing trips will it be able to have an effective transportation network and a dense, vibrant downtown.

Capitol Way Study

In 2005, the City studied the safety and transportation issues along the Capitol Way Corridor from 14th Avenue to Carlyon Avenue. Through a series of workshops, the City asked the community about potential multimodal improvements and to help define the unique historic, environmental, and community values in the corridor.

Many neighborhood residents told the City they were concerned about the history of accidents at the curve south of 25th Avenue, pedestrian crossing safety, vehicle speeds, the lack of a bicycle route, and the impacts of increased traffic volumes. They also identified the historic and neighborhood character elements they wanted preserved in the corridor.

This study explored roadway design options that would help solve problems identified by these residents, including a possible three-lane roadway configuration. The City found, however, that reducing the number of vehicle travel lanes from four to three would increase congestion to an unacceptable level.

In the end, the City developed a four-lane option that addressed some of the safety and mobility concerns expressed by the public.

City-Wide Planning Efforts

Street Standards Update

The City of Olympia's Engineering Design and Development Standards include standards for constructing all classifications of streets. Specific requirements and dimensions for all street features are defined, such as sidewalk width or the need for a bike lane. The street standards were updated in 2006 to align with "complete street" principles. Updates were made to street widths to reduce speeds, and smaller curb radius dimensions to narrow pedestrian crossings at intersections.

Transportation Mobility Strategy

In August 2009, the City Council accepted the Olympia Transportation Mobility

Strategy report. This was the City's first comprehensive transportation master planning effort, and its policy recommendations guide Olympia to becoming a more multimodal city. The report was developed by a consultant, working with an advisory group and staff. Mobility strategy policy recommendations are incorporated into this Plan.

Sidewalk Program

The City of Olympia Sidewalk Program (2003) was the City's first comprehensive sidewalk planning effort. Led by the Bicycle and Pedestrian Advisory Committee, the team inventoried missing sidewalks and prioritized segments for construction. The program focuses on building sidewalks on at least one side of all major streets. The criteria the team used to prioritize construction projects was based on street conditions and proximity to destinations for walkers. Appendix C includes maps illustrating missing sidewalk segments on major streets.

Bicycle Master Plan

The Bicycle Master Plan (2009) recommends ways to increase the number of people who bike for regular transportation, and increase their safety. It recommends that the City develop bike lanes and other street improvements, and encourage bicycling through educational outreach. The plan was developed in collaboration with the Bicycle and Pedestrian Advisory Committee and was accepted by Council in 2009. Appendix D includes a list of planned bike lane projects and a map illustrating the planned bicycle network consistent with the Bicycle Master Plan.

Concurrency Report

The Washington State Growth Management Act requires that the City prohibit any development that causes the level of service on a street to fall below adopted standards, unless it can make improvements or develop strategies that will lessen their impact. The City's Concurrency Report describes improvements needed with development in the next six years. Some of these projects are listed and shown in maps in Appendix B and shown on the Transportation Corridors Map in Appendix H.

Appendix AB: Transportation 20452030 Street ClassificationCapacity and Connectivity Project List and Maps

TheseProjects are identified to achieve the Regional Transportation Plan and Olympia Comprehensive Plan goals and policies related to street capacity (level of service standards) and street connectivity. The following project list includes street capacity and street connectivity needs on arterials and major collector streets.

The Transportation 2030 maps illustrate street classifications and planned street capacity improvements as well as the street connections forplanned on arterials, major collectors, and neighborhood collectors. After this Plan is adopted, the City plans to study street connection needs throughout the city and may update these maps to reflect the results. Any update will include an opportunity for the public to share feedback.

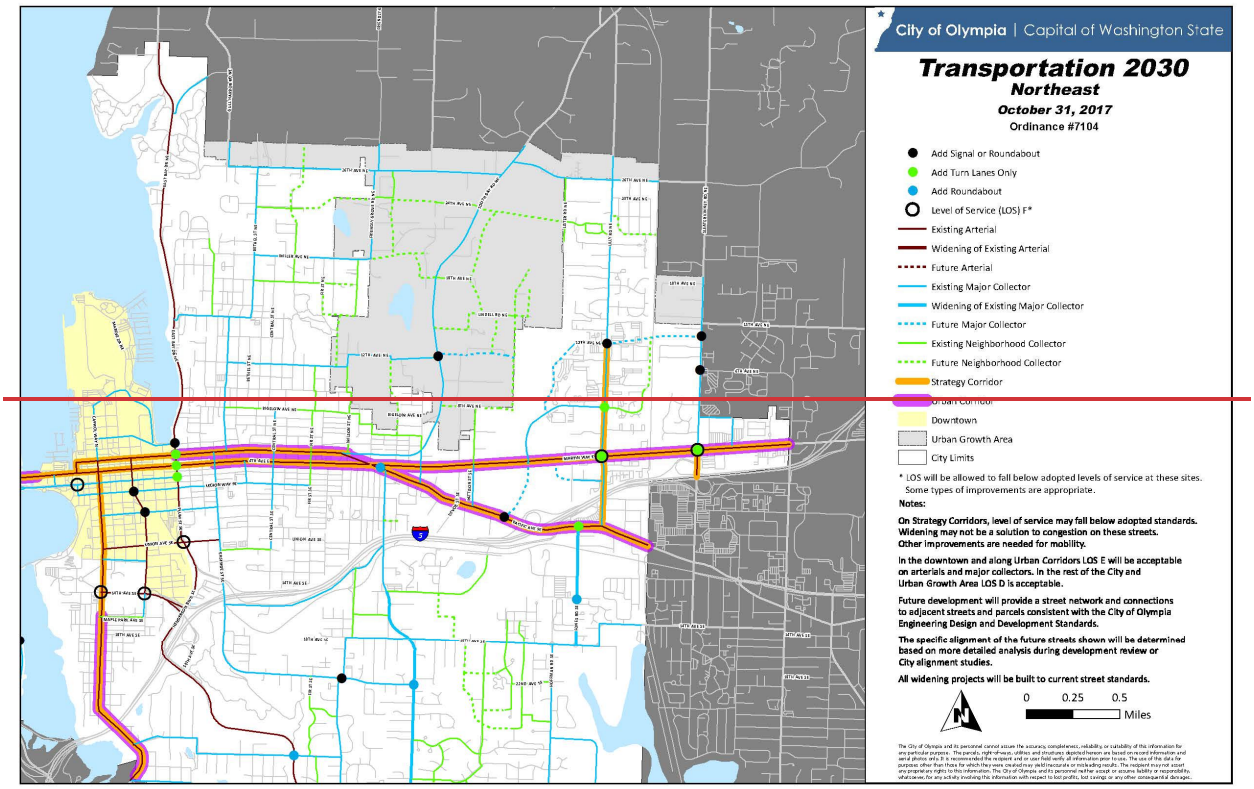
Note on the Log Cabin Road Extension

The Log Cabin Road extension was proposed in previous comprehensive plans to connect Boulevard Road to Wiggins Road. This street connection was identified as needed for both the local and regional transportation system. It would serve motor vehicles, pedestrians, bicyclists, and potentially transit.

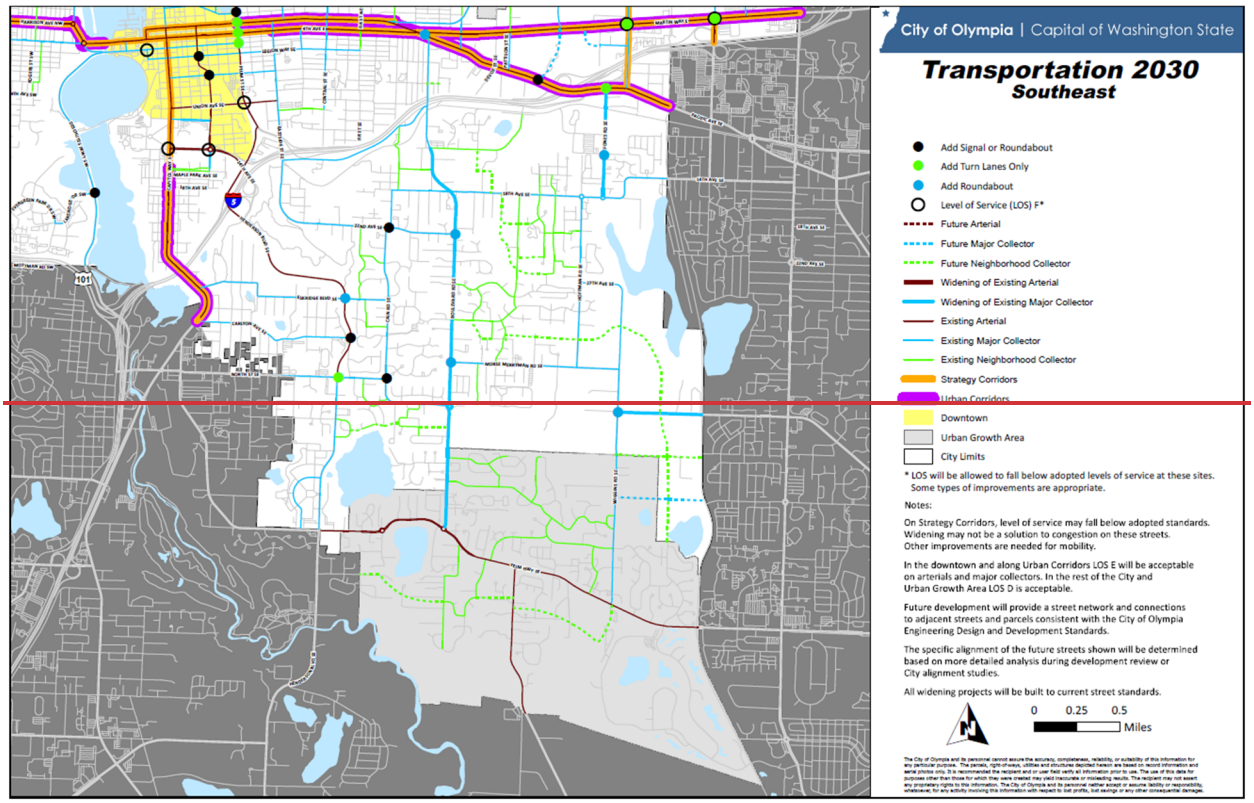
A 2016 evaluation indicated that the Log Cabin Road Extension is likely not needed until about 2040. In 2021, the City Council removed it and other smaller street connections in the vicinity from this plan.

Instead, in approximately 2030, the multimodal transportation needs in southeast Olympia will be studied. Because the Log Cabin Road Extension was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. A public involvement process will be part of the evaluation.

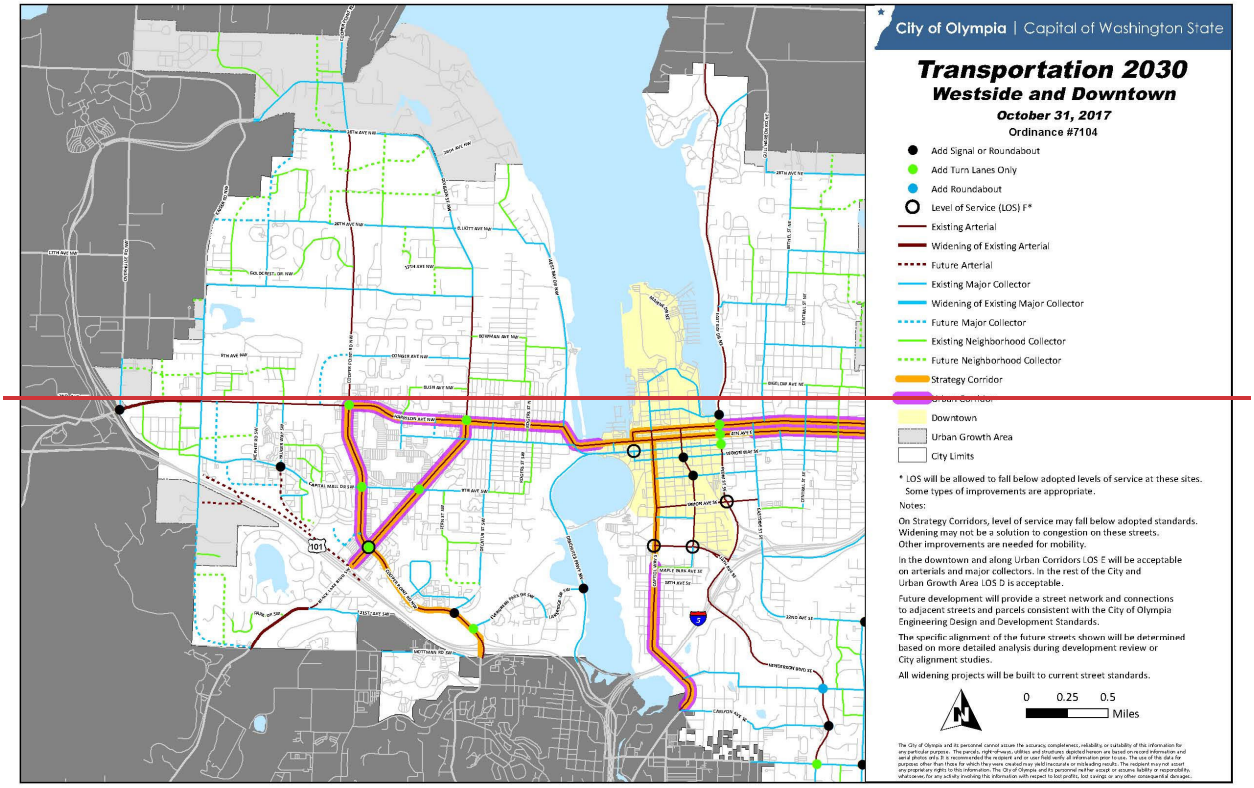
Note on the Lakewood



~~View Transportation 2030 Northeast map~~



~~View Transportation 2030 Southeast map~~



~~View Transportation 2030 Westside and Downtown map~~**Lakewood Drive Connection**

In 1997, the City Council decided not to make a street connection on Lakewood Drive between the Cove and Holiday Hills subdivisions, though it preserved this as a future option. Signs were installed here, and at the east end of Lakewood Drive, to indicate a possible future connection.

If the street connection is eventually constructed, specific traffic-calming devices, signing, crosswalks, and a sidewalk will be installed. The existing bicycle/pedestrian connection will be maintained between these two subdivisions until a full-street connection is made. (Ordinance #5757, 12/16/97)

City of Olympia

Transportation 2045
Major Street Network
Westside

Printed: 9/11/2024

- Future Arterial
- Future Major Collector
- Future Neighborhood Collector
- Arterial
- Major Collector
- Neighborhood Collector
- Park
- City Limits
- City Urban Growth Area

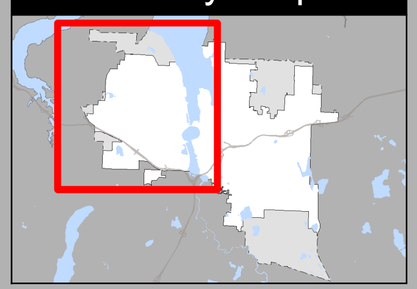
Notes:

Future development will provide a street network and connections to adjacent streets and parcels consistent with the City of Olympia Engineering Design and Development Standards. This includes local access streets, which are not shown on this map.

The specific alignment of the future streets shown will be determined based on more detailed analysis during development review or City alignment studies.

0 ½ 1 Miles

Vicinity Map



City of Olympia

Transportation 2045
Major Street Network
Northeast

Printed: 9/11/2024

- Future Arterial
- Future Major Collector
- Future Neighborhood Collector
- Arterial
- Major Collector
- Neighborhood Collector
- Park
- City Limits
- City Urban Growth Area

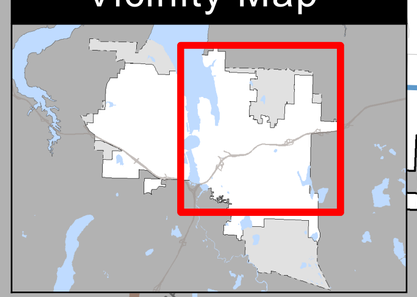
Notes:

Future development will provide a street network and connections to adjacent streets and parcels consistent with the City of Olympia Engineering Design and Development Standards. This includes local access streets, which are not shown on this map.

The specific alignment of the future streets shown will be determined based on more detailed analysis during development review or City alignment studies.

0 ½ 1 Miles

Vicinity Map



City of Olympia

Transportation 2045
Major Street Network
Southeast

Printed: 9/11/2024

- Future Arterial
- Future Major Collector
- Future Neighborhood Collector
- Arterial
- Major Collector
- Neighborhood Collector
- Park
- City Limits
- City Urban Growth Area

Notes:

Future development will provide a street network and connections to adjacent streets and parcels consistent with the City of Olympia Engineering Design and Development Standards. This includes local access streets, which are not shown on this map.

The specific alignment of the future streets shown will be determined based on more detailed analysis during development review or City alignment studies.

0 0.5 1 Miles

Vicinity Map

~~Street Widening Projects~~

- ~~Fones Road: widening to three to five lanes and roundabout (at Home Depot south access)~~
- ~~Black Lake Boulevard: widening to two to three lanes (City Limits to 21st Avenue)~~
- ~~Boulevard Road: widening to three lanes (roundabouts are listed with Intersection Projects)~~
- ~~Harrison Avenue from Kaiser Road to Evergreen Parkway widening to four to five lanes~~
- ~~Plum Street: widen Plum between 5th, 4th and State Avenues, add left turn lanes~~

~~Street Connections~~

- ~~Yauger Way Extension to Top Foods~~
- ~~Kaiser Road connection to Black Lake Boulevard~~
- ~~12th/15th Avenue connection from Lilly Road to Sleater-Kinney Road~~
- ~~12th Avenue connection to Ensign Road~~
- ~~Ensign Road connection to Pacific Avenue~~

~~Intersection Projects~~

- ~~Cooper Point Road and Caton Way: signal or roundabout~~
- ~~Yauger Way (US 101 Off Ramp) and Capital Mall Drive: signal or roundabout~~
- ~~Henderson Boulevard and Carlyon Avenue: signal or roundabout~~
- ~~Legion and Adams: signal or roundabout~~
- ~~8th and Jefferson: signal or roundabout~~
- ~~Boulevard Road/Pacific Avenue/Martin Way "Y" roundabout~~
- ~~Lilly Road and Ensign Road: left turn lanes~~
- ~~Lilly Road and 15th Avenue connector: signal or roundabout~~
- ~~Sleater-Kinney Road and 15th Avenue connector: signal or roundabout~~
- ~~Boulevard Road and Log Cabin Road: complete roundabout (east leg only)~~
- ~~Boulevard Road and Morse-Merryman Road: roundabout~~
- ~~North Street and Cain Road: signal or roundabout~~
- ~~North Street and Henderson Boulevard: add turn lanes~~
- ~~Henderson Boulevard and Eskridge Boulevard: roundabout~~
- ~~Wiggins Road and 37th Avenue: roundabout~~

- ~~Black Lake Boulevard and Cooper Point Road at Top Foods: turn lane~~
- ~~Sleater-Kinney Road and Martin Way: turn lane~~
- ~~East Bay Drive and Olympia Avenue: traffic signal~~
- ~~Division Street and Harrison Avenue: turn lane~~
- ~~Lilly Road and Martin Way: turn lane~~
- ~~22nd Avenue and Cain Road/Wilson Street: turn lanes or signal~~
- ~~Cooper Point Road and Harrison Avenue: turn lane~~
- ~~Deschutes Parkway and Lakeridge Drive: traffic signal~~
- ~~Cooper Point/Auto Mall Drive and Evergreen Park Drive: turn lane~~
- ~~Cooper Point Road and Capital Mall Drive: turn lane~~
- ~~Black Lake Boulevard and Capital Mall Drive: turn lane~~
- ~~Pacific Avenue and Ensign Road: traffic signal~~

~~Other Projects~~

- ~~All~~Arterials: transit signal priority and high-occupancy vehicle improvements
- ~~West Olympia Access to US 101: Interchange Justification Report~~
- ~~West Olympia Access to US 101: Phase I Kaiser Road on and off ramps~~
- ~~West Olympia Access to US 101: Phase 2 Yauger Way off ramp (beyond 2030 planning horizon)~~

Appendix B: Pedestrian~~C: Sidewalk~~ Network

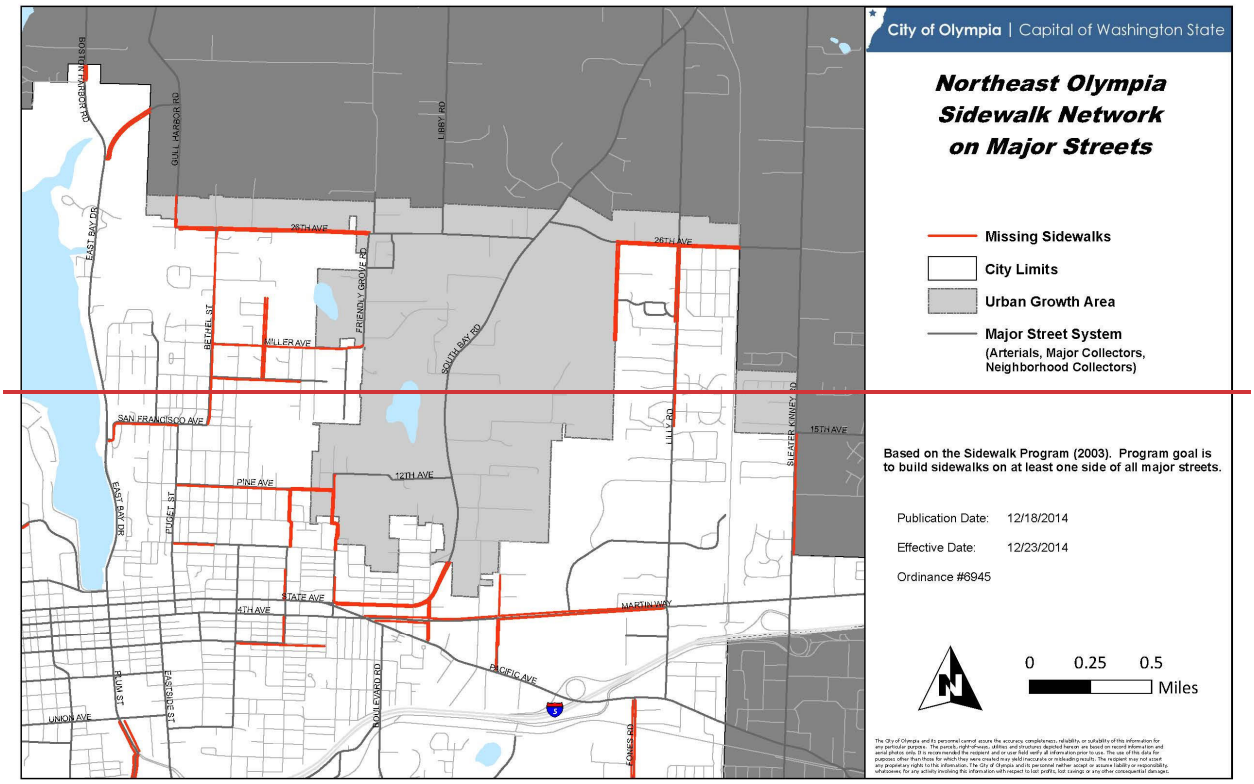
There are three elements to a pedestrian network:

- Sidewalks
- Crosswalks
- Curb ramps

~~The City of Olympia Sidewalk Program (2003) inventoried missing sidewalks on arterials, major collectors and neighborhood collectors. The missing segments were prioritized for construction based on a scoring system that considered street conditions and pedestrian destinations. Please see the Sidewalk Program report for more background.~~

~~The Sidewalk Program focus is to provide a sidewalk on at least one side of all major streets. On streets where sidewalks are missing on both sides, each side is a separate project in this program. These Sidewalk Program projects are added to the 6-year Capital Facilities Plan. Timing of construction is based on funding. Priorities may be adjusted when projects can be combined with other planned construction.~~

~~The three sidewalk network maps illustrate missing segments of sidewalk on major streets (as of 2011) based on the Sidewalk Program (2003) inventory. Please see the Sidewalk Program report for the list of projects.~~



~~View Northeast Olympia Sidewalk Network on Major Streets map~~

The Transportation Master Plan outlines and prioritizes the sidewalks, enhanced crosswalks, and curb ramps we need to build to have a complete network. The Capital Facilities Plan shows how we plan to fund and build those projects.

The existing network is shown in the maps that follow.

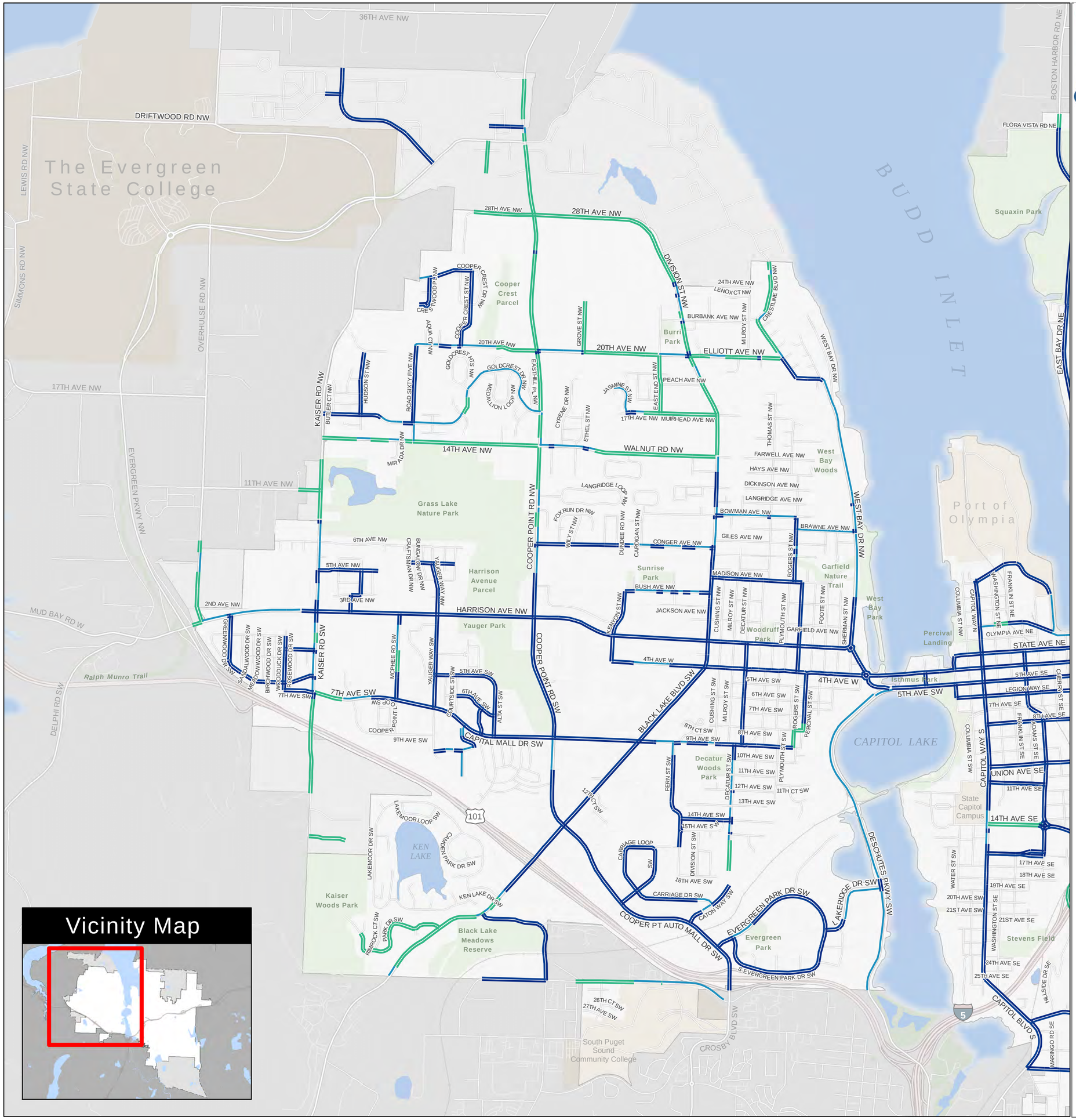
City of Olympia

Pedestrian Network: Sidewalks

Westside

Printed: 9/6/2024

See the Transportation Master Plan for planned new sidewalks



Vicinity Map

Sidewalks on major streets

- Sidewalks on both sides
- Sidewalk on one side
- No sidewalk
- City Limits
- City Urban Growth Area

0 0.5 1 Miles

City of Olympia

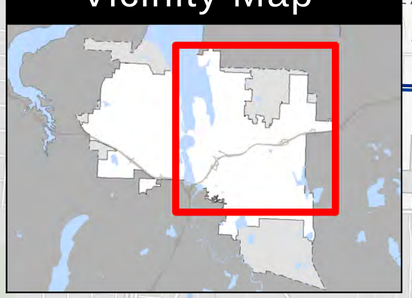
Pedestrian Network: Sidewalks

Northeast

Printed: 9/6/2024

See the Transportation Master Plan for planned new sidewalks

Vicinity Map



Sidewalks on major streets

- Sidewalks on both sides
- Sidewalk on one side
- No sidewalk
- City Limits
- City Urban Growth Area

0 0.5 1 Miles

City of Olympia

Pedestrian Network: Sidewalks

Southeast

Printed: 9/6/2024

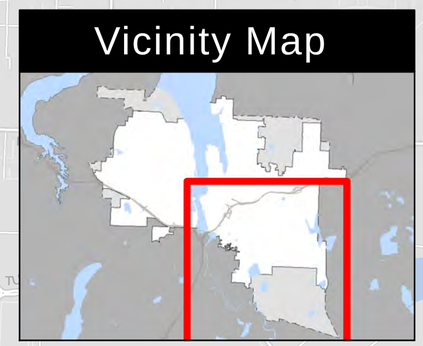
See the Transportation Master Plan for planned new sidewalks

Sidewalks on major streets

- Sidewalks on both sides
- Sidewalk on one side
- No sidewalk
- City Limits
- City Urban Growth Area

0 0.5 1 Miles

Vicinity Map



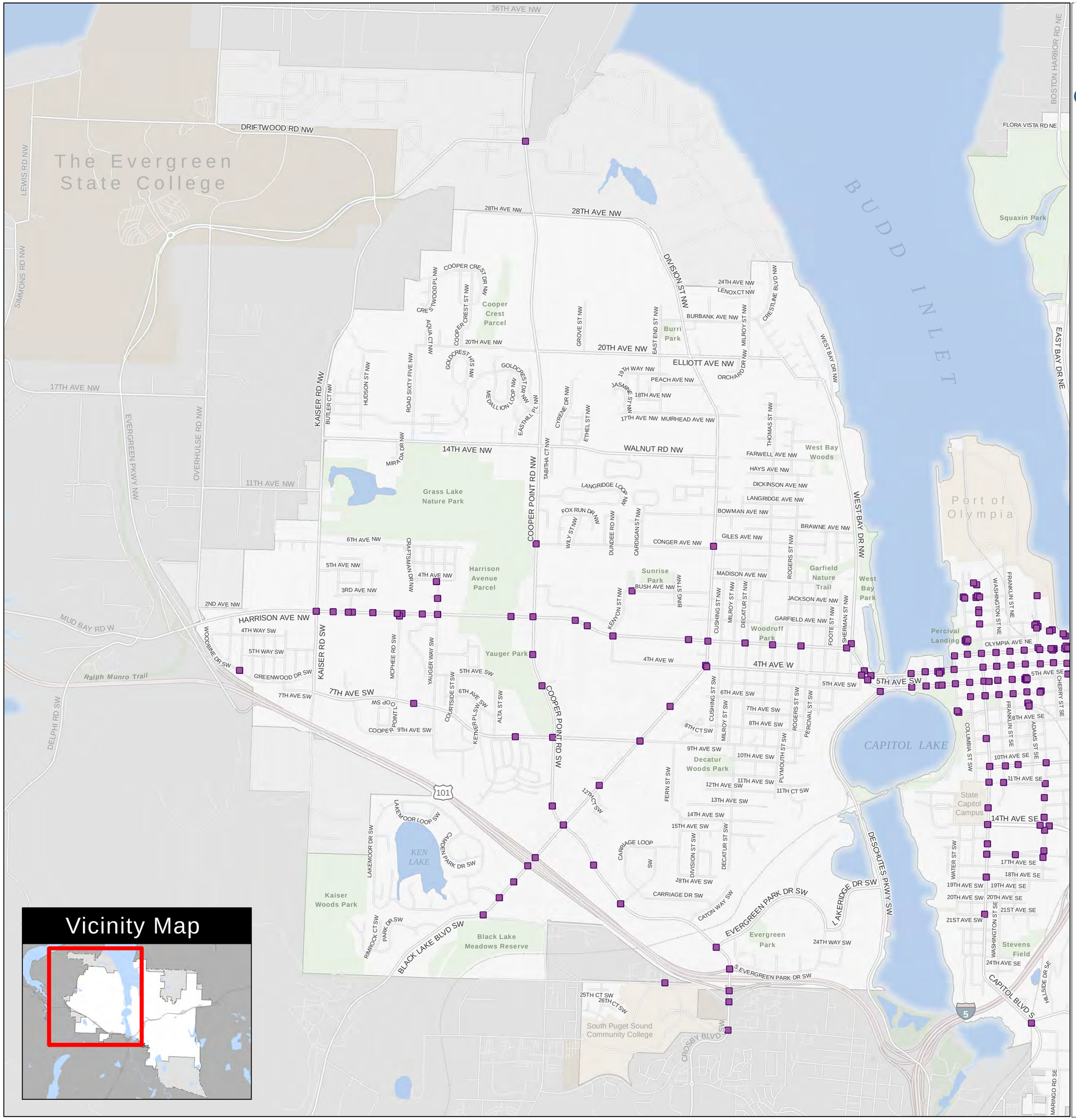
City of Olympia

Pedestrian Network: Enhanced Crosswalks

Westside

Printed: 9/10/2024

See the Transportation Master Plan for planned new enhanced crosswalks



Vicinity Map

Crosswalks on major streets with islands, bulb-outs, beacons, or signals

- Enhanced crosswalks on major streets
- City Limits
- City Urban Growth Area

0 ½ 1 Miles

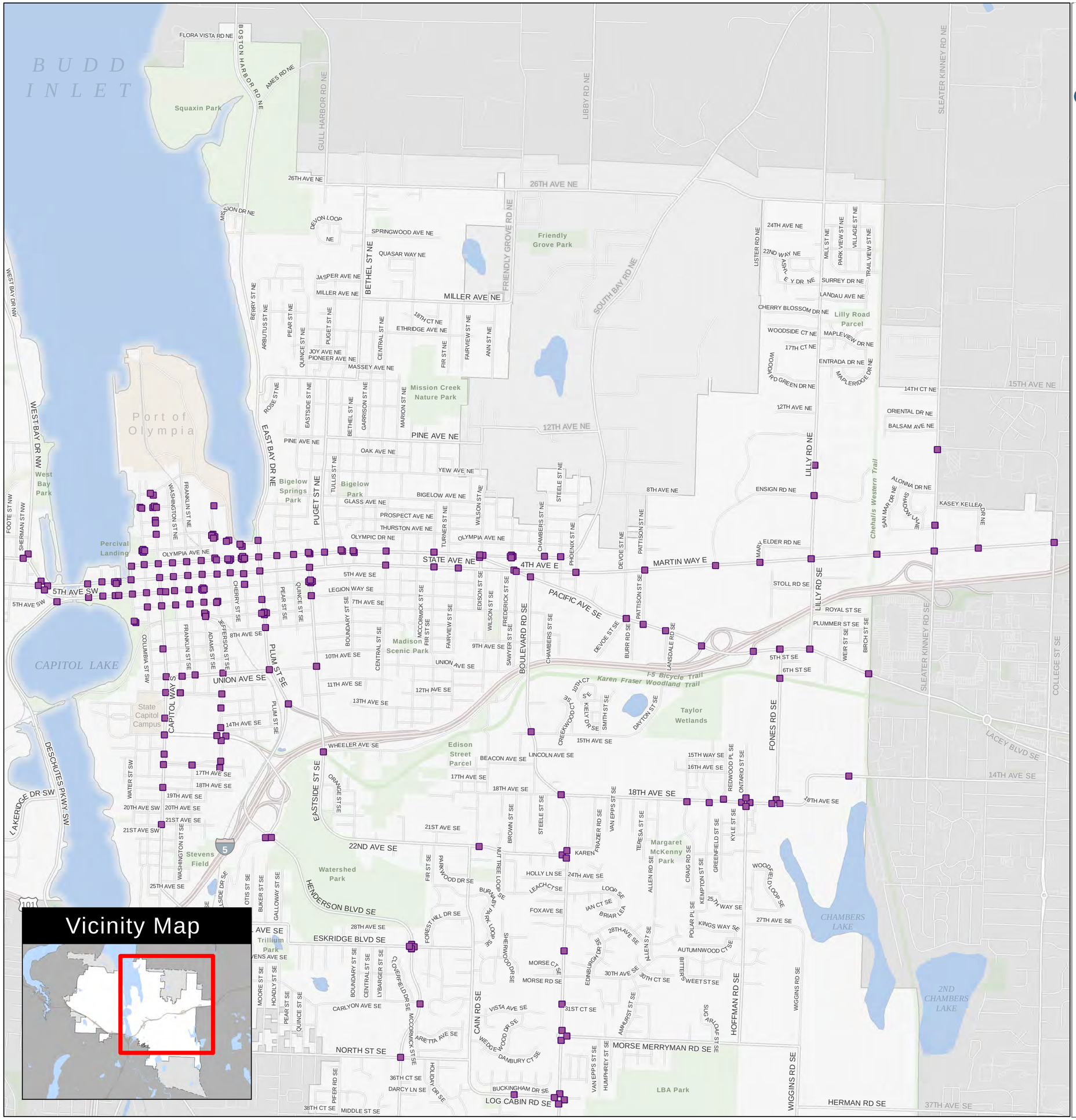
City of Olympia

Pedestrian Network: Enhanced Crosswalks

Northeast

Printed: 9/10/2024

See the Transportation Master Plan for planned new enhanced crosswalks



Vicinity Map

Crosswalks on major streets with islands, bulb-outs, beacons, or signals

- Enhanced crosswalks on major streets
- City Limits
- City Urban Growth Area

0 ½ 1 Miles

City of Olympia

Pedestrian Network: Enhanced Crosswalks

Southeast

Printed: 9/10/2024

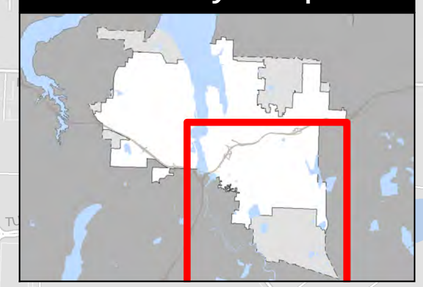
See the Transportation Master Plan for planned new enhanced crosswalks

Crosswalks on major streets with islands, bulb-outs, beacons, or signals

- Enhanced crosswalks on major streets
- City Limits
- City Urban Growth Area

0 ½ 1 Miles

Vicinity Map



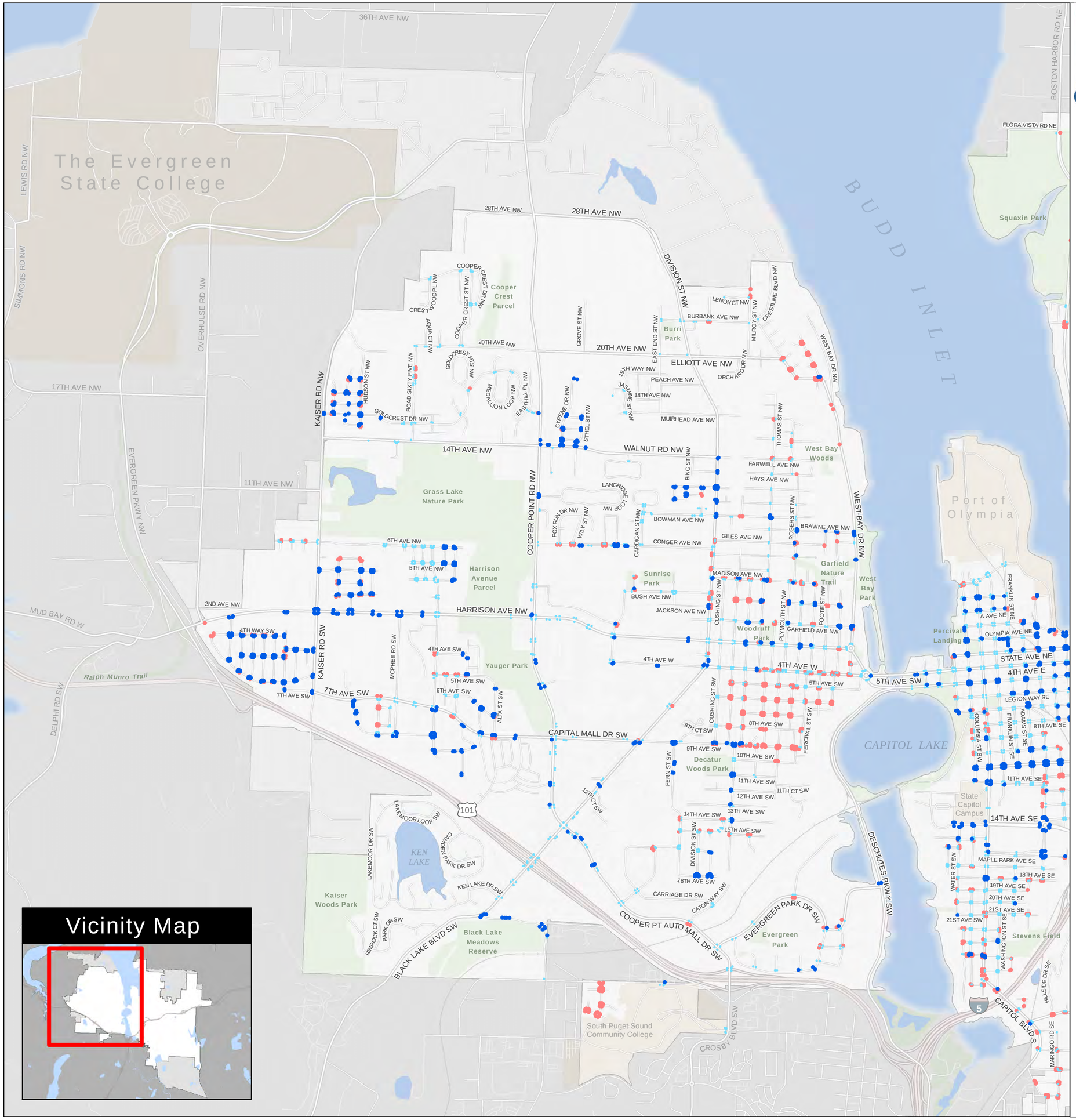
City of Olympia

Pedestrian Network: Curb Ramps

Westside

Printed: 9/11/2024

See the ADA Transition Plan for more information



Vicinity Map

Curb ramp status

- Ramp compliant with current standard
- Ramp compliant with previous standard
- Missing curb ramp
- City Limits
- City Urban Growth Area

0 ½ 1 Miles

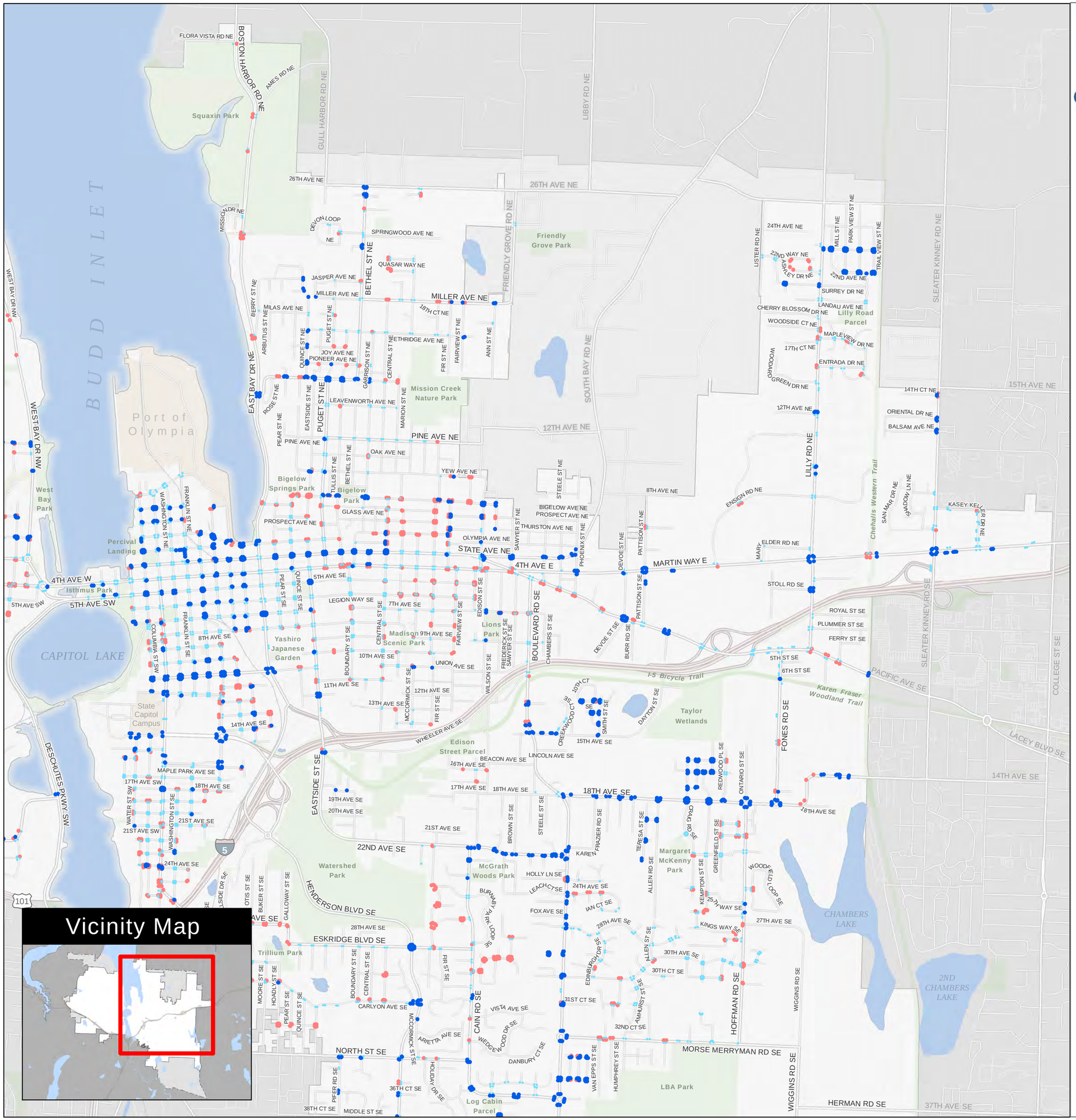
City of Olympia

Pedestrian Network: Curb Ramps

Northeast

Printed: 9/11/2024

See the ADA Transition Plan for more information



Vicinity Map

Curb ramp status

- Ramp compliant with current standard
- Ramp compliant with previous standard
- Missing curb ramp
- City Limits
- City Urban Growth Area

0 ½ 1 Miles

City of Olympia

Pedestrian Network: Curb Ramps

Southeast

Printed:9/11/2024

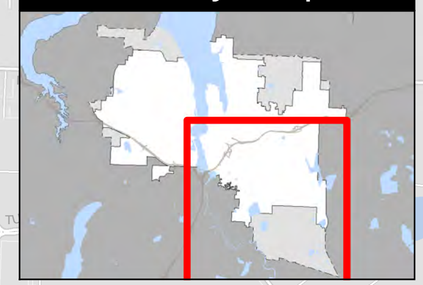
See the ADA Transition Plan for more information

Curb ramp status

- Ramp compliant with current standard
- Ramp compliant with previous standard
- Missing curb ramp
- City Limits
- City Urban Growth Area

0 ½ 1 Miles

Vicinity Map



City of Olympia

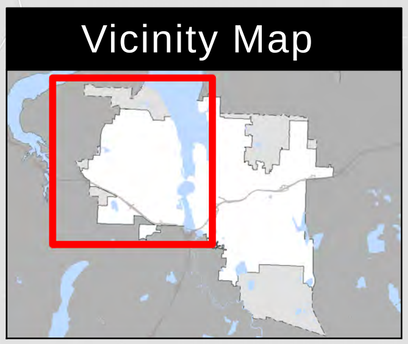
Pedestrian and Bicycle Network: Neighborhood Pathways

Westside

Printed: 9/10/2024

See the Transportation Master Plan for planned new pathways

Vicinity Map



Neighborhood pathways

- Public pathways
- HOA-owned pathways
- City Limits
- City Urban Growth Area

0 ½ 1 Miles

City of Olympia

Pedestrian and Bicycle Network: Neighborhood Pathways

Northeast

Printed: 9/10/2024

See the Transportation Master Plan for planned new pathways

Neighborhood pathways

- Public pathways
- HOA-owned pathways
- City Limits
- City Urban Growth Area

0 ½ 1 Miles

Vicinity Map

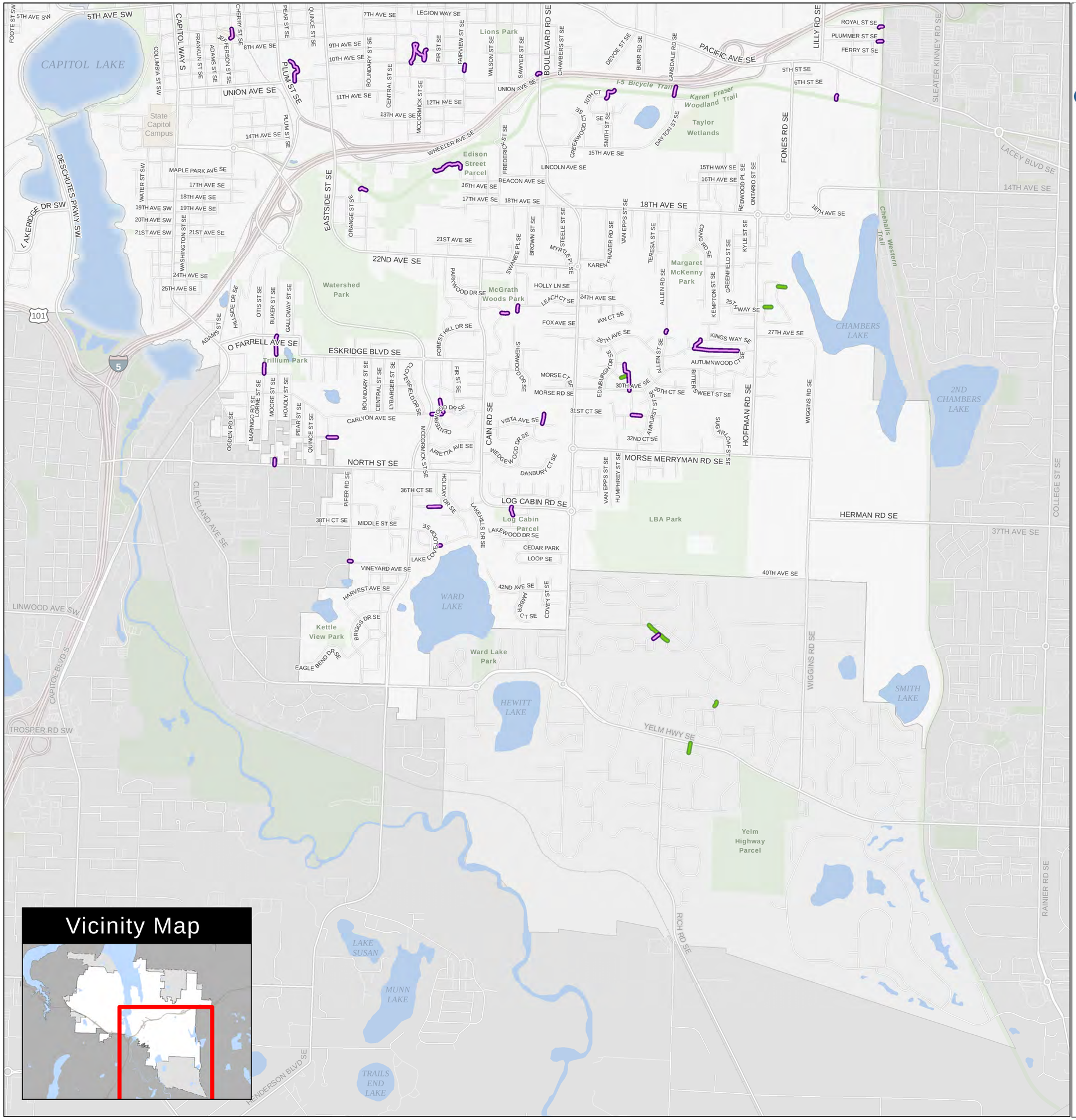
City of Olympia

Pedestrian and Bicycle Network: Neighborhood Pathways

Southeast

Printed: 9/10/2024

See the Transportation Master Plan for planned new pathways

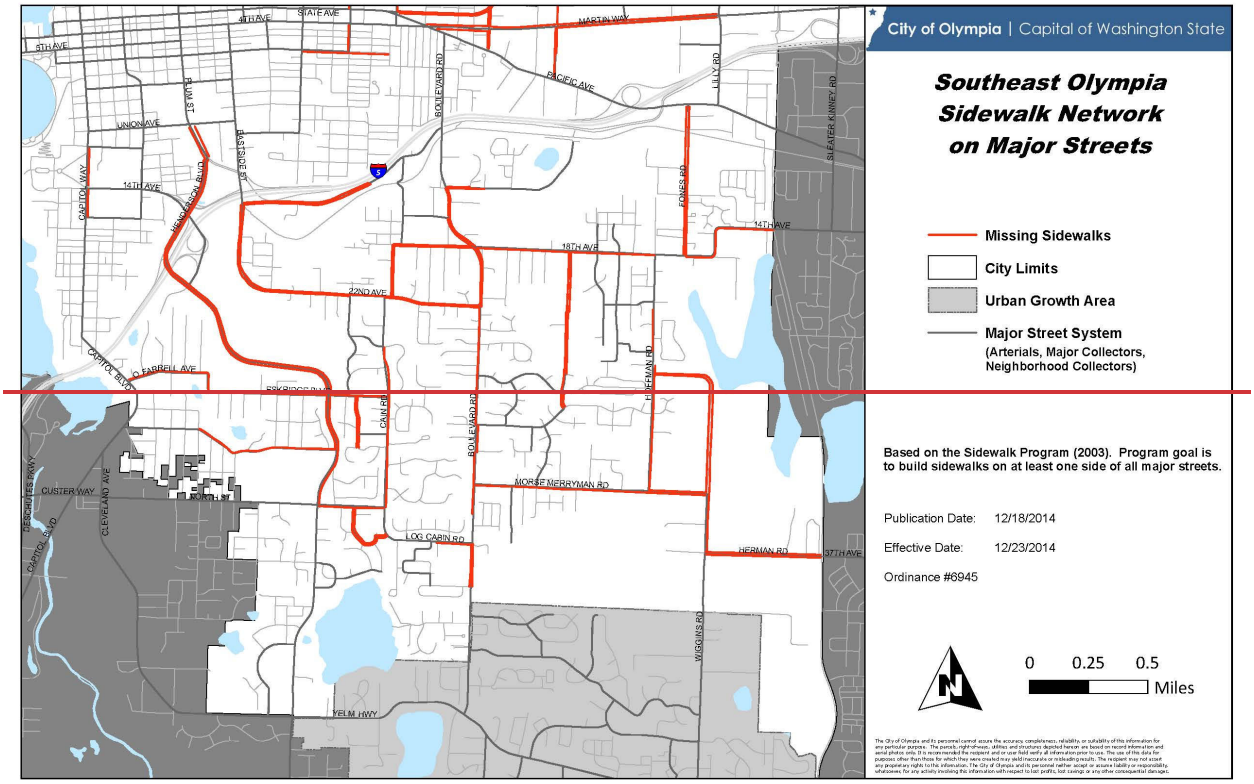


Vicinity Map

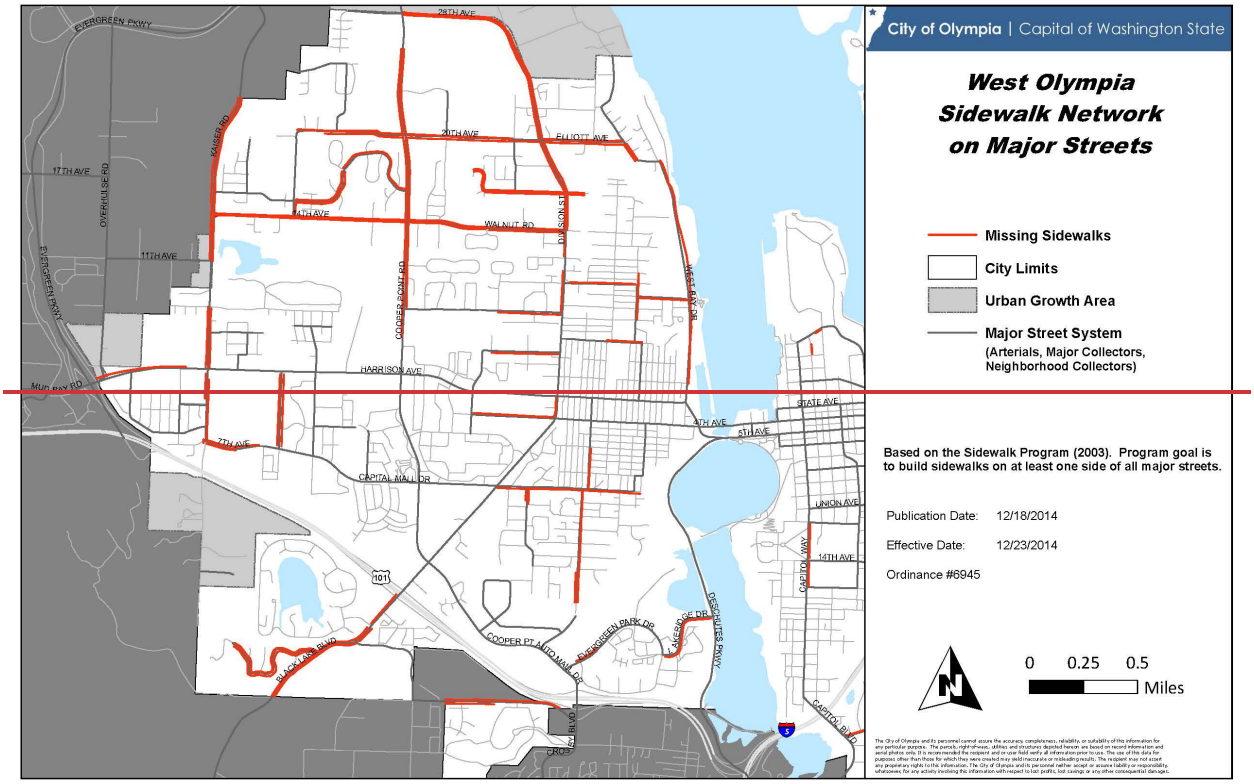
Neighborhood pathways

- Public pathways
- HOA-owned pathways
- City Limits
- City Urban Growth Area

0 ½ 1 Miles



~~View Southeast Olympia Sidewalk Network on Major Streets map~~



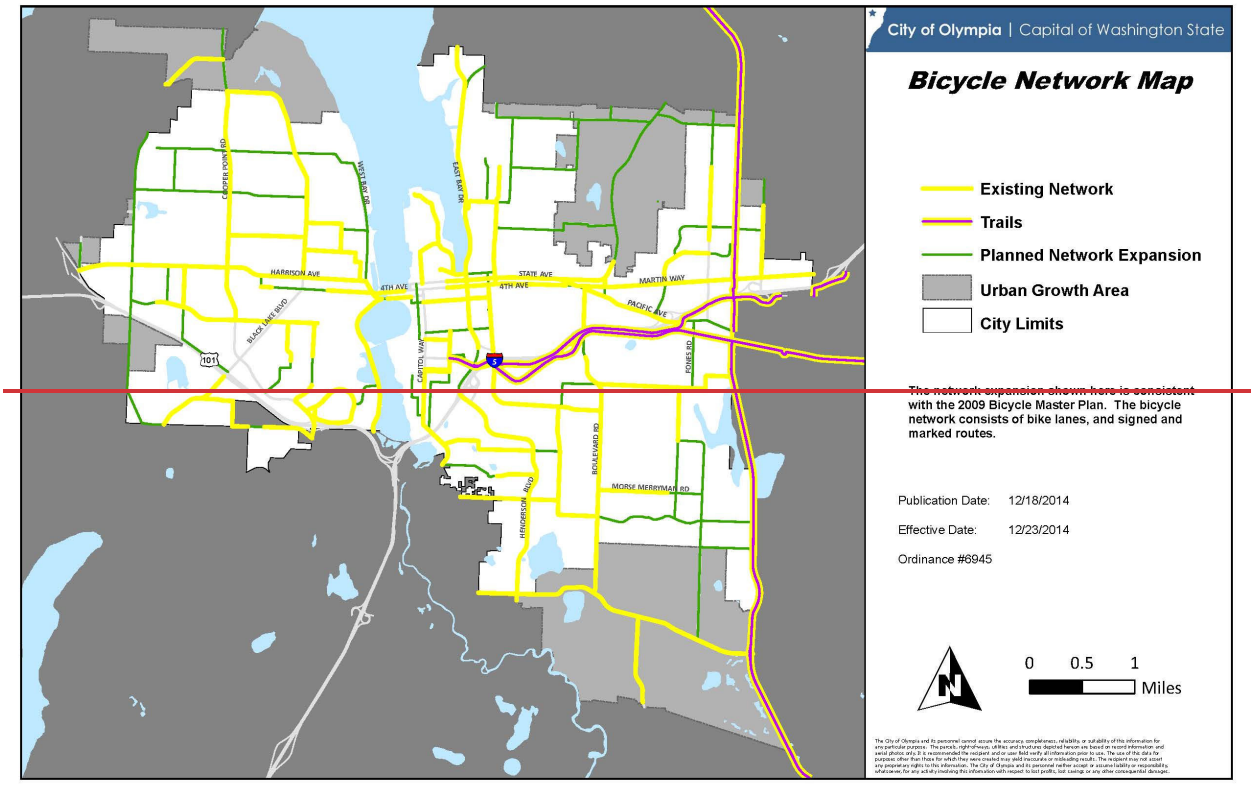
~~View West Olympia Sidewalk Network on Major Streets map~~

Appendix CD: Bike Network Map ~~and Lists~~

Please see the Transportation Master Plan for the planned low-stress bike network. The network will include enhanced bike lanes, bike corridors (called bike boulevards or neighborhood greenways in other cities), trails, and pathways. The Capital Facilities Plan shows how we plan to fund and build those projects. ~~The bike lane projects in the Bicycle Master Plan (2009) represent the vision for the network, and are likely to go beyond the 20-year planning timeframe. These projects will be coordinated with the City's roadway resurfacing or reconstruction projects. Priorities may be adjusted for construction efficiencies. Some projects may be completed as frontage improvements built by private development in accordance with City street standards.~~

~~The Bicycle Network Map illustrates the existing network and future network expansion. This network includes bike lanes, as well as signed and marked routes.~~

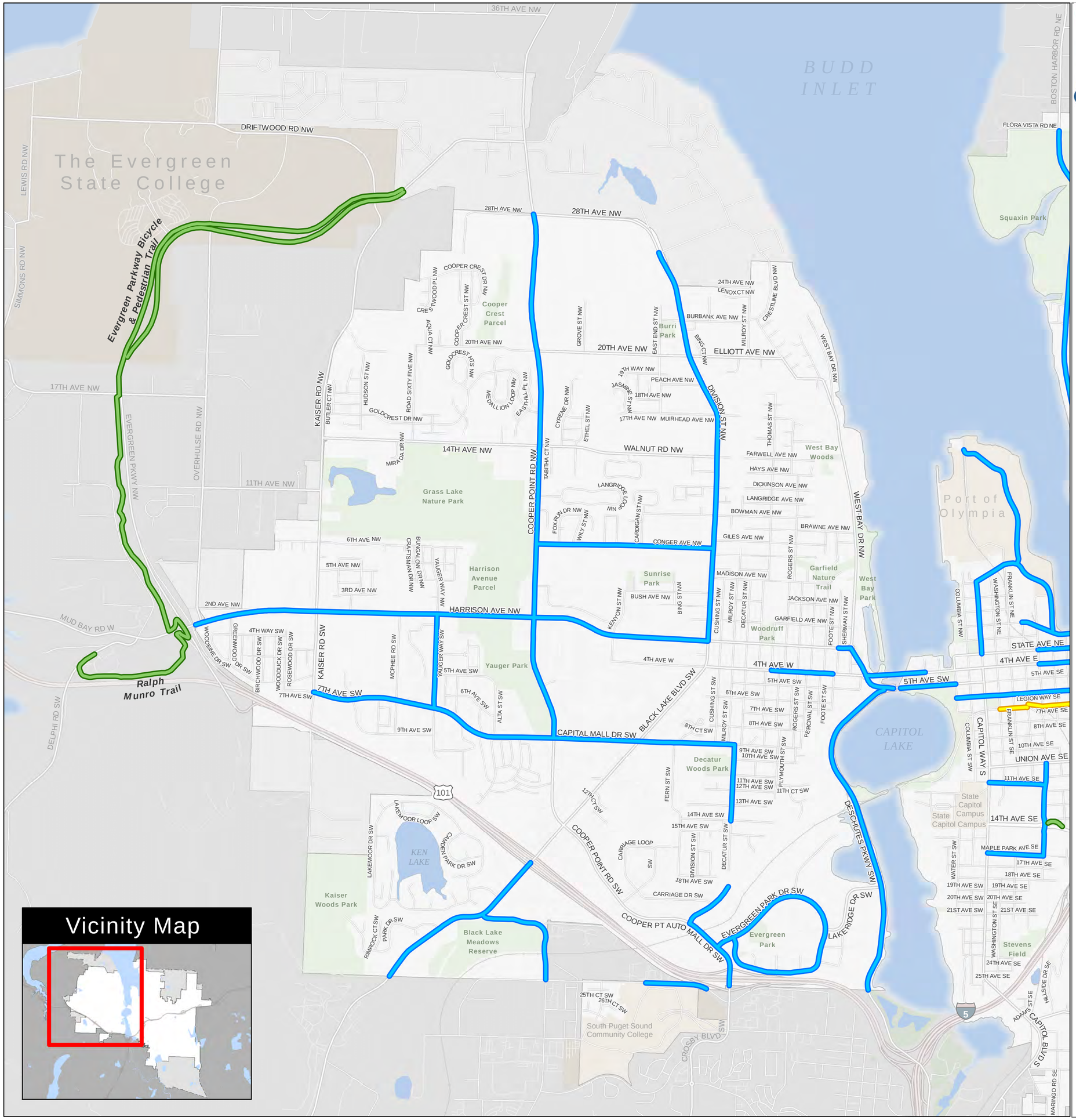
The existing bike network of standard bike lanes, bike corridors, and trails is shown on the following maps.



City of Olympia

Bicycle Network
Westside
Printed: 9/11/2024

See the Transportation Master Plan for planned new bicycle facilities

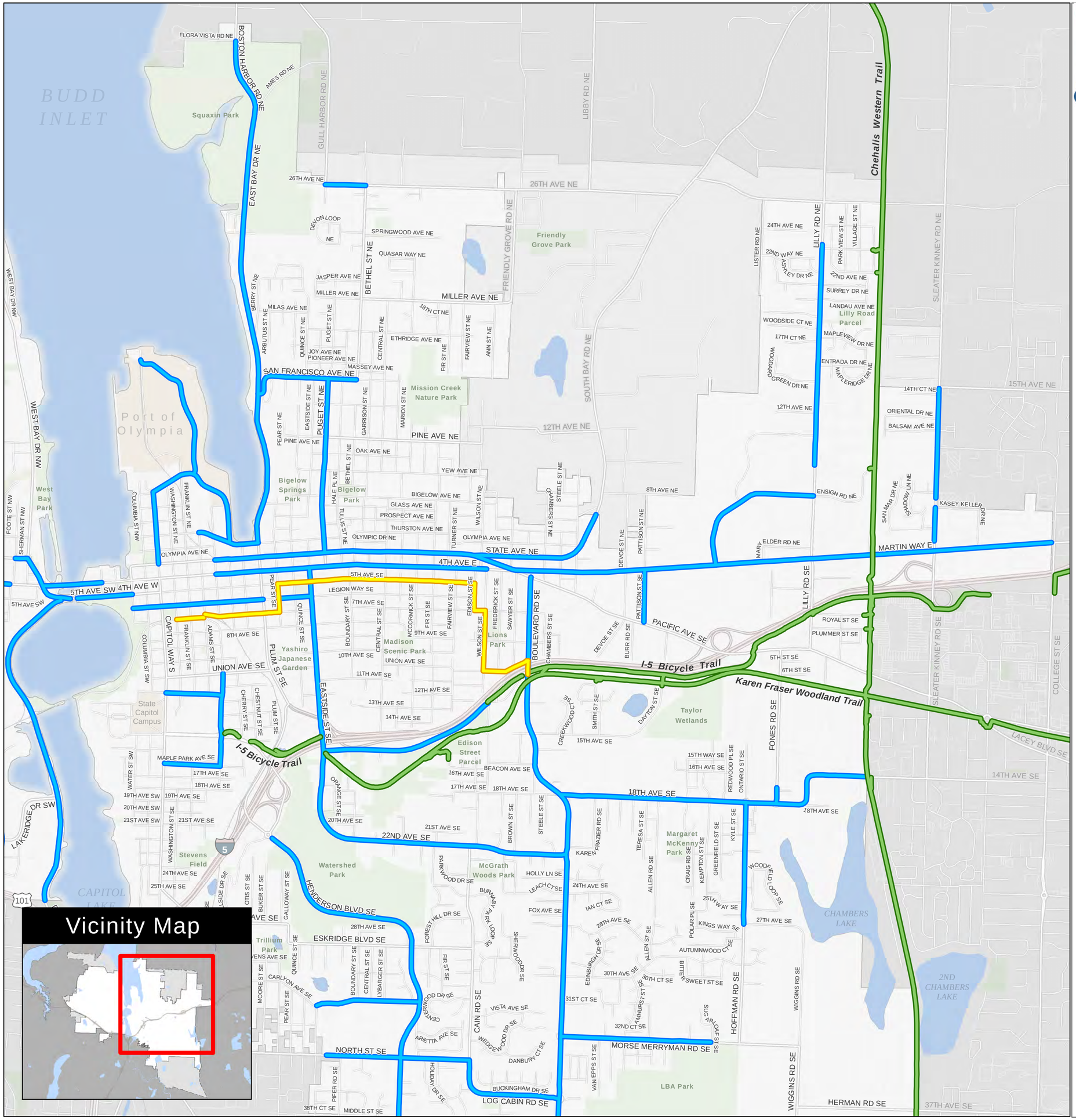


Vicinity Map

Bicycle network

- Paved trails
- Bike corridors
- Streets with bike lanes
- City Limits
- City Urban Growth Area

0 ½ 1 Miles



City of Olympia

Bicycle Network
Northeast

Printed: 9/11/2024

See the Transportation Master Plan for planned new bicycle facilities

Bicycle network

🟩 Paved trails

🟨 Bike corridors

🟦 Streets with bike lanes

☐ City Limits

▨ City Urban Growth Area

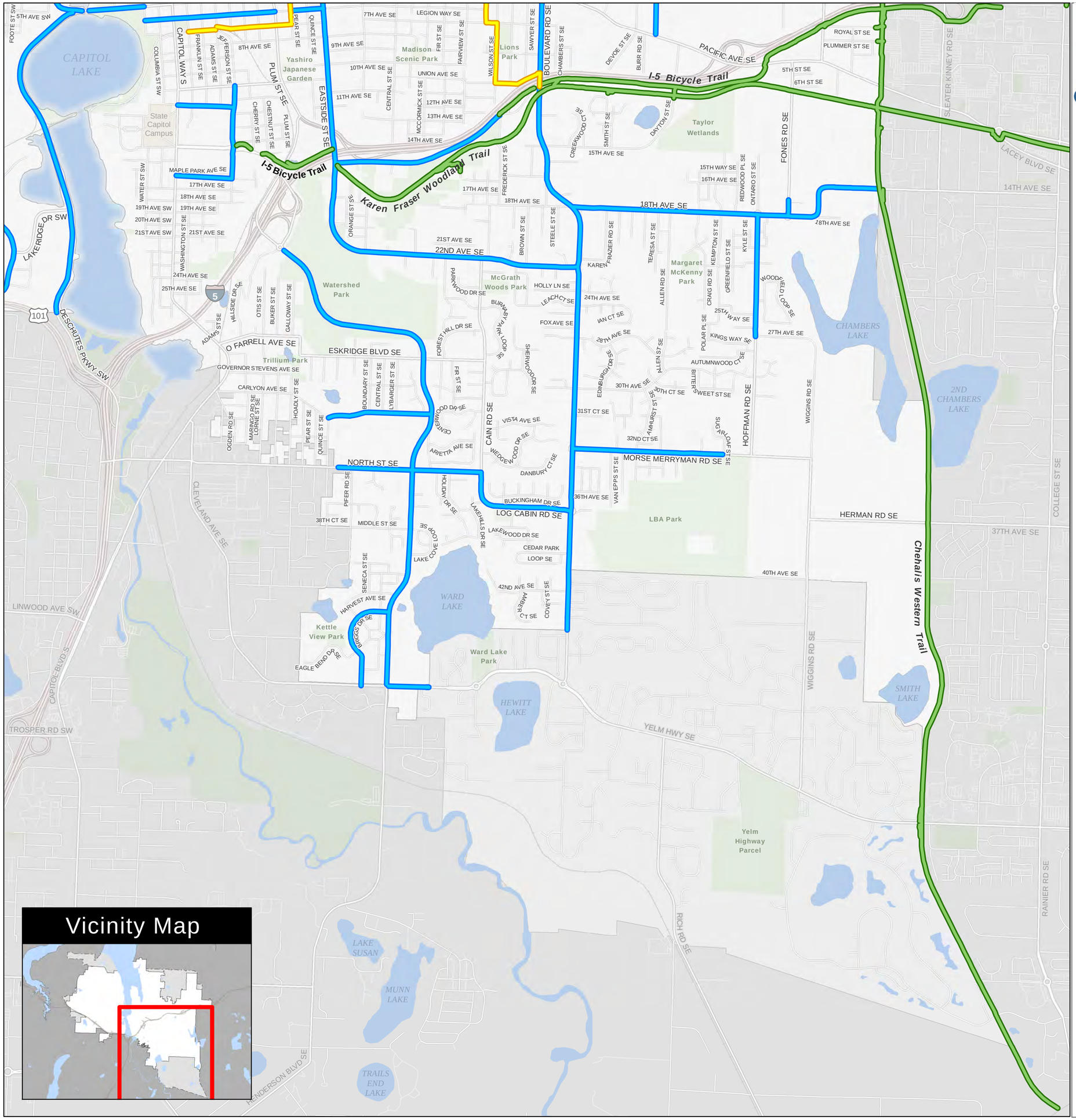
0 ½ 1 Miles

City of Olympia

Bicycle Network
Southeast

Printed: 9/11/2024

See the Transportation Master Plan for planned new bicycle facilities



Bicycle network

- Paved trails
- Bike corridors
- Streets with bike lanes
- City Limits
- City Urban Growth Area

0 ½ 1 Miles

~~Bicycle Network Map~~

~~This list of bike lane projects represents, at a rough planning-level estimate, $99,390,700 in 2011 dollars.~~

~~Near-Term~~

- ~~San Francisco Avenue, NE, from East Bay Drive to Bethel Street~~
- ~~Mottman Road, SW, from Mottman Court to South Puget Sound Community College~~
- ~~14th/Walnut Road, NW, from Kaiser Road to Division Street~~
- ~~Herman Road, SE, from Wiggins Road to the Chehalis Western Trail~~
- ~~Cooper Point Road, NW, from 14th Avenue to 20th Avenue~~
- ~~Fones Road, SE, from Pacific Avenue to 18th Avenue~~
- ~~Pine Avenue, NE, from Puget Street to east City limits~~
- ~~Elliott /20th Avenue, NW, from Crestline Boulevard to Road 65~~
- ~~Legion Way, SW, from Water Street to Capitol Blvd (eastbound only to avoid parking removal)~~
- ~~Bethel Street, NE, from San Francisco Avenue to 26th Avenue~~
- ~~Martin Way and Pacific Avenue "Y"~~
- ~~Crestline Boulevard/Raft Avenue/Schneider Hill, NW, from West Bay Drive to Elliott Avenue~~
- ~~West Bay Drive, NW, from Olympic Way to Schneider Hill Road~~
- ~~Henderson Boulevard, SE, from Union Street to I-5~~
- ~~Morse-Merryman Road, SE, from Sugarloaf Street to Wiggins Road~~
- ~~4th Avenue, W, from Black Lake Boulevard to Perry Street~~
- ~~4th Avenue, W, from Black Lake Boulevard to Kenyon Street~~
- ~~5th Avenue, SE, across the Capitol Lake dam (both directions)~~
- ~~Cooper Point Road from 20th Avenue to 28th Avenue~~

~~Long-Term~~

- ~~Kenyon Street, NW, from Capital Mall access road to Harrison Avenue~~
- ~~Hoffman Road, SE, from 26th Avenue to Morse-Merryman Road~~
- ~~Kaiser Road, NW, from Harrison Avenue to Walnut Road~~
- ~~26th Avenue, NE, from Gull Harbor Road to Chehalis Western Trail~~
- ~~McPhee Road, NW, from Capital Mall Drive to Harrison Avenue~~
- ~~Wiggins Road, SE, 27th Avenue from Hoffman Road to Wiggins Road to Yelm Highway~~
- ~~Decatur Street, SW, from 9th Avenue to Caton Way~~
- ~~Lakeridge Drive, SW, from Deschutes Parkway to Evergreen Park Drive~~
- ~~Fern Street, SW, from 9th Avenue to end~~
- ~~Road 65, NW, from 20th Avenue to 14th Avenue~~
- ~~Ames Road, NE, from Gull Harbor Road to East Bay Drive~~
- ~~Ensign Road, NE, from Lilly Road to Chehalis Western Trail~~

- ~~Pine Avenue/12th Avenue, NE, from Puget Street to South Bay Road~~
- ~~Sleater-Kinney Road/15th Avenue to 18th Avenue, SE~~
- ~~Miller Avenue, NE, from Bethel Street to Friendly Grove Road~~
- ~~Union Avenue, SE, from Capitol Way to Eastside Street~~
- ~~Lilly Road, NE, from Winwood Place to Urban Growth Boundary~~
- ~~7th Avenue, NW, from Kaiser Road to McPhee Road~~
- ~~Friendly Grove Road, NE, from Miller Avenue to Urban Growth Boundary~~
- ~~Gull Harbor Road, NE, from Urban Growth Boundary to City limits~~
- ~~Wheeler Avenue, SE, from Eastside Street to Boulevard (convert one-sided path)~~

Appendix D~~E~~: Highways of Statewide Significance (Thurston County)

- State Route 5, 276.62 miles, Oregon to Canada
- State Route 8, 20.67 miles, US 12/Elma to US 101/Olympia (entire route)
- United States Highway 12, 324.51 miles, US 101/Aberdeen to Idaho (entire route)
- United States Highway 101, 336.66 miles, SR 4 to I-5/Olympia (0.01 miles of physical gap not included)

Appendix E: Transportation Facilities and Services of Statewide Significance

- The Interstate Highway System: See Highways of Statewide Significance
- Interregional State Principal Arterials: See Highways of Statewide Significance
- Intercity Passenger Rail Services:
  - Olympia to Seattle, with stops in Tacoma and Tukwila (775 trips per day)
  - Olympia to Portland, with stops in Centralia, Kelso and Vancouver (775 trips per day)
- Intercity High-speed Ground Transportation: none
- Major Passenger Intermodal Facilities: none
- Ferry Terminals: none
- Intercity Bus Depot: Olympia Greyhound Station
- Olympia Transit Center (Intercity Transit, Mason Transit and Grays Harbor Transit, Twin Transit)
- Park and Ride Facilities: Martin Way (Lacey)
- Park and Ride Facilities: Mud Bay (Thurston County)
- Park and Ride Facilities: Hawks Prairie (Lacey)
- Park and Ride Facilities: Centennial Station (Thurston County)
- Rail Facilities: Centennial Station (Thurston County)
- The Freight Railroad System: none
- Switching and Terminal Companies: none
- The Columbia/Snake Navigable River System: none
- Marine Port Facilities and Services: Port of Olympia
- High Capacity Transportation System serving regions as defined in RCW 81.104.015: none
- Airport: Hoskins Field Airport
- Airport: Olympia Regional Airport

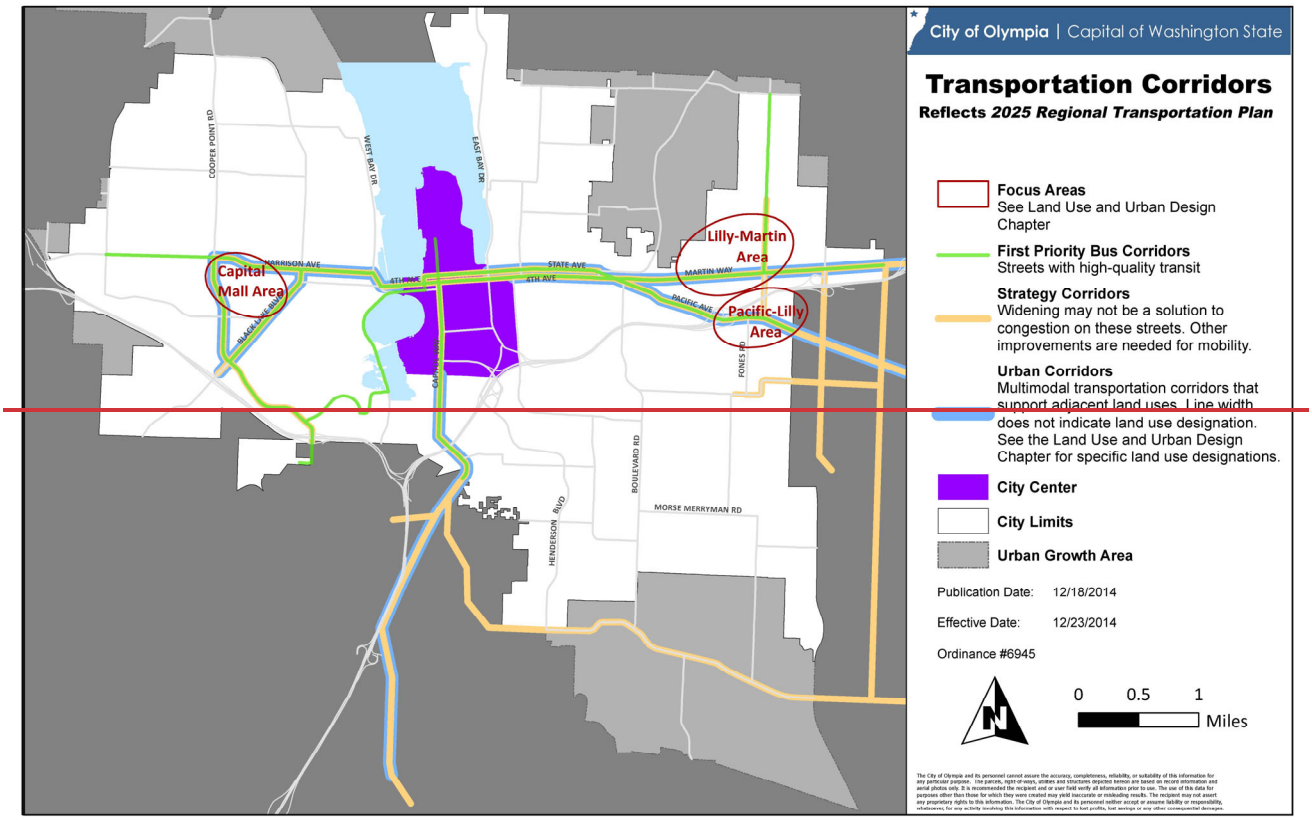
Appendix FG: Facilities of Statewide Significance

The following Facilities of Statewide Significance are located in the Washington State Department of Transportation's Olympic Region, in Olympia:

- Interstate 5, from Mile Post 104.56 to 108.13, Limited Access Fully Controlled, Urban Interstate, National Highway System
- United States Highway 101, from Mile Post 364.91 5 to 366.91, Limited Access Fully Controlled, Urban Principal Arterial, National Highway System, State Scenic and Recreational Highway

Appendix GH: Transportation Corridor Map

This map shows where ~~illustrates the locations of bus corridors,~~ urban corridors, strategy corridors, and focus areas are~~strategy corridors~~ in Olympia.



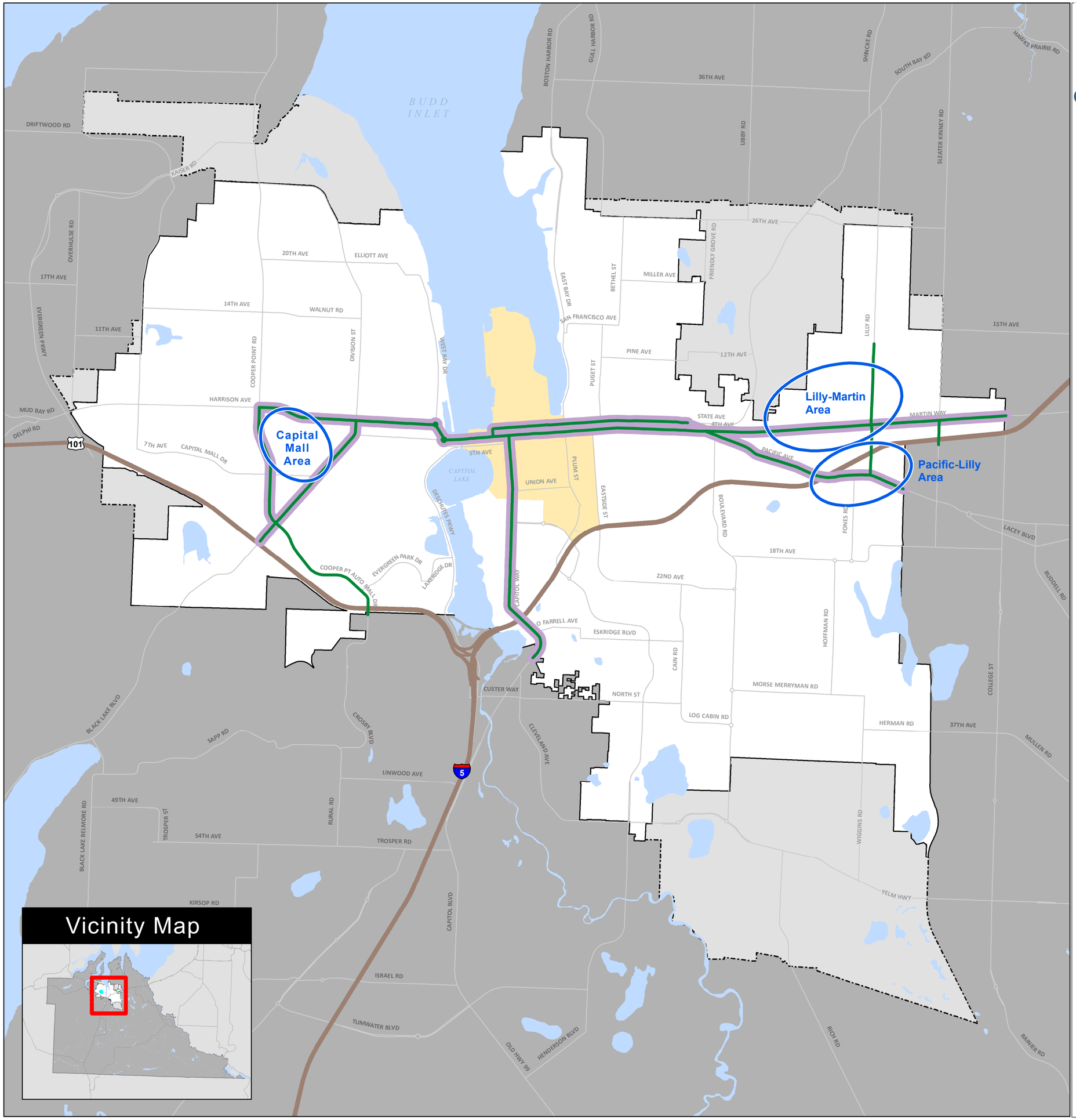
~~View Transportation Corridor Map~~

City of Olympia

Transportation Corridors and Focus Areas

Reflects 2040 Regional Transportation Plan

Printed: 9/11/2024



Vicinity Map

Focus areas

See Land Use and Urban Design Chapter

Strategy corridors

To improve mobility on these streets, alternatives to widening will be pursued.

Urban corridors

Multimodal transportation corridors that support adjacent land uses. Line width does not indicate land use designation. See the Land Use and Urban Design Chapter for specific land use designations.

Downtown

City Limits

City Urban Growth Area

0 ¾ 1½ Miles

Appendix H: 2045 Travel Demand~~I: Traffic Forecast Maps~~

With increased population and employment, we expect more demand for space~~These maps show current traffic volumes~~ on Olympia's streets by 2045. As Olympia's land use patterns become more dense, this plan's policies will support an increase~~street system, as well as forecasted 2030 traffic volumes. These volumes were generated from a traffic model used for transportation planning~~ in people walking and rolling, riding bicycles, and taking transit to get where they need to go.

The Transportation Master Plan outlines the projects we plan to build to meet this demand. Briefly, it includes for:

Pedestrians: the enhanced crosswalks, new sidewalks, and curb ramps needed to have a complete network on major streets. These were prioritized ~~Thurston County region. The volume data is~~ based on several criteria, including how close they were to public buildings, bus stops, schools, parks, grocery stores, medical centers, and whether they were in areas of dense employment or housing.

Bicyclists: a low-stress bike network of routes planned about every half mile, so no one will ever be more than a quarter mile from one. These routes include a series of bike corridors, enhanced bike lanes, trails, and pathways.

Transit users: support for transit improvements, such as signal prioritization, queue jump lanes, in-lane bus stops and other infrastructure. Because most people walk or roll to or from a bus stop, we also prioritized pedestrian infrastructure near bus stops.

Multimodal users: roundabouts improve traffic flow at intersections, add enhanced crosswalks, and make it easier for transit buses to turn around. In some parts of Olympia, adding roundabouts will allow the City to reallocate space on the street to pedestrians or bicyclists.

Estimating the demand for most of these facilities is difficult for several reasons, one of which is that we suspect there is a lot of "latent demand." This means that many people would walk, roll, bike, or ride transit if our land use patterns and transportation system made it more feasible. This was a common thing people told us during the public outreach process for the Transportation Master Plan.

~~the~~
Additionally, estimating demand for sidewalks, crosswalks, bike lanes, and transit is a very new idea, and the tools to do that have not yet been built. Forecasting future vehicle traffic using travel demand models has been a standard practice for decades, because vehicles take up so much space on the street relative to the number of people they typically carry, which leads to traffic congestion. Walking or rolling, riding a bike, or taking transit allow many more people to use a street, making congestion less likely. This is why there is not a standard practice of modeling future demand for walking, rolling, biking, or transit use.

For example, one estimate for the maximum number of people a street can carry is:

Sidewalk	9,000 people per hour
Bike lanes	7,500 people per hour
Dedicated bus lane, frequent service	10,000 – 20,000 people per hour
Mixed traffic with frequent buses	1,000 – 2,800 people per hour
Vehicle lane, no transit	600 – 1,600 people per hour

Source: NACTO, Transit Street Design Guide, https://nacto.org/publication/transit-street-design-guide/introduction/why/designing-move-people/

Given our 2045 population estimate of 87,680 residents, when compared to the capacities of sidewalks and bike lanes in the table above, we do not expect to see pedestrian or bicycle congestion between now and 2045.

However, that does not address the demand that people have for pedestrian, bike, and transit infrastructure that does not exist. People have told us in many public outreach processes that they want sidewalks on every street, frequent safe and inviting crosswalks, and low-stress bike infrastructure nearby. The Transportation Master Plan shows how we aim to provide that amid our financial constraints. For example, we are prioritizing sidewalks on major streets over residential streets because the need for sidewalks is so great, and we have limited resources to build them.

Intercity Transit's long range plan includes policies to improve transit frequency and routing, and several policies within this plan and the Transportation Master Plan support it. As part of the creation of its long range plan, Intercity Transit reviewed several demographic characteristics common to transit riders, creating a "Transit Propensity Index," which helped guide the development of the plan.

While it is not a blueprint of future demand, it is a useful indicator that Intercity Transit can use to guide future route development.

Additionally, Intercity Transit's plans to improve service on several of Olympia's urban corridors complements our future land use and transportation vision outlined both in this plan and the Transportation Master Plan.

Level of service

Olympia defines its level of service for all modes of transportation to be a complete system. Complete systems for each mode are outlined in the Transportation Master Plan.

For more information about how this interfaces with Olympia's transportation concurrency program, please see Goal 12 and its supporting policies.

State-owned streets and highways

Within Olympia, the state of Washington owns some streets and highways, which are:

- Deschutes Parkway
- Washington Street between 7th Avenue and Legion Way
- Several streets on the Capitol Campus
- Interstate 5
- US 101

The Transportation Master Plan defines the multimodal needs on state-owned streets. For Interstate 5 and US 101, we expect that pedestrians and bicyclists will use Olympia's streets instead of the highways.

Future vehicle demand model

The Thurston Regional Planning Council maintains a model that estimates vehicle demand on major streets throughout our region. The following maps show the estimated vehicle demand for 2045 in Olympia and the urban growth area, and they include estimated demand on state-owned streets and highways.

All models contain assumptions. This one assumes a reasonable rate of continued telework, that some street connections get made, and that future land use aligns with the Future Land Use Map shown in the Land Use and Urban Design Chapter. It also includes~~Office of Financial Management~~ projected population and employment forecasts for the Thurston ~~County~~ region.

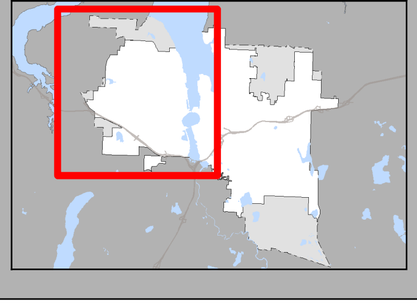
City of Olympia

2045 Projected PM Peak Traffic Volume by Street Segment and Lane Direction

Westside

Printed: 9/10/2024

Vicinity Map



240 — PM peak volumes (by direction)

City Limits

City Urban Growth Area

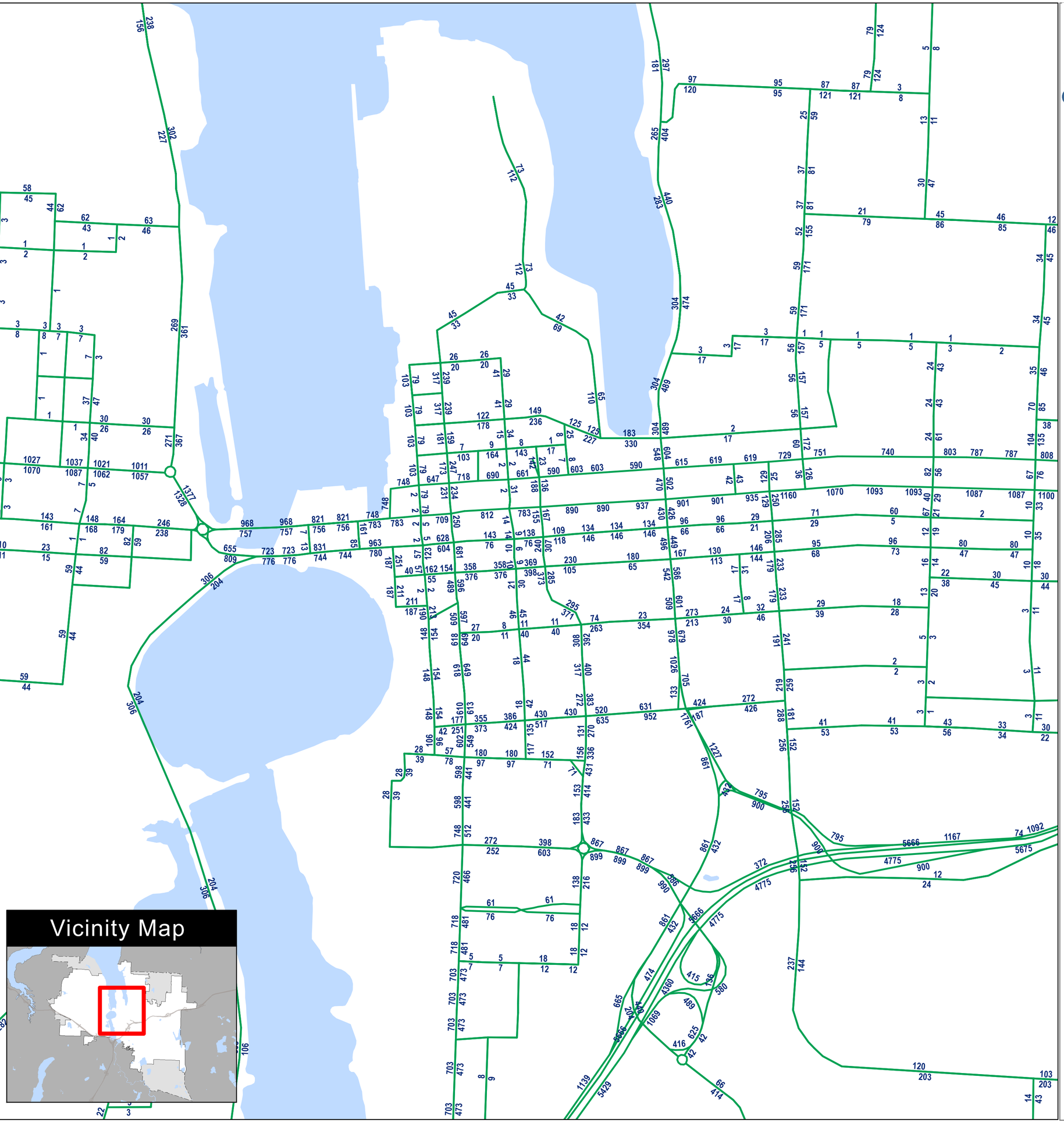
0 ½ 1 Miles

City of Olympia

2045 Projected PM Peak Traffic Volume by Street Segment and Lane Direction

Downtown

Printed: 9/10/2024



Vicinity Map

240 PM peak volumes (by direction)

City Limits

City Urban Growth Area

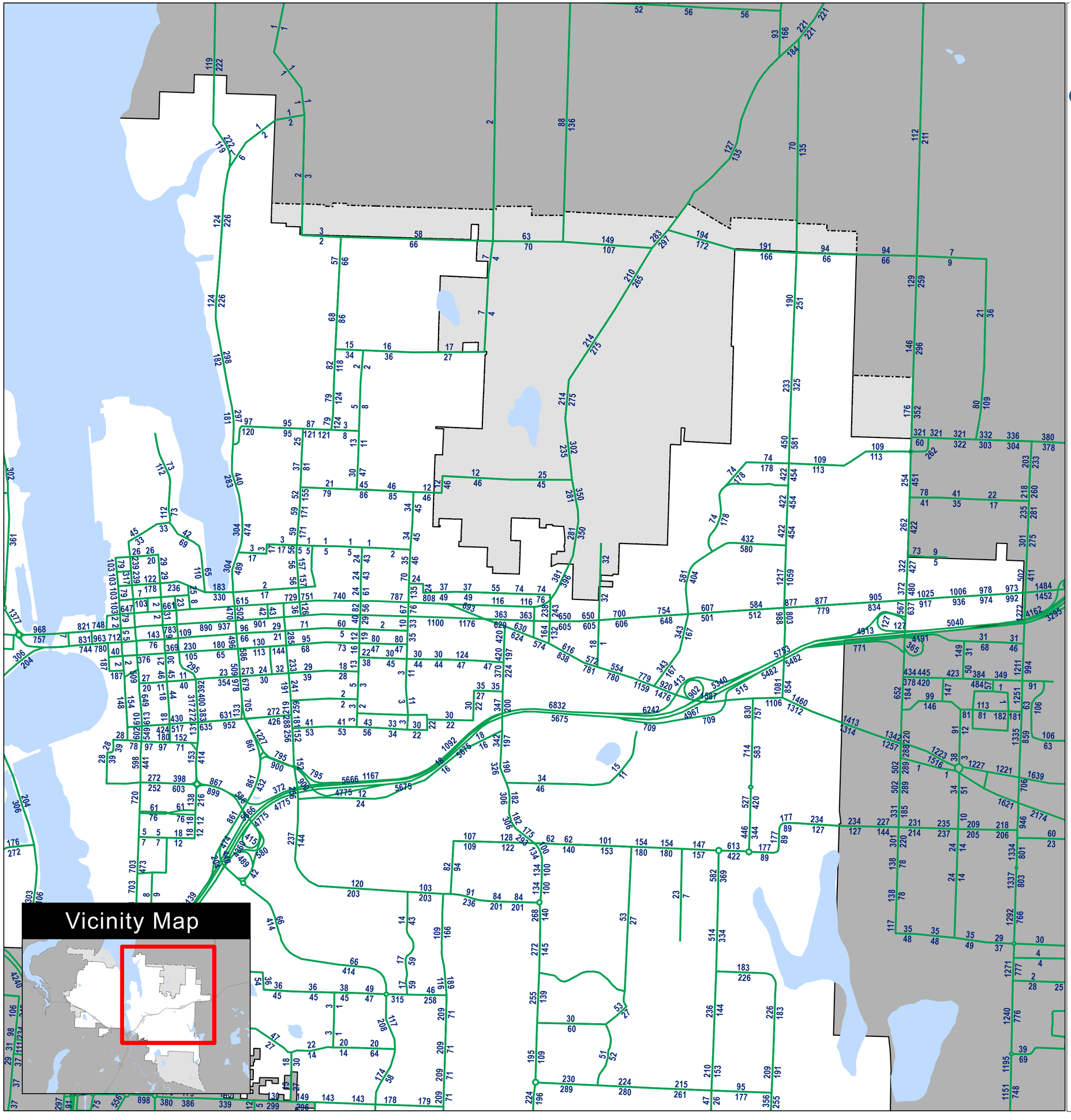
0 ¼ ½ Miles

City of Olympia

2045 Projected PM Peak Traffic Volume by Street Segment and Lane Direction

Northeast

Printed: 9/10/2024



240 PM peak volumes (by direction)

City Limits

City Urban Growth Area

0 ½ 1 Miles

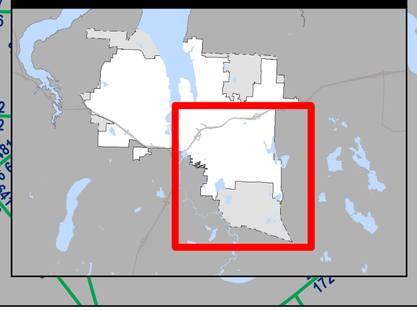
City of Olympia

2045 Projected PM Peak Traffic Volume by Street Segment and Lane Direction

Southeast

Printed: 9/10/2024

Vicinity Map

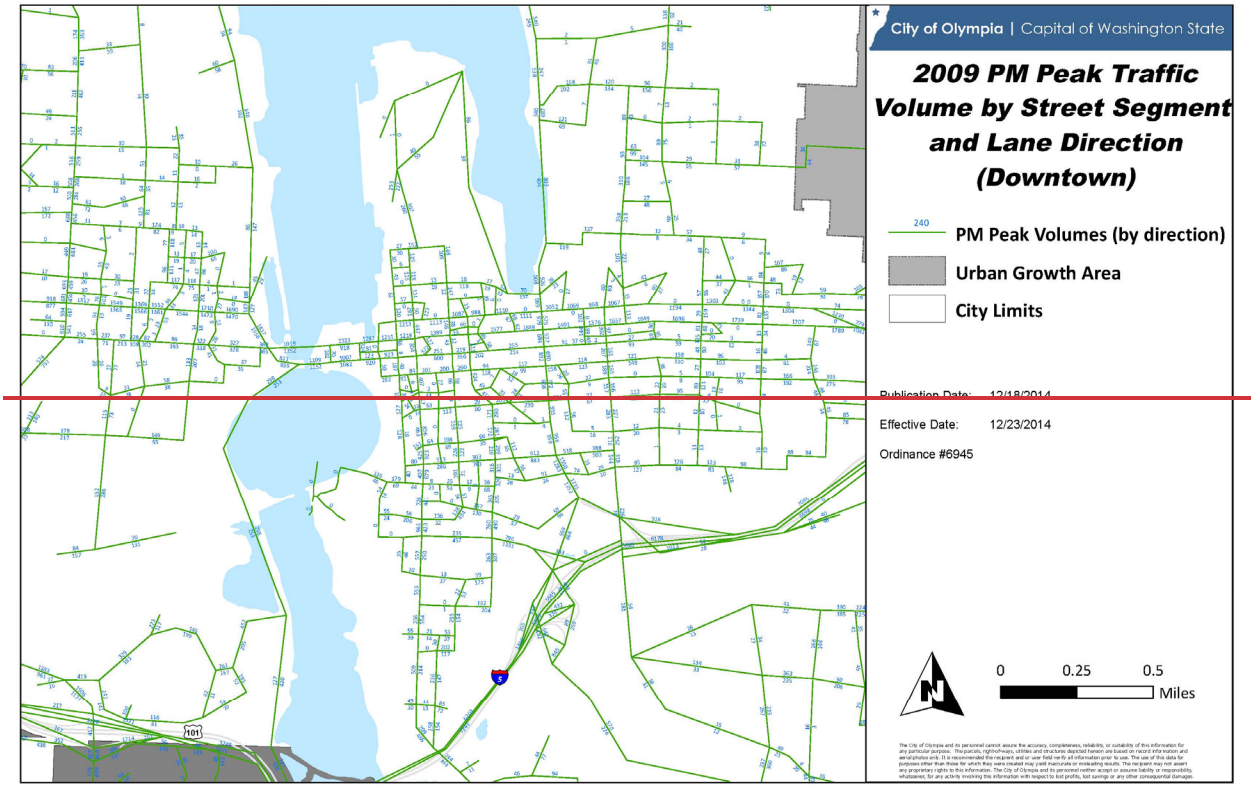


240 PM peak volumes (by direction)

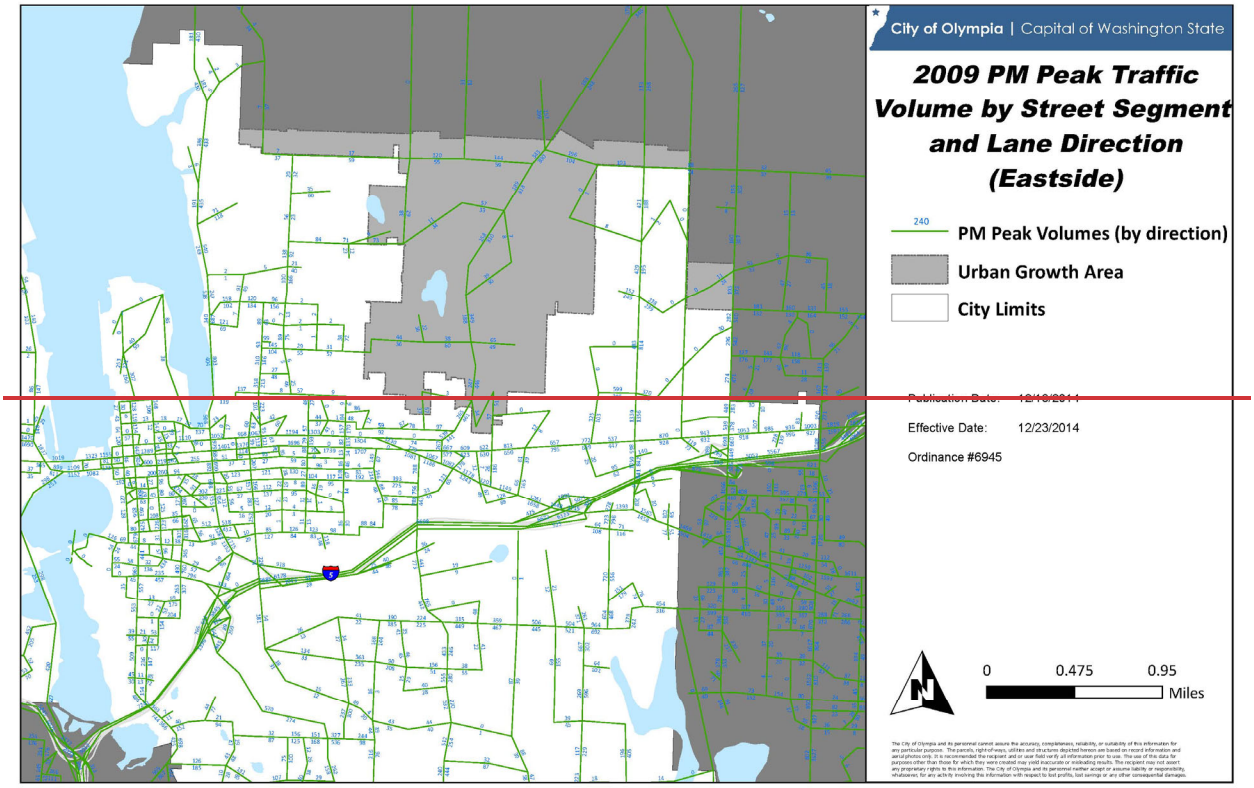
City Limits

City Urban Growth Area

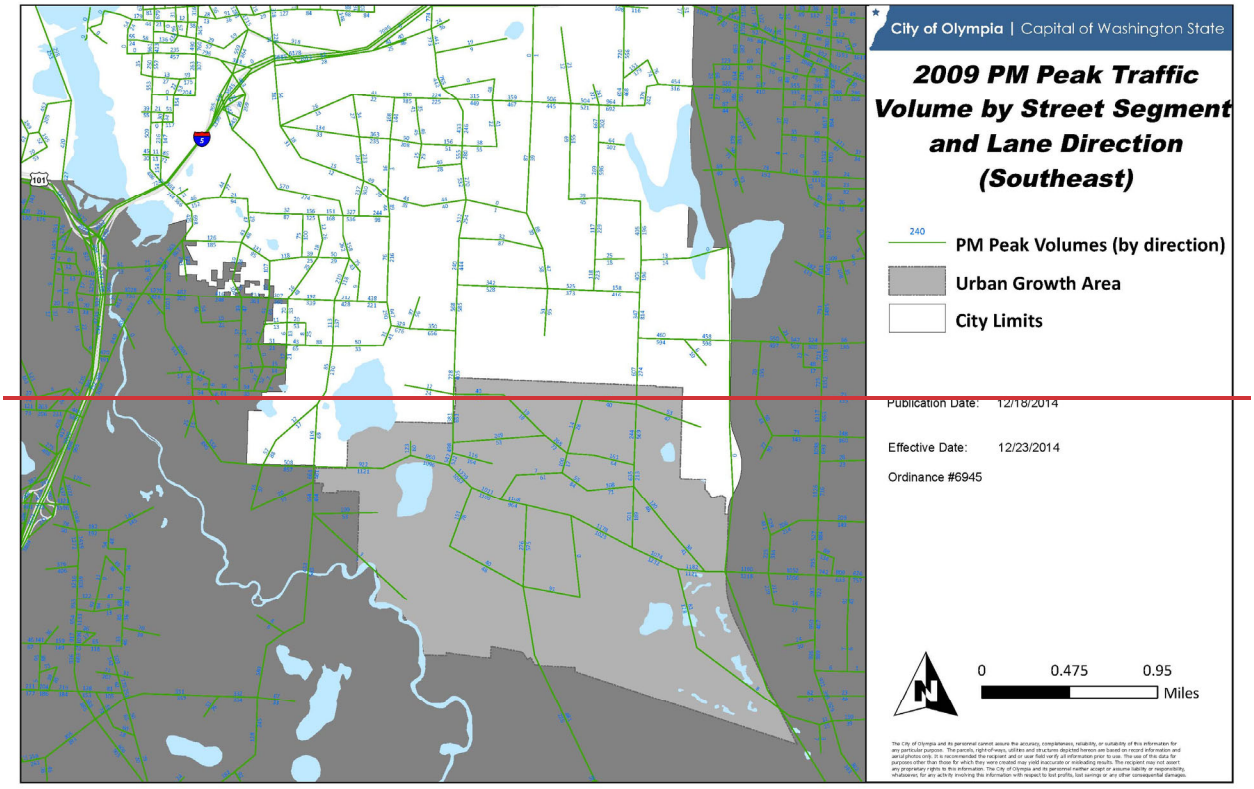
0 ½ 1 Miles



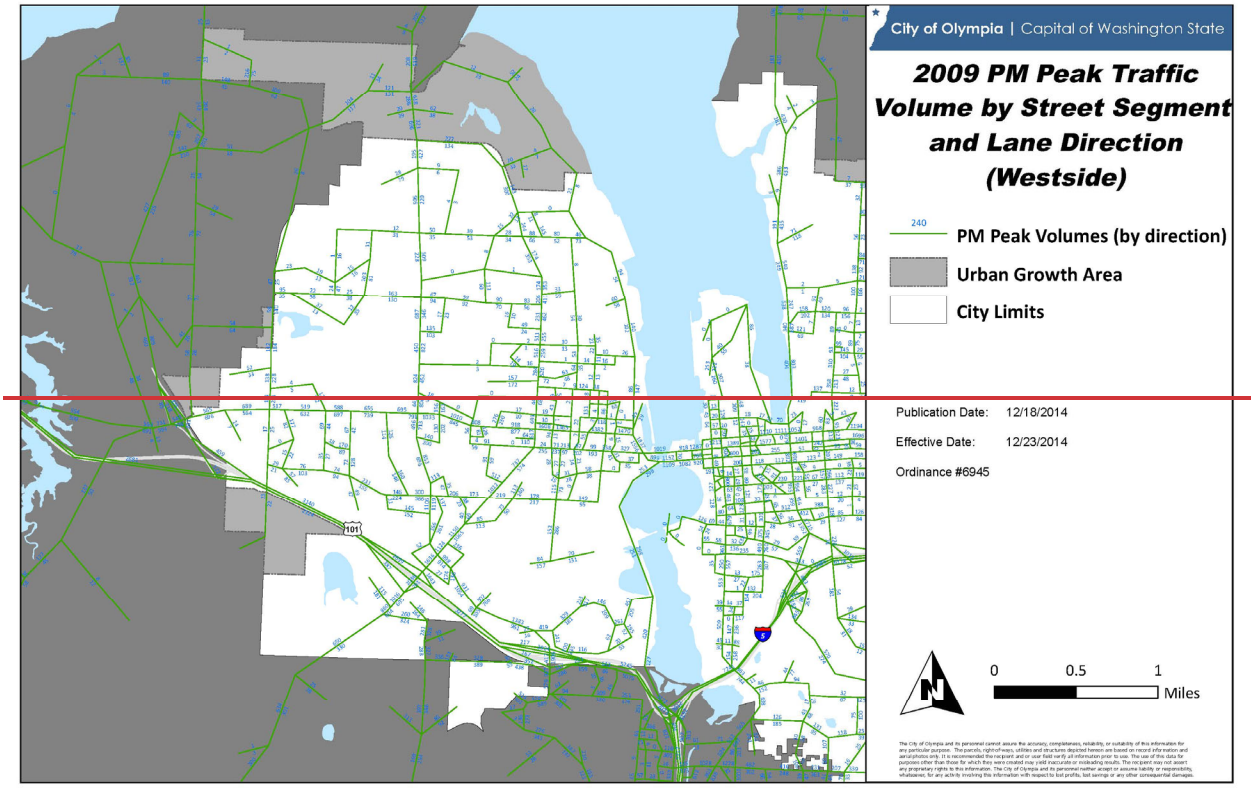
~~View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)~~



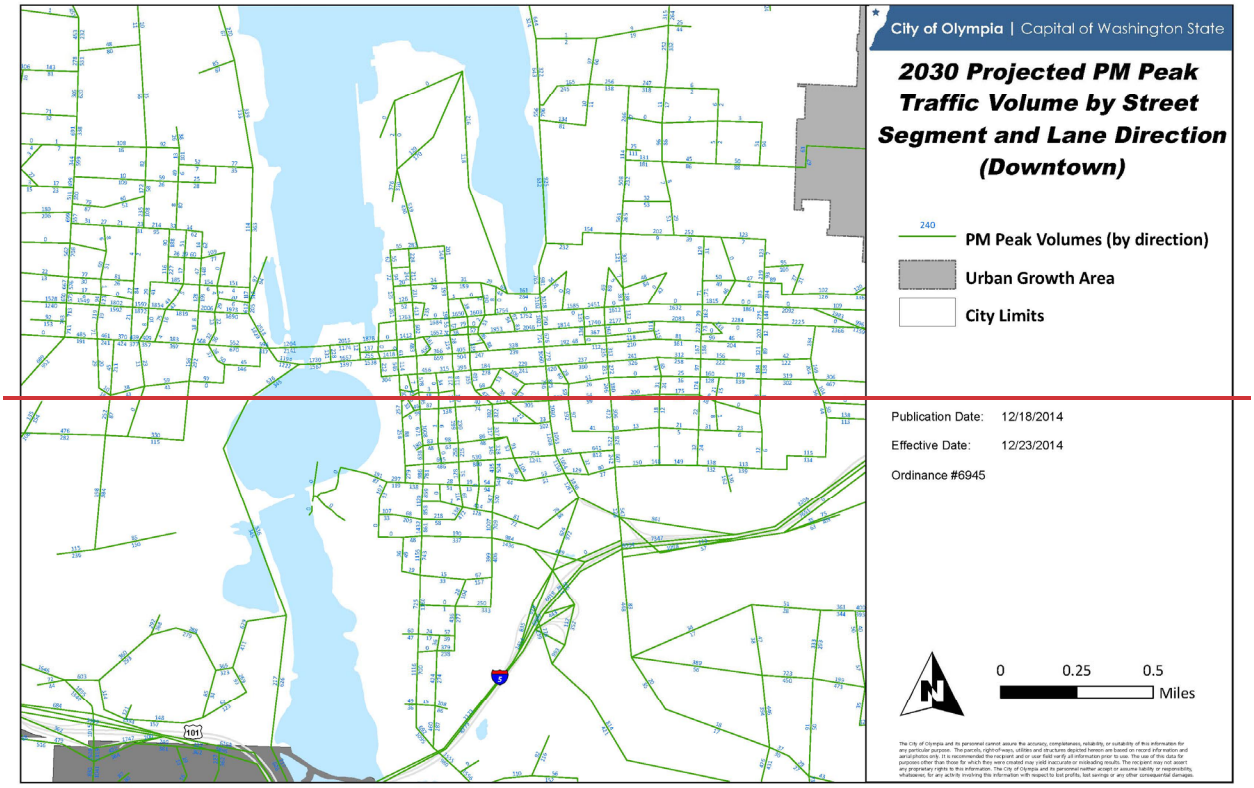
~~View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)~~



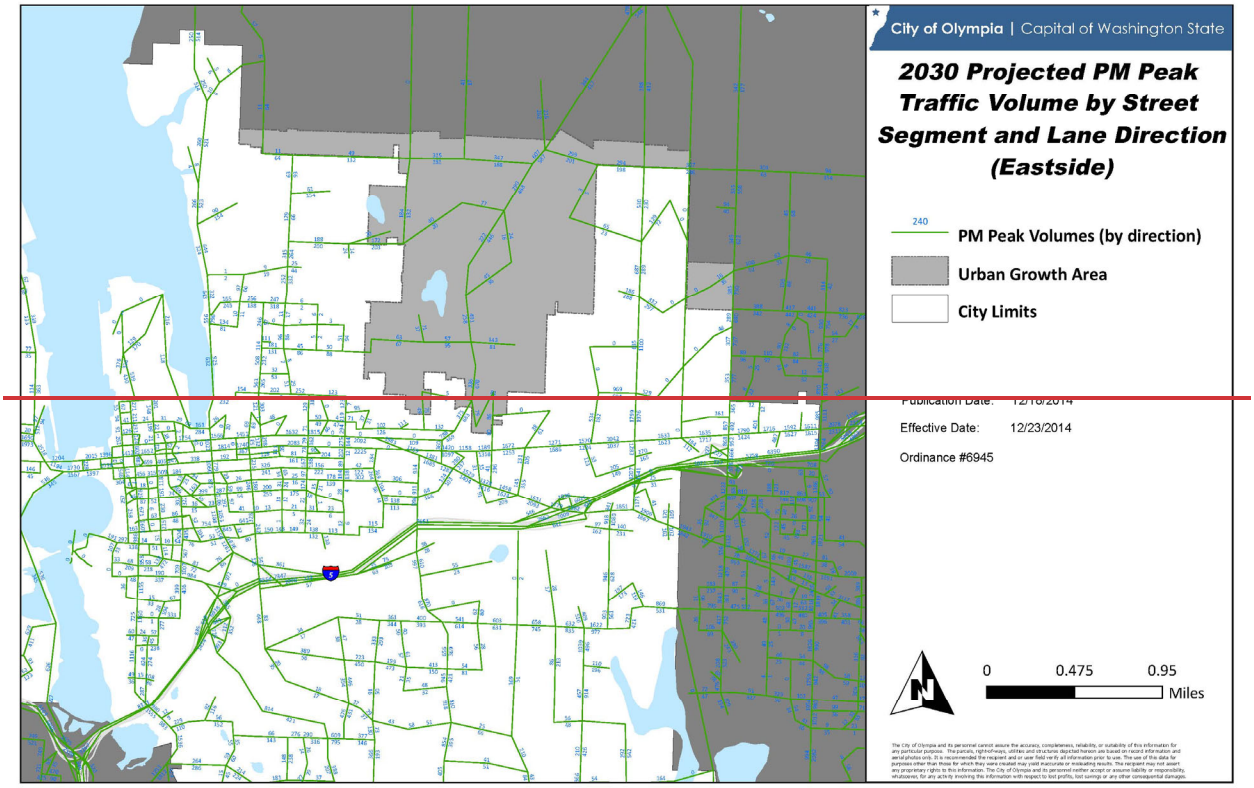
~~View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast)~~



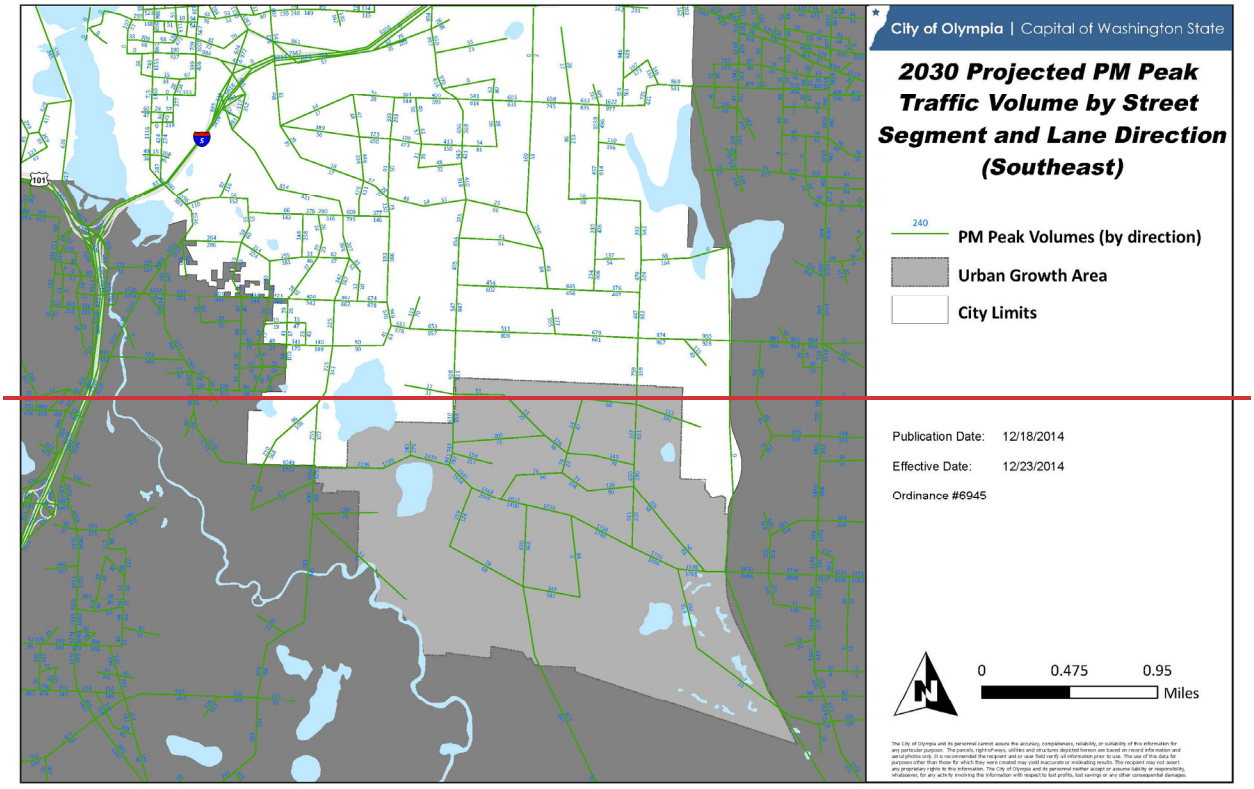
~~View 2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Westside)~~



~~View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)~~



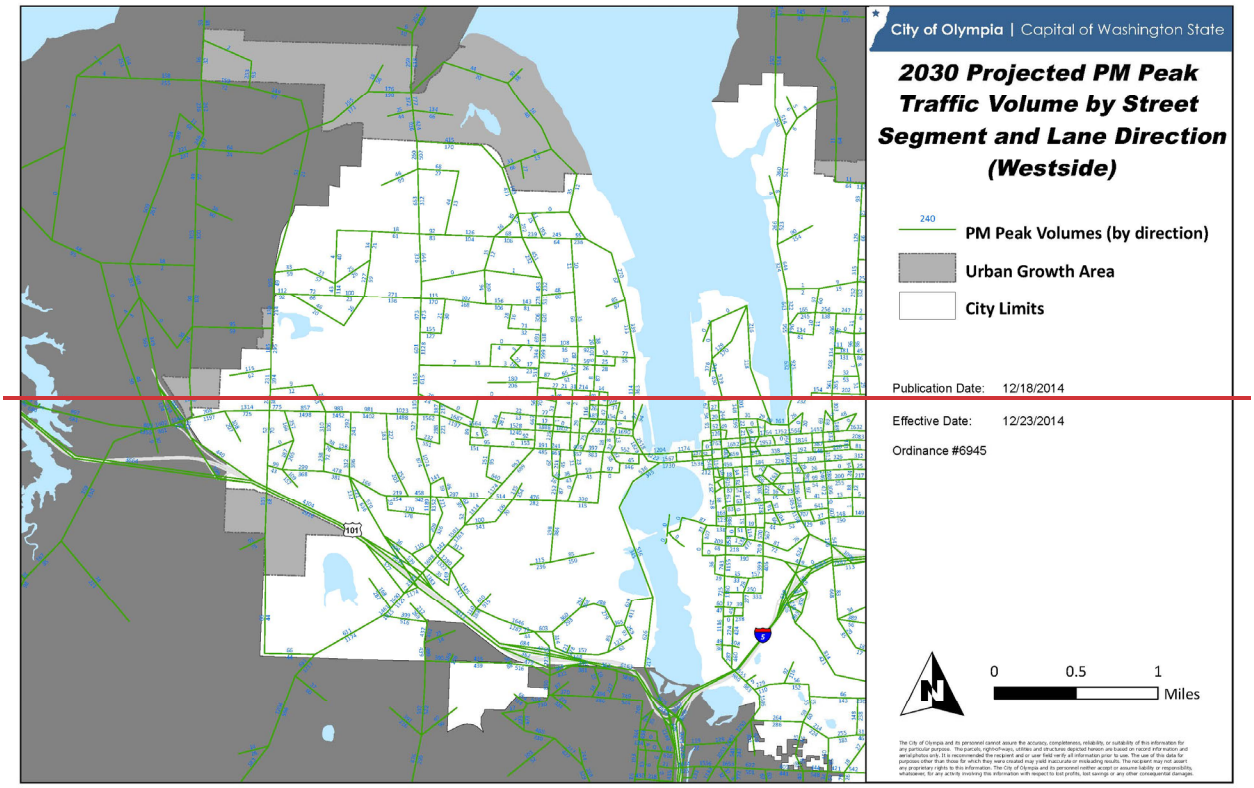
~~View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)~~



~~View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast)~~

Appendix I: ADA Transition Plan

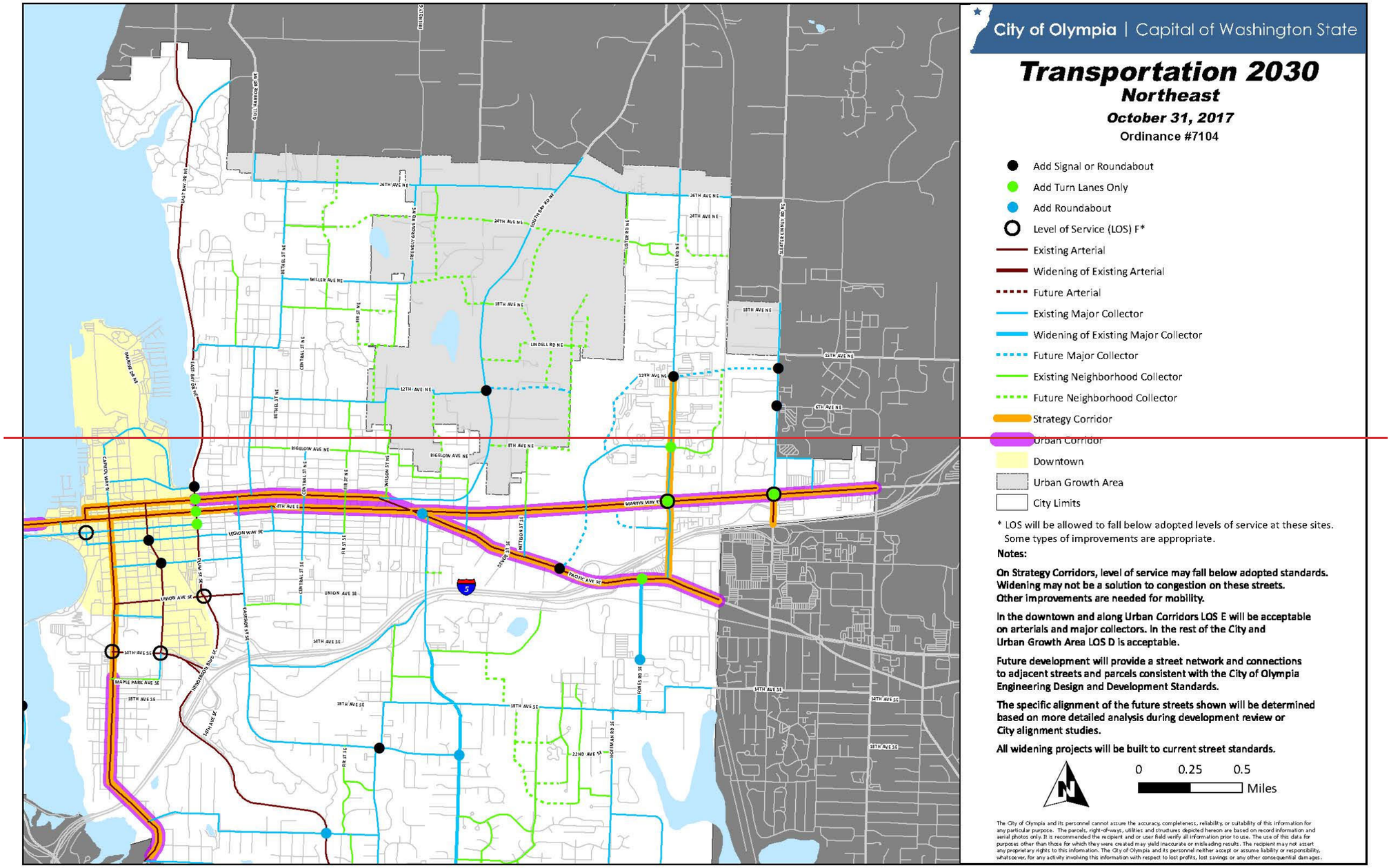
The City of Olympia adopted an ADA Transition Plan in 2021, which includes provisions for removing barriers to access in the public right-of-way for people with disabilities. It can be found at olympiawa.gov/ada.



~~View 2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Westside)~~

For More Information

- The City of Olympia Transportation Master Plan outlines prioritized projects for the next 20 years for all modes of transportation: walking and rolling, bicycling, riding transit, and driving.
- ~~The City of Olympia Transportation Mobility Strategy provides policy guidance for achieving a multimodal transportation system~~
- The City of Olympia ~~Engineering Design and Development Standards~~Engineering Design and Development Standards implements comprehensive plan goals and policies. These technical standards govern all new construction and modification of transportation and utilities infrastructure.
- The Thurston Regional Transportation Plan~~Thurston Regional Transportation Plan~~ describes how the region will work together to resolve regional problems and establish regional priorities.
- The Washington State Growth Management Act requires~~ guides~~ communities to develop comprehensive plans and development regulations that guide growth for the 20-year horizon.
- The Commute Trip Reduction Law~~City of Olympia Sidewalk Program (2003) is a list of prioritized sidewalk projects on Olympia's major streets~~
- ~~The City of Olympia Bicycle Master Plan (2009) includes recommendations for bicycle facilities development and education and encouragement activities~~
- ~~The Commute Trip Reduction Law~~ calls on all state employers and large employers in urban areas ~~of the state~~ to reduce drive-alone commute trips made by employees.
- The Thurston Regional Trails Plan~~Thurston Regional Trails Plan~~ defines off-street trail network priorities and issues throughout Thurston County.


City of Olympia | Capital of Washington State
Transportation 2030
Northeast
October 31, 2017
Ordinance #7104
Add Signal or Roundabout
Add Turn Lanes Only
Add Roundabout
Level of Service (LOS) F*
Existing Arterial
Widening of Existing Arterial
Future Arterial
Existing Major Collector
Widening of Existing Major Collector
Future Major Collector
Existing Neighborhood Collector
Future Neighborhood Collector
Strategy Corridor
Urban Corridor
Downtown
Urban Growth Area
City Limits
* LOS will be allowed to fall below adopted levels of service at these sites. Some types of improvements are appropriate.
Notes:
On Strategy Corridors, level of service may fall below adopted standards. Widening may not be a solution to congestion on these streets. Other improvements are needed for mobility.
In the downtown and along Urban Corridors LOS E will be acceptable on arterials and major collectors. In the rest of the City and Urban Growth Area LOS D is acceptable.
Future development will provide a street network and connections to adjacent streets and parcels consistent with the City of Olympia Engineering Design and Development Standards.
The specific alignment of the future streets shown will be determined based on more detailed analysis during development review or City alignment studies.
All widening projects will be built to current street standards.
0 0.25 0.5
Miles
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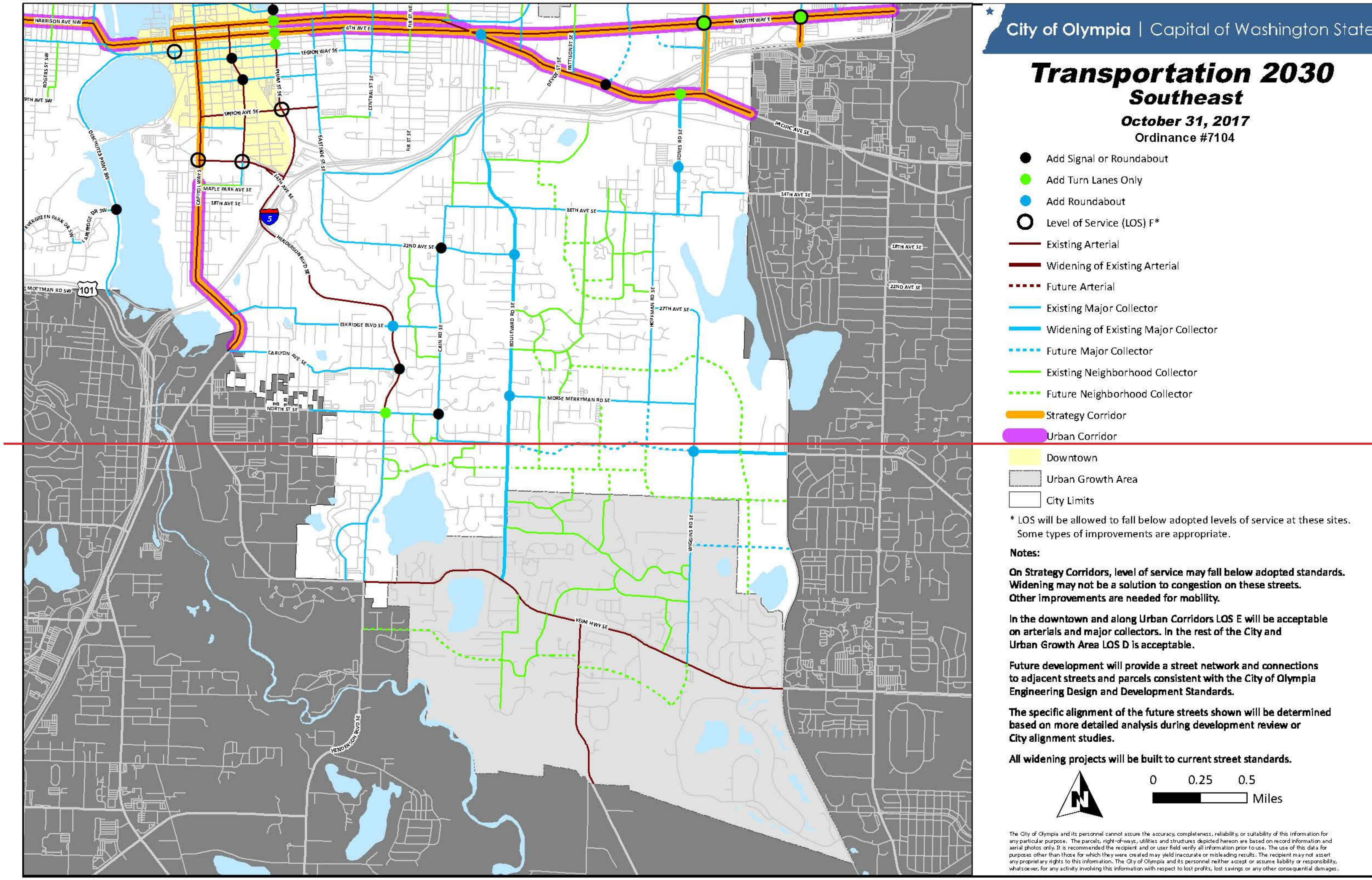
City of Olympia | Capital of Washington State
Transportation 2030
Southeast
October 31, 2017
Ordinance #7104
Add Signal or Roundabout
Add Turn Lanes Only
Add Roundabout
Level of Service (LOS) F*
Existing Arterial
Widening of Existing Arterial
Future Arterial
Existing Major Collector
Widening of Existing Major Collector
Future Major Collector
Existing Neighborhood Collector
Future Neighborhood Collector
Strategy Corridor
Urban Corridor
Downtown
Urban Growth Area
City Limits
* LOS will be allowed to fall below adopted levels of service at these sites. Some types of improvements are appropriate.
Notes:
On Strategy Corridors, level of service may fall below adopted standards. Widening may not be a solution to congestion on these streets. Other improvements are needed for mobility.
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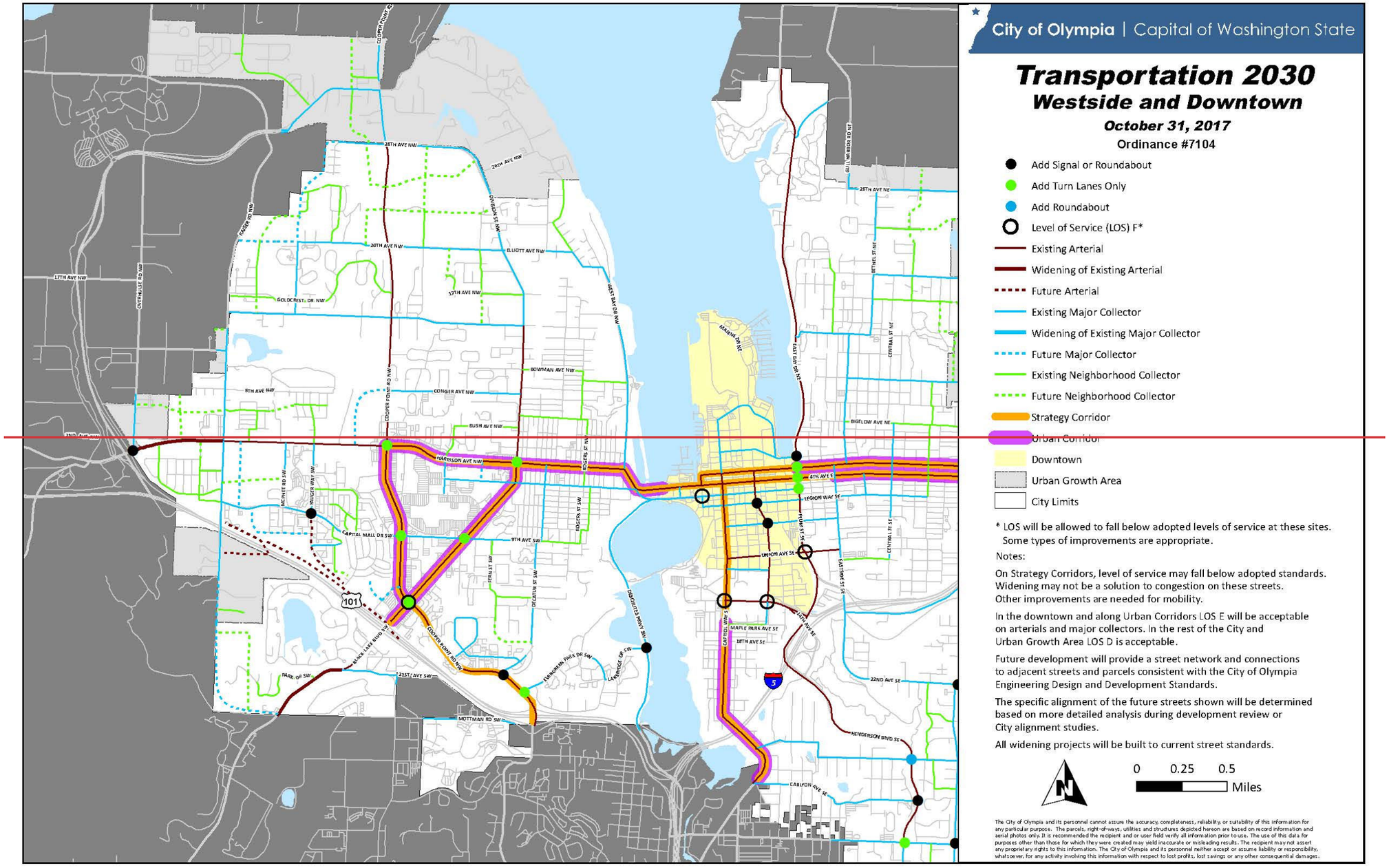
All widening projects will be built to current street standards.
0 0.25 0.5
Miles
N


City of Olympia | Capital of Washington State
Transportation 2030
Westside and Downtown
October 31, 2017
Ordinance #7104
Add Signal or Roundabout
Add Turn Lanes Only
Add Roundabout
Level of Service (LOS) F*
Existing Arterial
Widening of Existing Arterial
Future Arterial
Existing Major Collector
Widening of Existing Major Collector
Future Major Collector
Existing Neighborhood Collector
Future Neighborhood Collector
Strategy Corridor
Urban Corridor
Downtown
Urban Growth Area
City Limits
* LOS will be allowed to fall below adopted levels of service at these sites. Some types of improvements are appropriate.
Notes:
On Strategy Corridors, level of service may fall below adopted standards. Widening may not be a solution to congestion on these streets. Other improvements are needed to mobility.
In the downtown and along Urban Corridors LOS E will be acceptable on arterials and major collectors. In the rest of the City and Urban Growth Area LOS D is acceptable.
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All widening projects will be built to current street standards.
0 0.25 0.5
Miles
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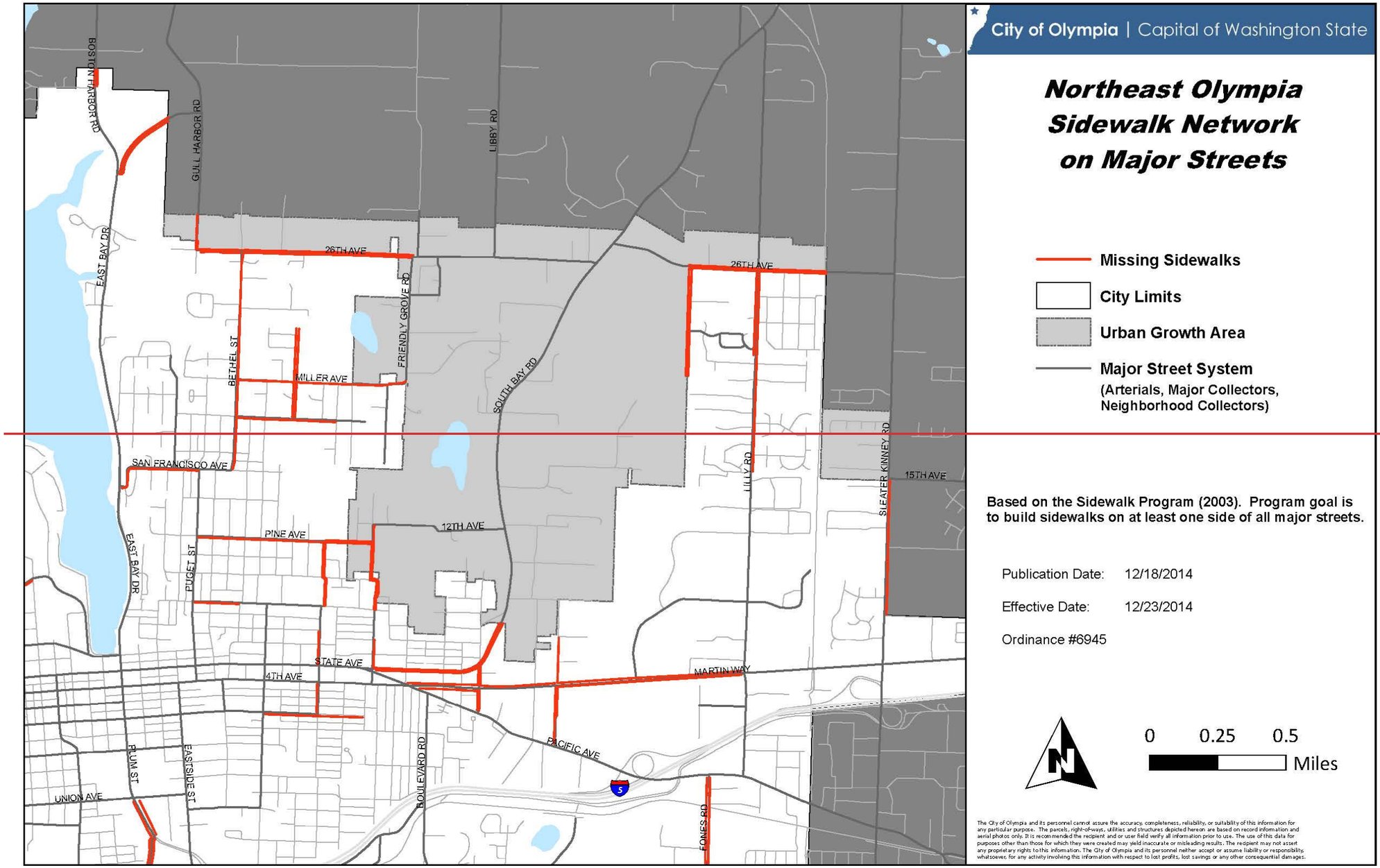


City of Olympia | Capital of Washington State

Northeast Olympia Sidewalk Network on Major Streets

- Missing Sidewalks
- City Limits
- Urban Growth Area
- Major Street System (Arterials, Major Collectors, Neighborhood Collectors)

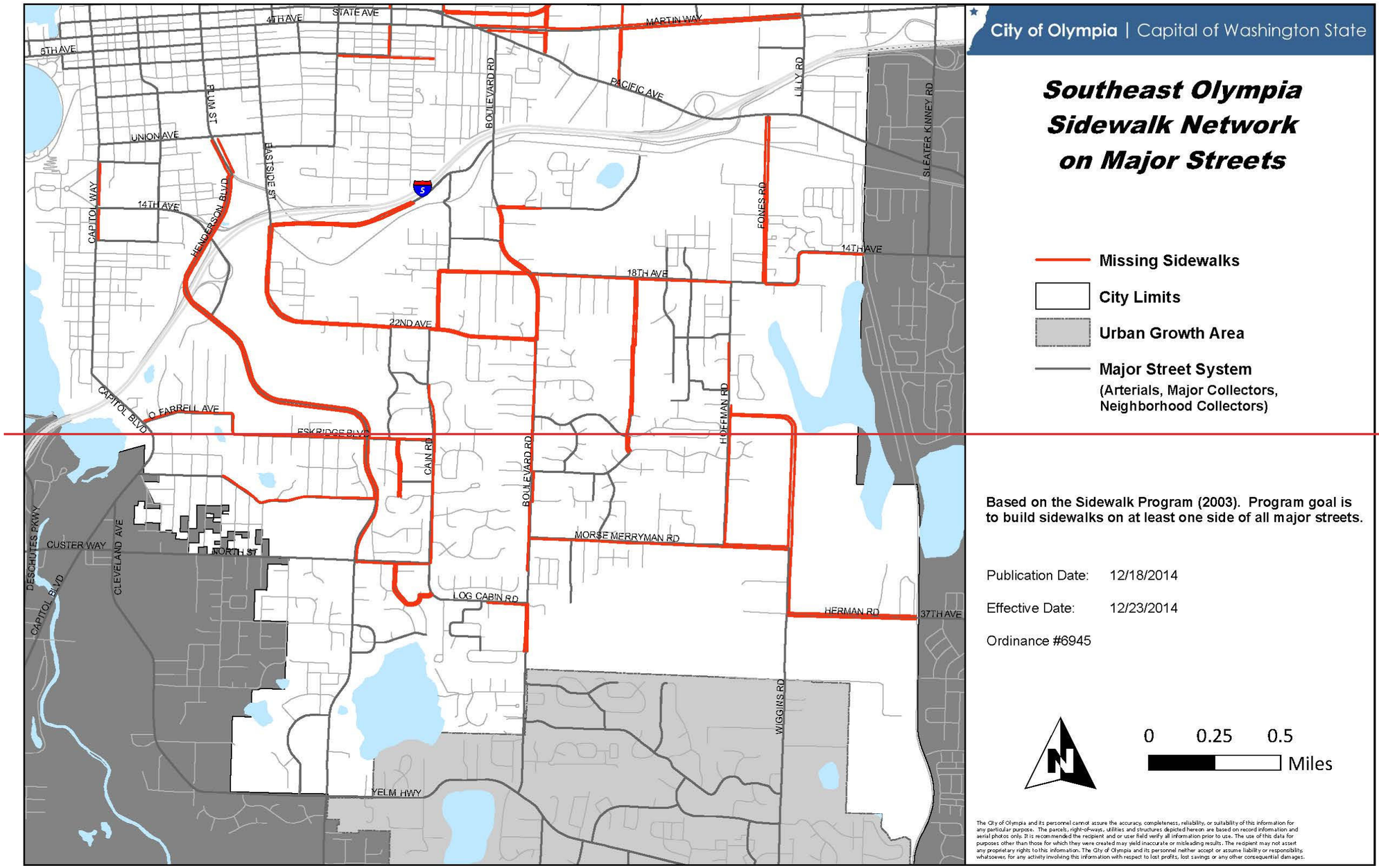
Based on the Sidewalk Program (2003). Program goal is to build sidewalks on at least one side of all major streets.

Publication Date: 12/18/2014

Effective Date: 12/23/2014

Ordinance #6945

0 0.25 0.5 Miles


4TH AVE
STATE AVE
5TH AVE
MARTIN WAY
PACIFIC AVE
LILLY RD
SLEATER KINNEY RD
BOULEVARD RD
PLUM ST
UNION AVE
EASTSIDE ST
CAPITOL WAY
14TH AVE
HENDERSON BLVD
FONES RD
14TH AVE
18TH AVE
22ND AVE
CAPITOL BLVD
O FARRELL AVE
ESKRIDGE BLVD
CAIN RD
BOULEVARD RD
HOFFMAN RD
DESCHUTES PKWY
CUSTER WAY
CLEVELAND AVE
NORTH ST
MORSE MERRYMAN RD
CAPITOL BLVD
LOG CABIN RD
HERMAN RD
37TH AVE
WIGGINS RD
YELM HWY
City of Olympia | Capital of Washington State
Southeast Olympia Sidewalk Network on Major Streets
Missing Sidewalks
City Limits
Urban Growth Area
Major Street System
(Arterials, Major Collectors, Neighborhood Collectors)
Based on the Sidewalk Program (2003). Program goal is to build sidewalks on at least one side of all major streets.
Publication Date: 12/18/2014
Effective Date: 12/23/2014
Ordinance #6945
0 0.25 0.5
Miles
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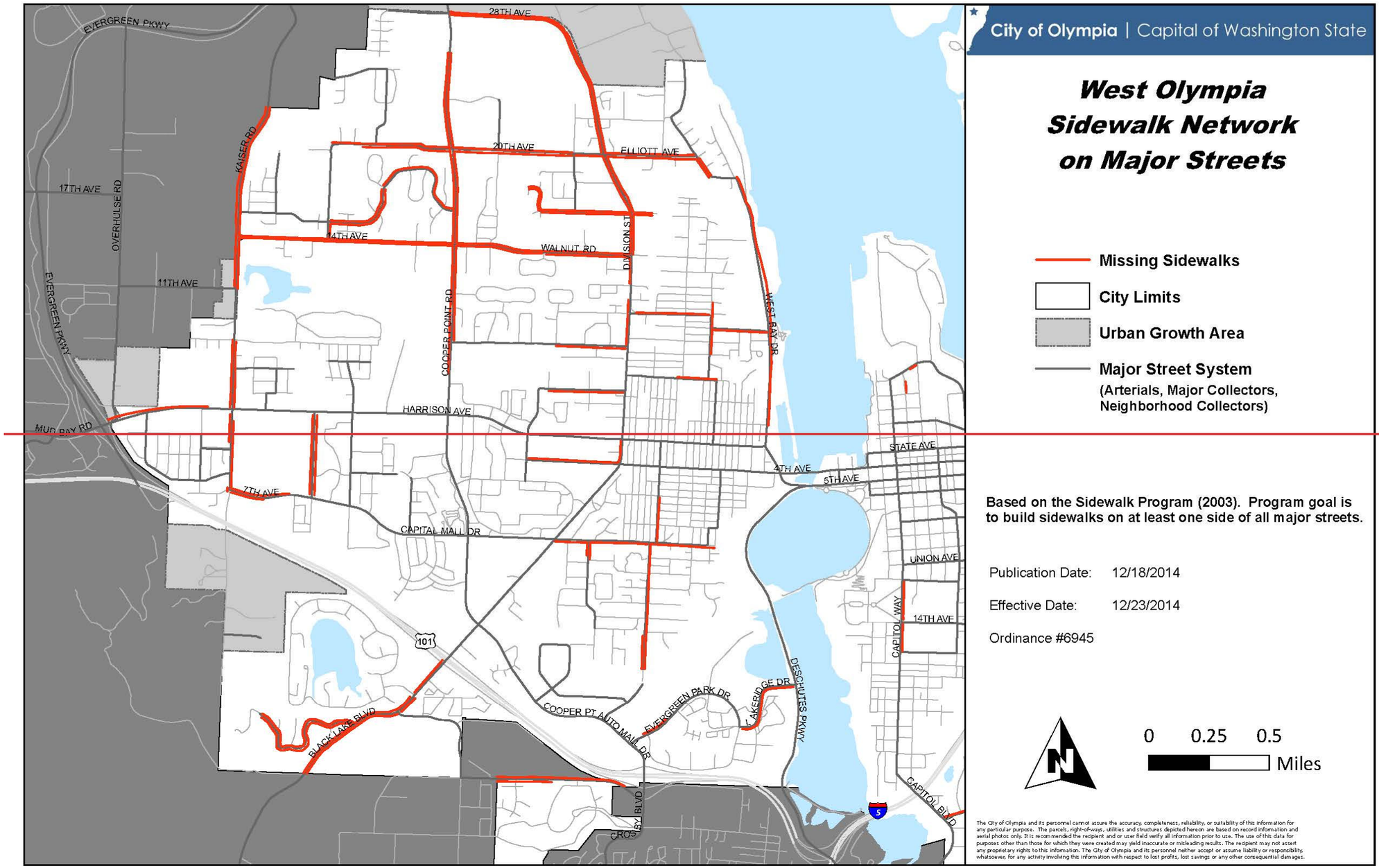


City of Olympia | Capital of Washington State

West Olympia Sidewalk Network on Major Streets

- Missing Sidewalks
- City Limits
- Urban Growth Area
- Major Street System (Arterials, Major Collectors, Neighborhood Collectors)

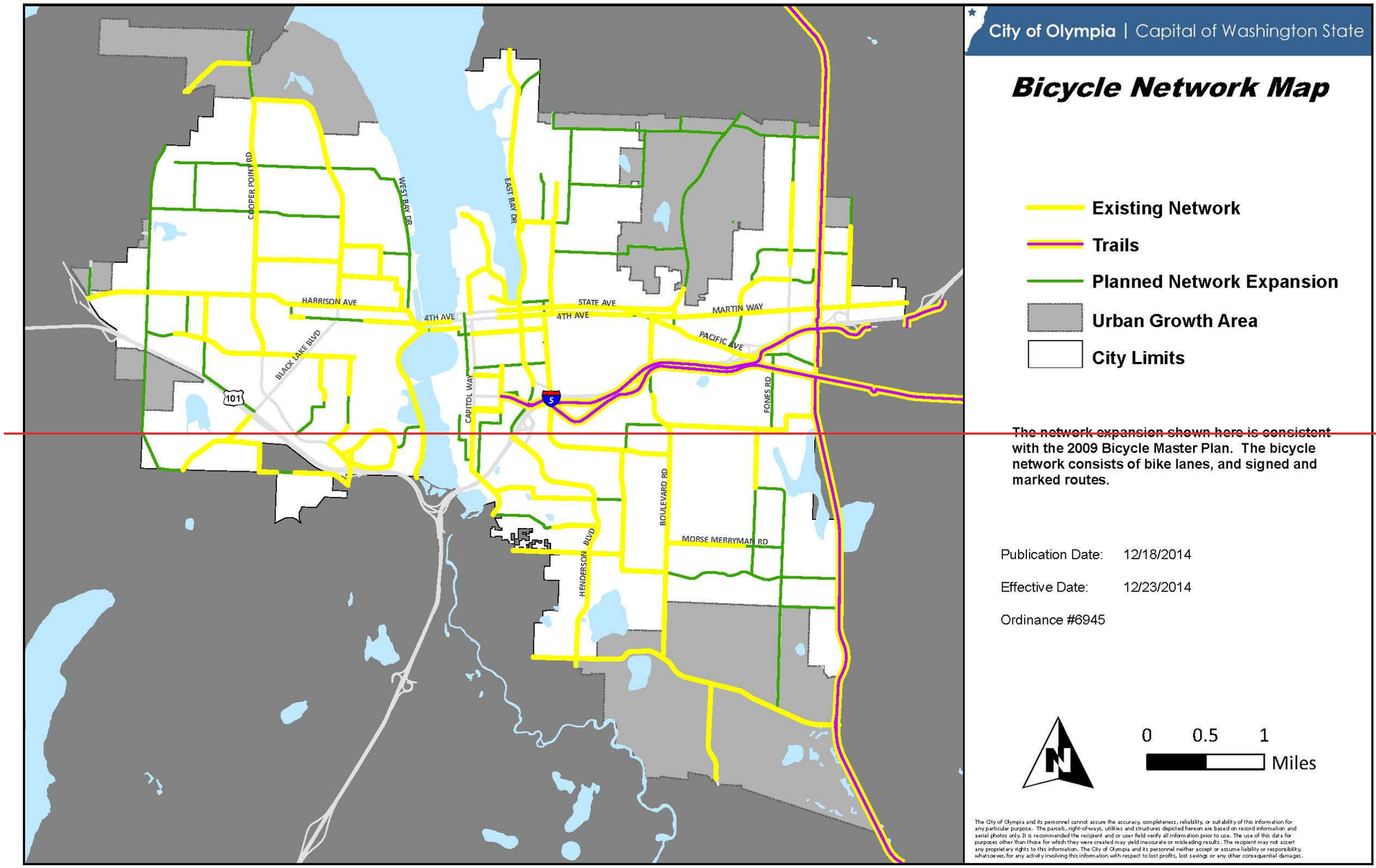
Based on the Sidewalk Program (2003). Program goal is to build sidewalks on at least one side of all major streets.

Publication Date: 12/18/2014

Effective Date: 12/23/2014

Ordinance #6945

0 0.25 0.5 Miles



City of Olympia | Capital of Washington State

Bicycle Network Map

- Existing Network
- Trails
- Planned Network Expansion
- Urban Growth Area
- City Limits

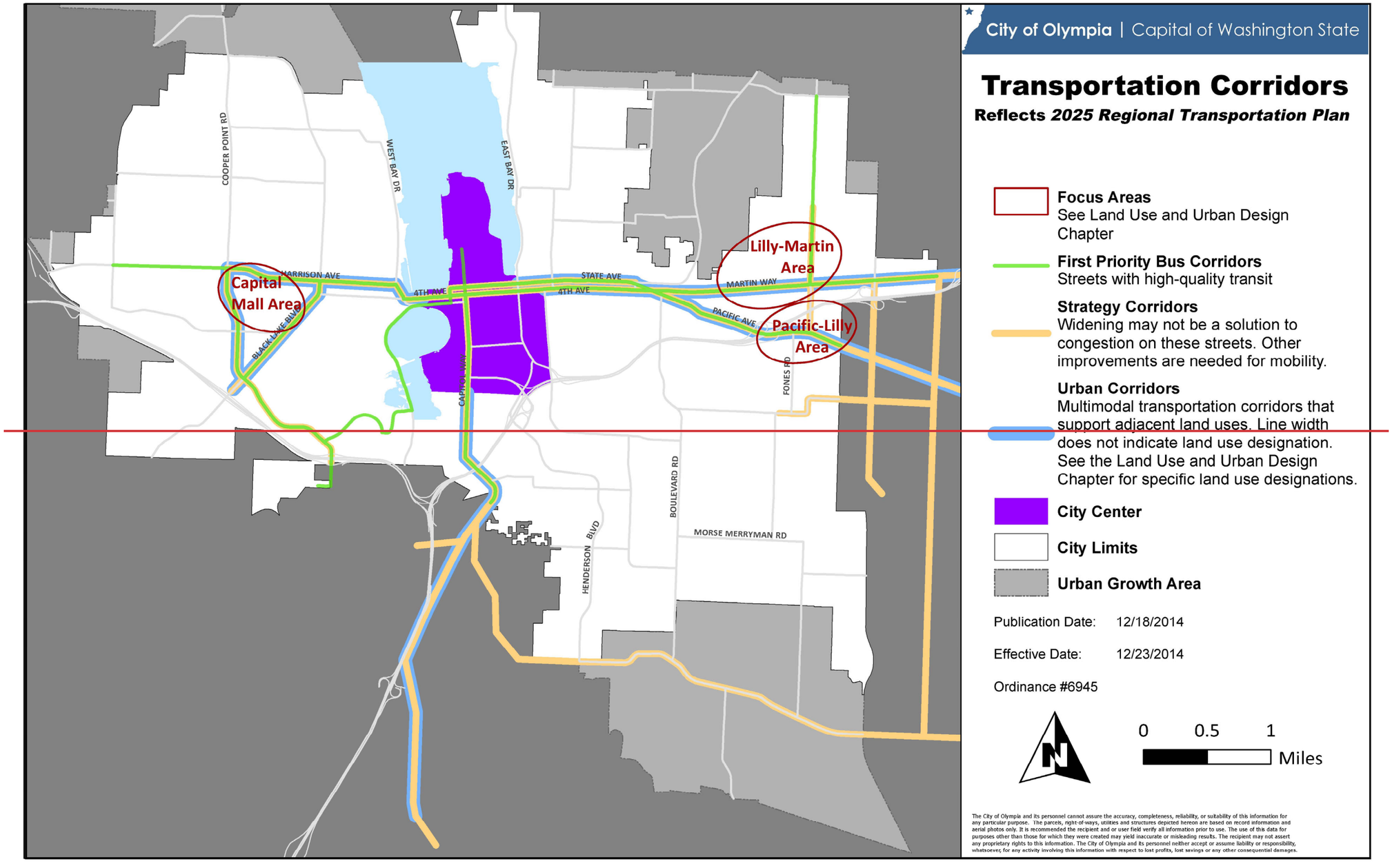
~~The network expansion shown here is consistent~~ with the 2009 Bicycle Master Plan. The bicycle network consists of bike lanes, and signed and marked routes.

Publication Date: 12/18/2014

Effective Date: 12/23/2014

Ordinance #6945

0 0.5 1 Miles


COOPER POINT RD
WEST BAY DR
EAST BAY DR
HARRISON AVE
4TH AVE
STATE AVE
4TH AVE
Capital Mall Area
BLACK LAKE BLVD
CAPITOL WAY
Lilly-Martin Area
MARTIN WAY
PACIFIC AVE
Pacific-Lilly Area
FONES RD
BOULEVARD RD
HENDERSON BLVD
MORSE MERRYMAN RD
City of Olympia | Capital of Washington State
Transportation Corridors
Reflects 2025 Regional Transportation Plan
Focus Areas
See Land Use and Urban Design Chapter
First Priority Bus Corridors
Streets with high-quality transit
Strategy Corridors
Widening may not be a solution to congestion on these streets. Other improvements are needed for mobility.
Urban Corridors
Multimodal transportation corridors that support adjacent land uses. Line width does not indicate land use designation. See the Land Use and Urban Design Chapter for specific land use designations.
City Center
City Limits
Urban Growth Area
Publication Date: 12/18/2014
Effective Date: 12/23/2014
Ordinance #6945
N
0 0.5 1
Miles
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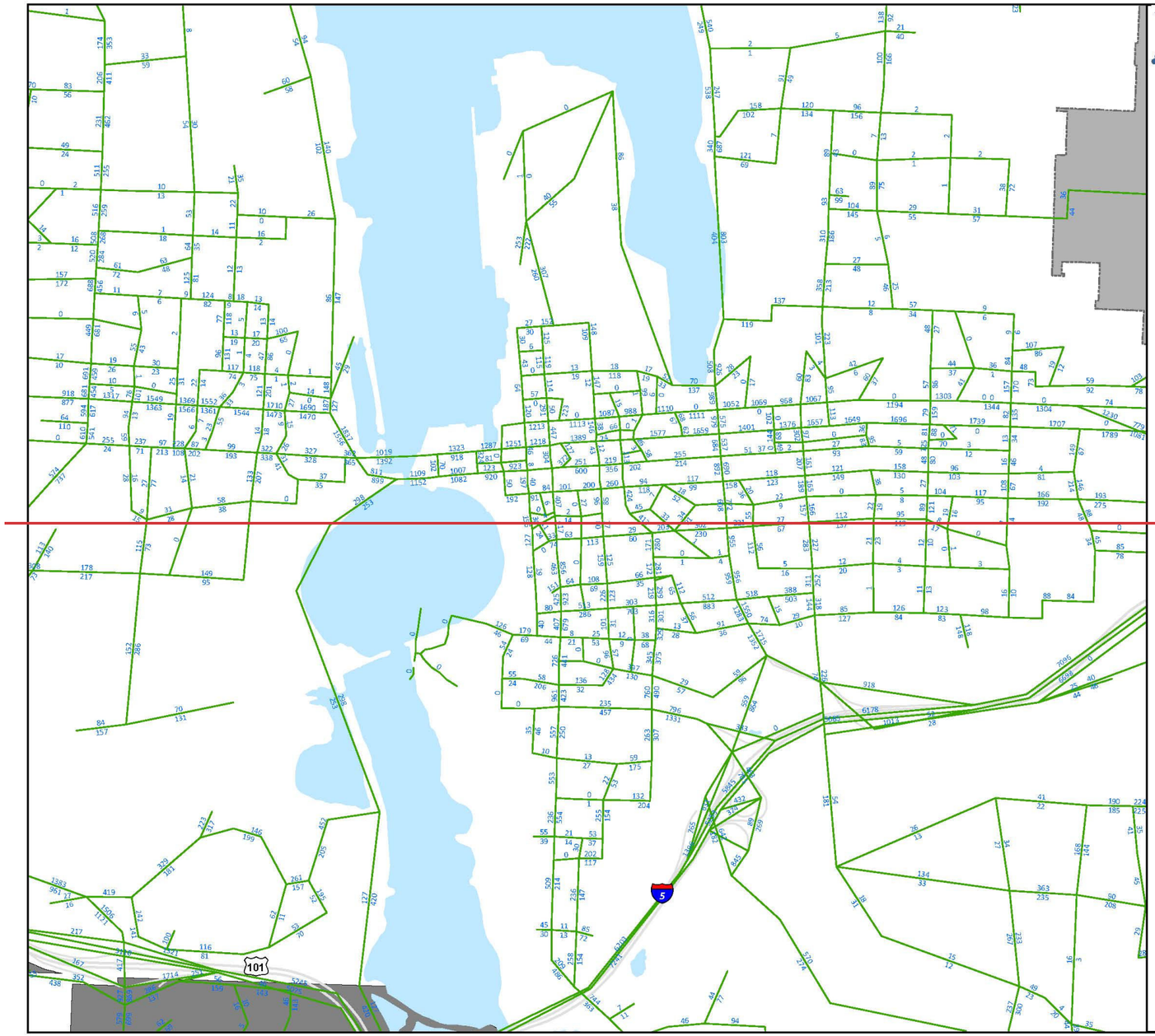


City of Olympia | Capital of Washington State

2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)

240 PM Peak Volumes (by direction)

Urban Growth Area

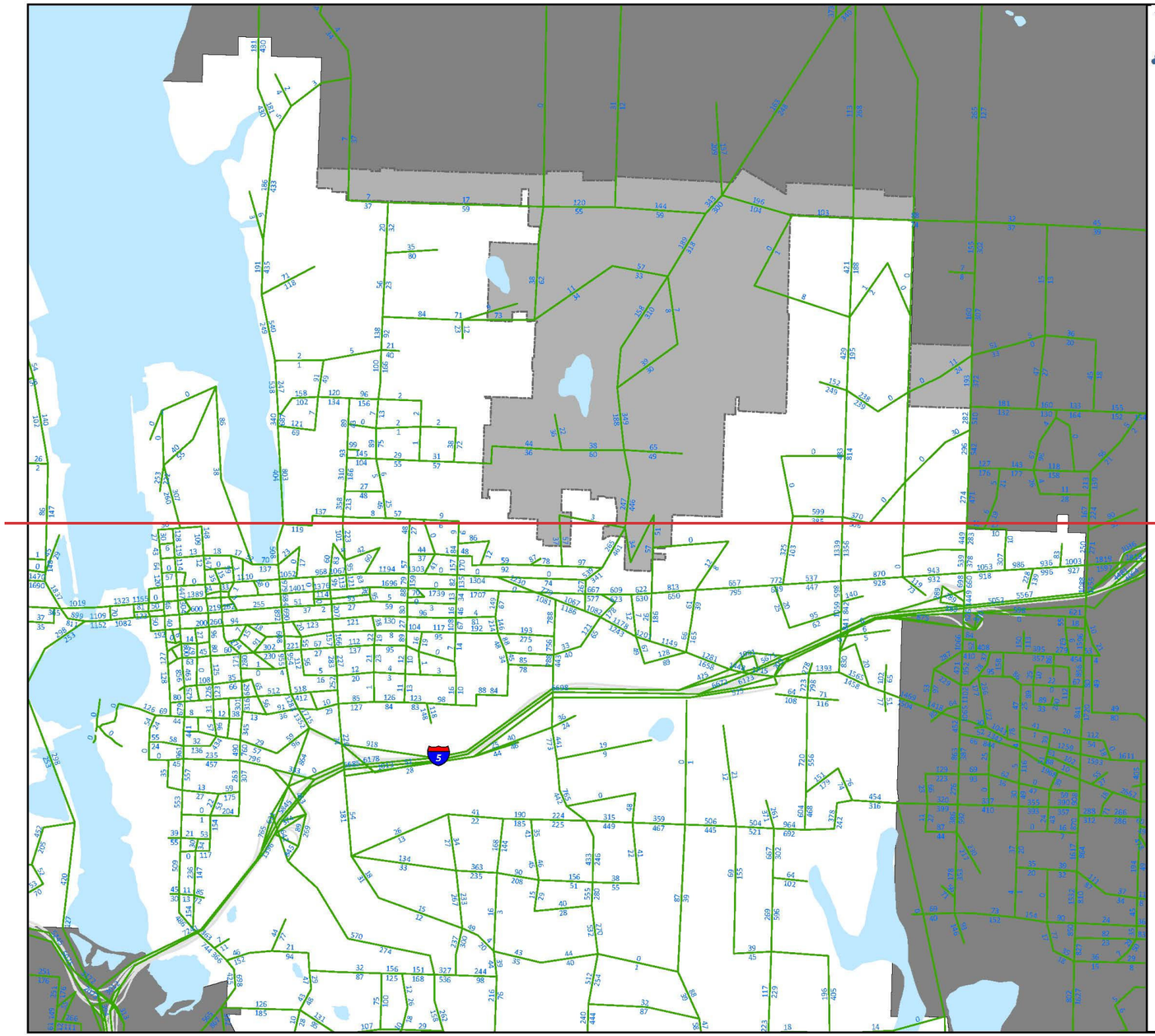
City Limits

Publication Date: 12/18/2014

Effective Date: 12/23/2014

Ordinance #6945

0 0.25 0.5 Miles



City of Olympia | Capital of Washington State

2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)

240 PM Peak Volumes (by direction)

Urban Growth Area

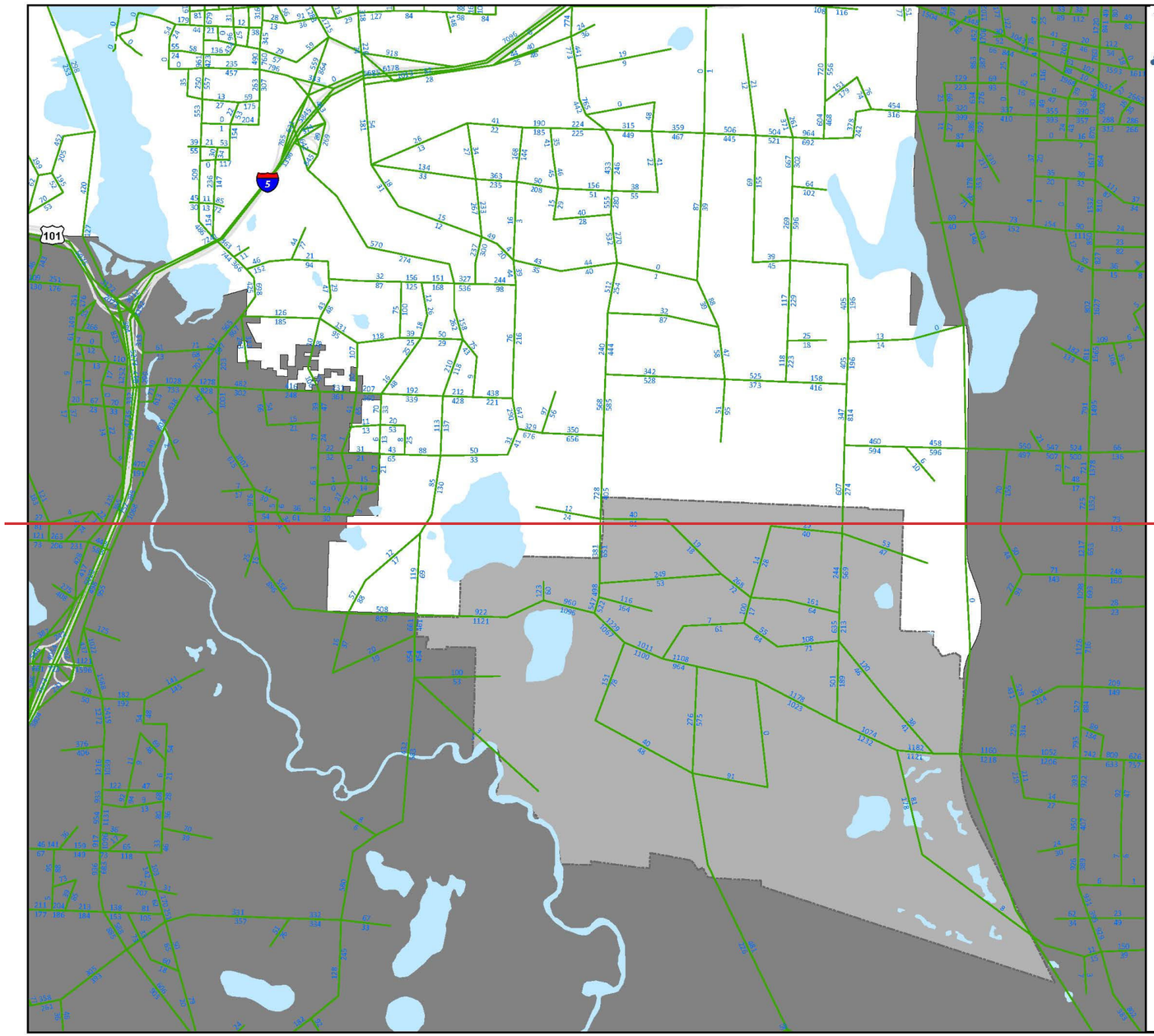
City Limits

Publication Date: 12/18/2014

Effective Date: 12/23/2014

Ordinance #6945

0 0.475 0.95 Miles



City of Olympia | Capital of Washington State

2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast)

240 PM Peak Volumes (by direction)

Urban Growth Area

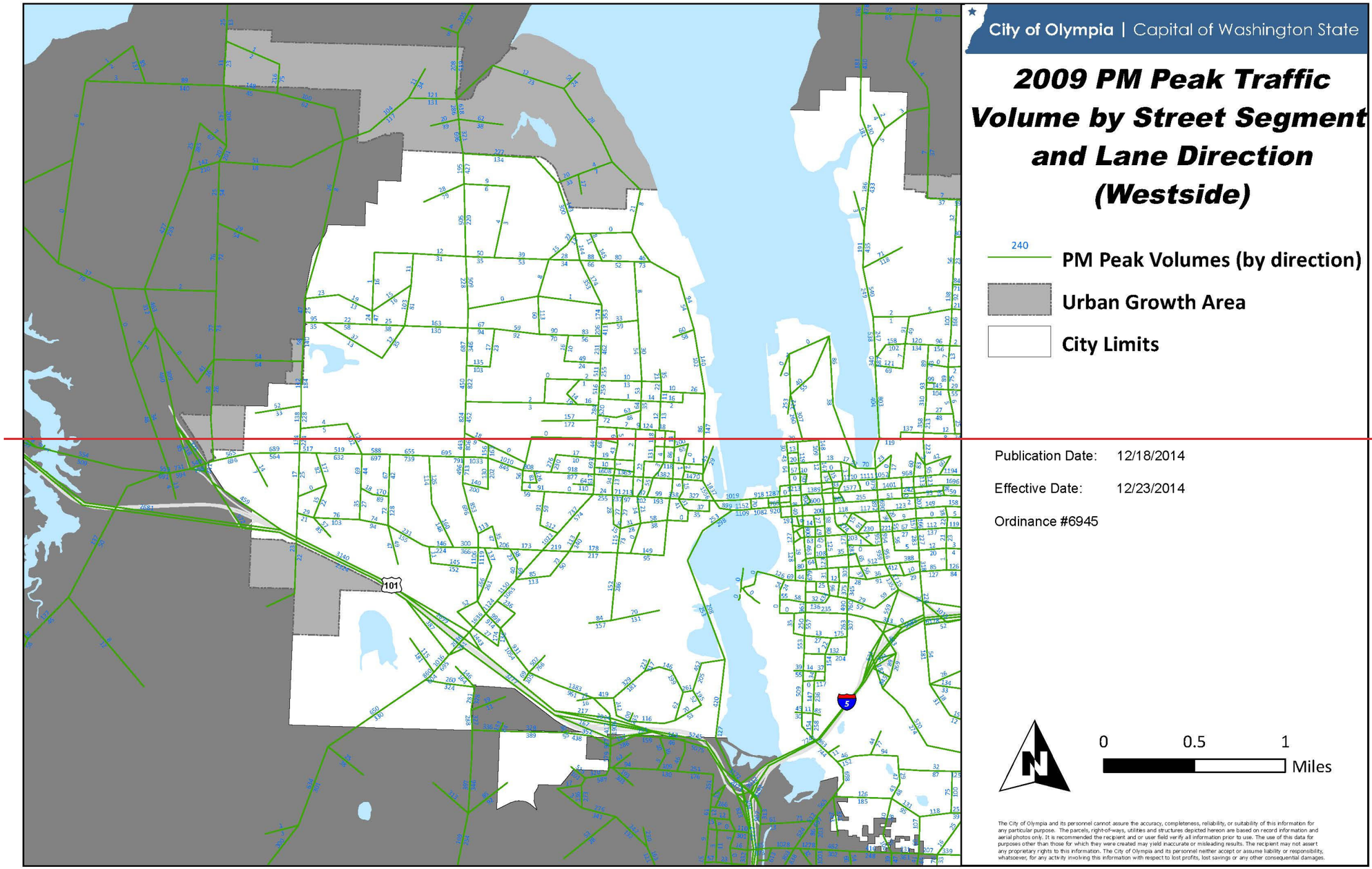
City Limits

Publication Date: 12/18/2014

Effective Date: 12/23/2014

Ordinance #6945

0 0.475 0.95 Miles



City of Olympia | Capital of Washington State

2009 PM Peak Traffic Volume by Street Segment and Lane Direction (Westside)

240 PM Peak Volumes (by direction)

Urban Growth Area

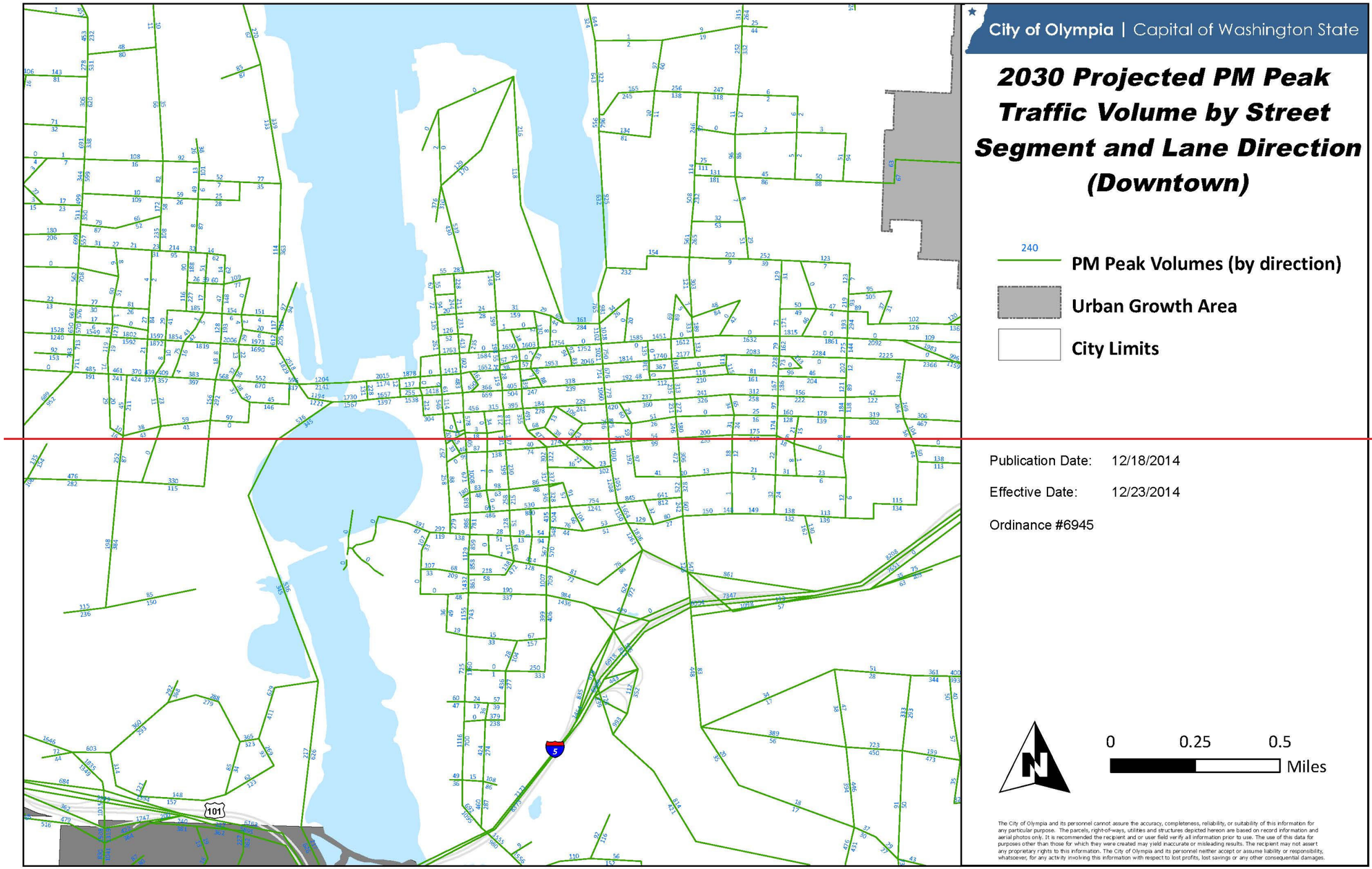
City Limits

Publication Date: 12/18/2014

Effective Date: 12/23/2014

Ordinance #6945

0 0.5 1 Miles



City of Olympia | Capital of Washington State

2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Downtown)

240 — PM Peak Volumes (by direction)

Urban Growth Area

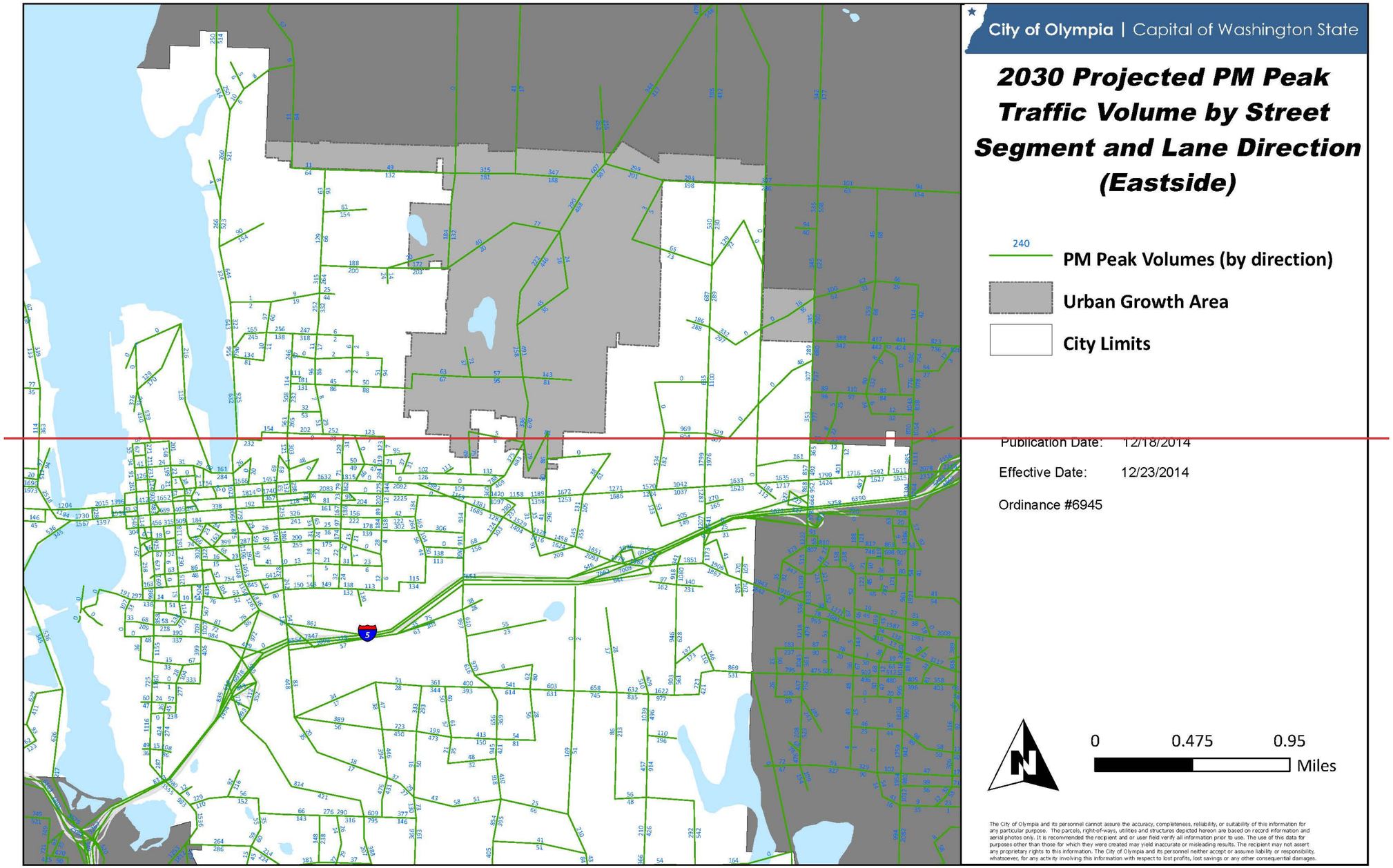
City Limits

Publication Date: 12/18/2014

Effective Date: 12/23/2014

Ordinance #6945

0 0.25 0.5 Miles



City of Olympia | Capital of Washington State

2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Eastside)

240 PM Peak Volumes (by direction)

Urban Growth Area

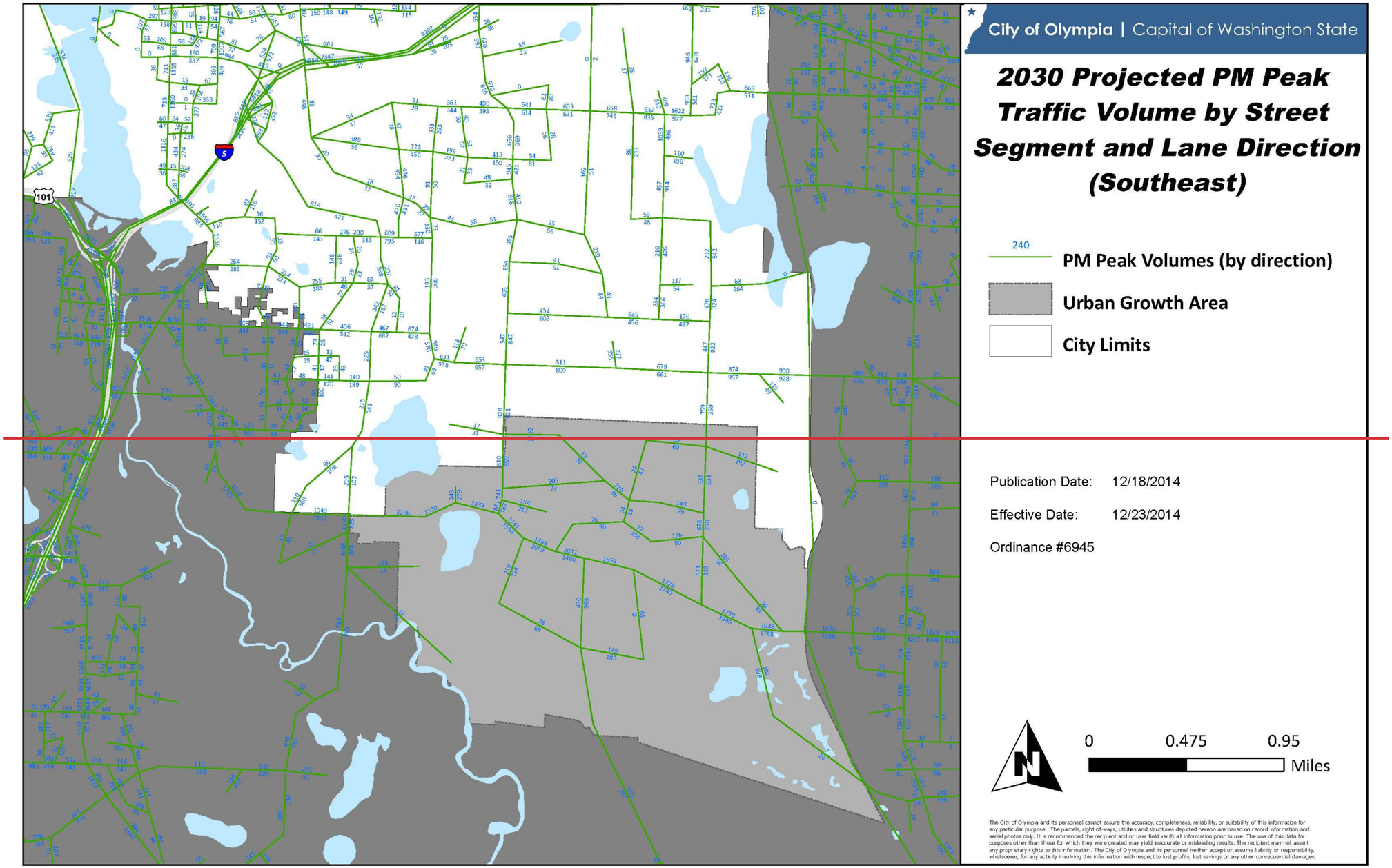
City Limits

Publication Date: 12/18/2014

Effective Date: 12/23/2014

Ordinance #6945

0 0.475 0.95 Miles


City of Olympia | Capital of Washington State
2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Southeast)
240
PM Peak Volumes (by direction)
Urban Growth Area
City Limits
Publication Date: 12/18/2014
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Ordinance #6945
0
0.475
0.95
Miles
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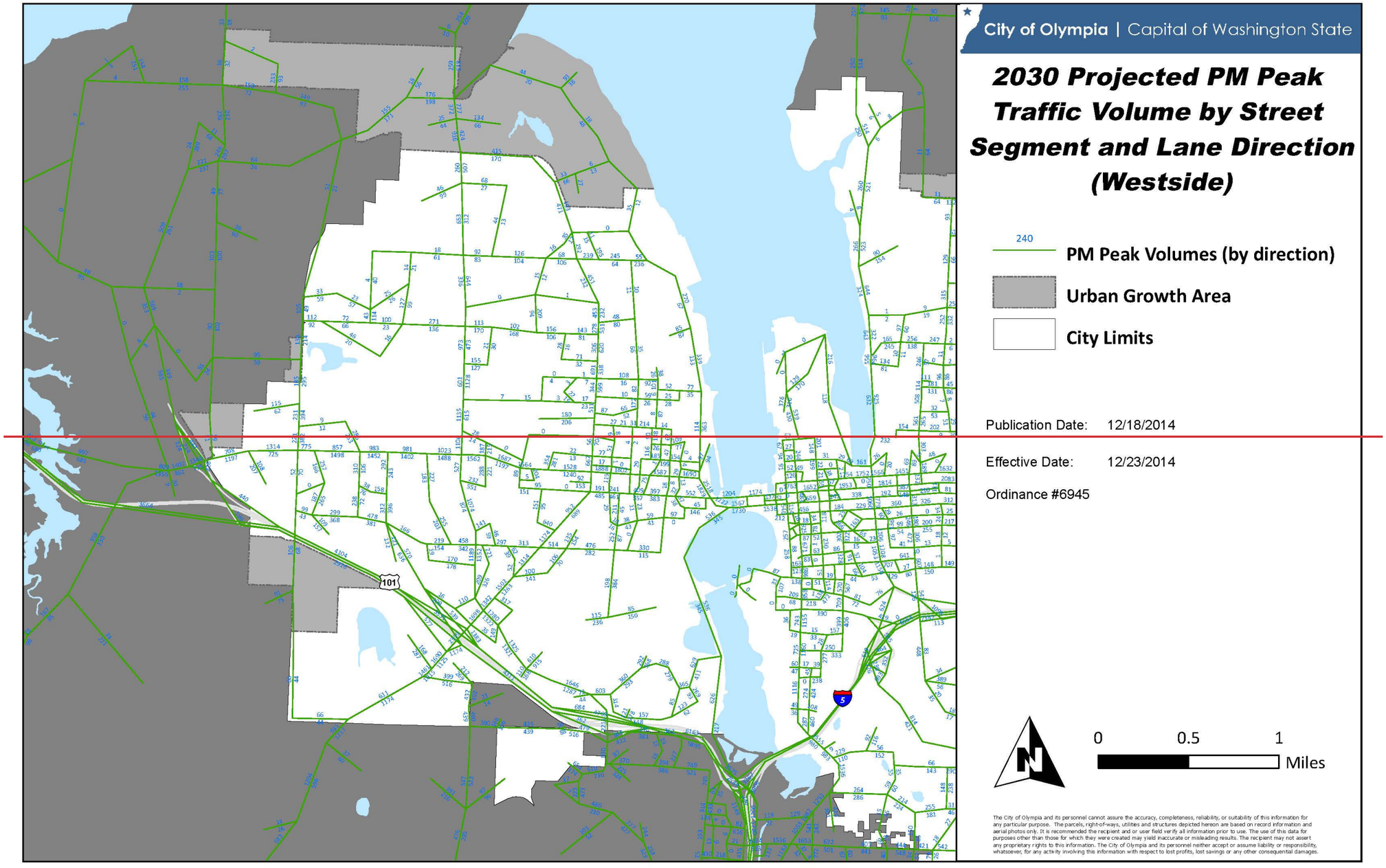

City of Olympia | Capital of Washington State

2030 Projected PM Peak Traffic Volume by Street Segment and Lane Direction (Westside)

240 PM Peak Volumes (by direction)

Urban Growth Area

City Limits

Publication Date: 12/18/2014

Effective Date: 12/23/2014

Ordinance #6945

0 0.5 1 Miles