

# Olympia 2045

## Significant changes to Transportation Chapter

### Overview

This update is a “periodic” one, meaning it is an opportunity to fine-tune the existing Comprehensive Plan, adopted in 2014. Our focus for this update is to:

- Incorporate some of the policy refinement that came from Olympia’s first-ever Transportation Master Plan, adopted in 2021.
- Change goals or policies that we have found prevent us from achieving the Plan’s transportation vision of “complete streets that move people, not just cars.”

The significant changes follow.

### Values and vision

- Added language to more explicitly address equity.
- Broadened description of safety, so it’s less focused on traffic collisions.
- Removed language about parking, as it seemed too detailed to be a value or part of a vision.

### Climate change

- Added this section to comply with an update to the Growth Management Act.

### Equity

- Added this section to comply with an update to the Growth Management Act.

### Complete streets

- Added PT6.15 to reflect the current practice: “Regularly analyze collision data and prioritize safety projects for pedestrians and bicyclists.”

### Connectivity

- Redrafted introduction to clarify the goals and policies.
- Removed GT5 and incorporated some of its supporting policies into GT9.

### Transit

- Removed bus corridors section. In many places bus corridors overlapped with urban corridors, which is where long-standing policies have been in place to support frequent transit service. Where bus corridors did not align with urban corridors, rarely was zoning in place to create the density needed to support transit.
- Moved some of the supporting policies for bus corridors into the urban corridors section.

### Walking

- Added “rolling” to be explicitly inclusive of people who use walking aids.

## Bicycling

- Incorporated low-stress bike network developed in Transportation Master Plan.

## Transportation Demand Management

- Expanded to address reducing all vehicle trips while still noting those that can lead to congestion, such as work or school trips.

## Parking

- Changed to address everyone who parks rather than focus on commuters.

## Funding

- Removed several sections that were addressed in the Transportation Master Plan.

## Appendix A: Transportation Planning History

- Removed, as most topics were either no longer relevant or superseded by the Transportation Master Plan.
- Moved a few topics to other sections. Urban and strategy corridors moved to the Regional Planning and Corridors section. Southeast street connections moved to Appendix A: Transportation 2045 Street Classification and Connectivity Maps introduction.