

Topic: #B13, Edits to Transportation Chapter

OPC Sponsors: Roger Horn/Larry Leveen

OUTCOME FROM 2/25/13: MOTION PASSED TO RECOMMEND THE FOLLOWING

- Exception: Where policy # is highlighted, items were recommended on 3/13/13

Change Text - Complete Streets

Complete streets are those built for pedestrians, bicyclists, and transit riders, as well as cars, trucks and buses. Complete streets are needed to increase the number of people walking, biking and using transit, while meeting the safety needs of motor vehicles. Complete street policies complement other goals related to economic vitality, reducing congestion, increasing land-use density, minimizing environmental impacts, and providing people more opportunities to be physically active.

Goals and Policies

GT1: All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human scale, while accommodating motor vehicles, and to reinforce and encourage safe driver behavior.
Rationale: Suggestion by Thera Black. Consistent with policies in this section addressing transportation safety.

PT1.2: Build streets to be as narrow as possible in individual lane width and overall width to discourage speeding, while facilitating the movement of larger vehicles, as needed to the level appropriate for the area uses.

PT1.3: Establish speed limits to create a safe environment for pedestrians and bicyclists, 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 collector and 20 miles per hour on local access streets, and in the City Center.

*Put in letter that this might be able to be addressed through sub-area planning

PT1.4: Mitigate the impacts of high traffic volumes by creating buffers between pedestrians and motor vehicles with on-street parking, street trees, and planter strips, building wide sidewalks, and creating interest along the street with amenities and building design.* Put in letter that City might consider buffers for bicycle lanes

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PT1.7: Use medians for access control and to keep the number of motor vehicle lanes to a minimum. ~~Use medians for pedestrian crossing islands, and to enhance the beauty of a street.~~

PT1.75: Use medians for pedestrian crossing islands, and to enhance the beauty of a street.

PT1.8: Build streets in a grid pattern of small blocks to allow streets to be narrow and low-volume, encourage walking, and to provide travelers with a choice of routes.

Add: PT1.95: 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 roadway.

PT1.11: ~~Recognize the unique character of a street and the unique use of a street by pedestrians, bicyclists, or transit.~~ Consider modified street design to enhance the function for all modes and to support the unique identity of a street.

PT1.12: Provide adequate street and public pathway lighting for the safety of all modes in a manner that reduces light pollution.

GT2: As new streets are built or existing streets are reconstructed, multimodal features ~~will be~~ added. Features defined for different types of streets are specified in the [City of Olympia Engineering Design and Development Standards](#).

PT2.1: Build arterial streets to serve as primary routes connecting urban centers and the regional transportation network. These streets include bike lanes, sidewalks, planter strips, and pedestrian crossing features and other amenities that support pedestrian comfort and safety, ~~and in dense areas, a high-quality streetscape.~~

PT2.2: Build major collector streets to connect arterials to residential and commercial areas. These streets include bike lanes, sidewalks, planter strips, and pedestrian crossing features, ~~and in dense areas, a high-quality streetscape.~~

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PT2.3: Build neighborhood collectors to provide circulation within and between residential and commercial areas. These streets include sidewalks and planter strips. Selected neighborhood collectors include bike lanes, or signs and markings to designate a bike route (see Appendix D: Bike Network Map and List). These streets may also include pedestrian crossing features, ~~and in dense areas, a high-quality streetscape.~~

PT2.4: Build ~~small~~ local access streets to provide direct connections to properties within neighborhoods. All new local access streets include sidewalks and planter strips. Local access streets may include signs and markings to direct cyclists to the larger bicycle network.

PT2.5: Provide transit stops and service accommodations, based on Intercity Transit's criteria. Include sidewalk access to all designated stops and consider pedestrian crossing improvements to facilitate access, including mid-block crossing islands on high volume streets.

PT2.6: Install or Allow-allow traffic-calming devices on local access, neighborhood collector, and some major collector streets, where speeds, volumes and other conditions indicate a need. Consider pedestrian, bicyclist and transit bus safety and access when installing traffic calming devices.

PT2.7: ~~Add~~ Allow on-street parking ~~to on~~ local access and neighborhood collector streets, ~~to serve as a pedestrian buffer and to~~ provide direct access to properties.

PT2.8 Prioritize adding ~~Build~~ bulb-outs ~~at street corners~~ for shorter pedestrian crossings and traffic calming on existing arterials and major collectors with on-street parking. Consider building bulb-outs on local access and neighborhood collector streets with on-street parking where overall narrowing of the street is not possible. ~~Build bulb-outs on local access and neighborhood collector streets with on-street parking. Add bulb-outs to existing arterials and major collectors with on-street parking.~~

GT3: Streets allow the efficient delivery of goods and services.

PT3.1: Design streets to allow the efficient and safe delivery of goods and services, providing access for buses, commercial trucks, emergency and other public service vehicles at an appropriate scale for the local uses.

PT3.2: ~~Provide access on all streets for public and commercial needs, while keeping street widths as narrow as possible to maintain a human-scale environment.~~ Designate and enforce appropriate linear curb space for loading and unloading of commercial vehicles in urban areas.

PT3.3: Consider large ~~truck~~ vehicle movement in the design of arterial and major collector streets,

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particularly at intersections and on streets in industrial zoned areas and mixed use areas.

PT3.4: ~~Encourage~~ Require alleys and retain alleys as public right-of-way.

PT3.5: ~~Encourage~~ Require alleys 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.

PT3.55: Maintain functionality of alleyways for delivery and service vehicles by ensuring they are not blocked by trash receptacles, cars or other obstructions.

PT3.6: ~~Provide access to individual properties from the smallest type of street when a lot fronts more than one street.~~

PT1.9: Minimize driveway curb cuts along major streets to reduce conflicts between vehicles and bicyclists and pedestrians. Use shared driveways, or provide access off side streets and alleys.

GT4: The street network is a well-connected system of small blocks allowing short trips that are direct for pedestrians, bicyclists, transit users, motorists, and all types of service vehicles.

PT4.1 Connect streets in a grid-like pattern of smaller blocks. ~~Idea~~ Block sizes should range from 250 feet to 350 feet in residential areas and up to a maximum of 550 500 feet along arterials.

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

PT4.8 Build new arterials, major collectors and neighborhood collectors based on the general location defined on the Transportation Maps in Appendix B. ~~and using the guidance~~ Require use of the [Engineering Design and Development Standards for such roadways.](#)

PT4.10 Require that ~~Ensure~~ new developments connect to the existing street network and also provide for future street connections to ensure the gridded street system is built out concurrently with future development.

PT4.11: Retrofit existing development into a pattern of short blocks.

PT4.13: Build an adequate network of arterials and collectors to discourage heavy traffic volumes on local access streets. [For more information see: Appendix B: Transportation 2030 Street Capacity

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and Connectivity Project List and Maps. – Consider using this format where Appendix mentioned in other policies]

PT4.14: Build a dense grid of local access and collector streets to provide multiple points of ingress/egress from a neighborhood, and so that local traffic does not have to use arterial streets for trips within the neighborhood.

PT4.15: ~~and~~ Only allow cul-de-sacs as the result of topographic and environmental constraints. Cul-de-sacs that are built 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.

GT5: Pathways enhance the transportation network by providing direct and formal off-street routes for bicyclists and pedestrians.

PT5.2: Require new development to ~~look for opportunities to~~ provide pathways and connect to adjacent developed properties in order to provide direct bicycle and pedestrian routes. These will be at the same interval spacing as street spacing requirements or at closer intervals.

PT5.4: The City will coordinate with the State regarding increasing bicycle and pedestrian permeability of the Capitol Campus.

GT7: Impacts of new development on the transportation system are addressed by establishing level-of-service standards that indicate when improvements are needed.

***PT7.1** Measure level-of-service using the average vehicle volumes that occur during the highest volume consecutive two-hour period. Use the two-hour level of service as a screening tool to determine capacity needs at intersections and along streets. Consider location efficiency in this calculation to remove disincentives for development along Urban Corridors where increased density is desired.

PT7.2: Determine the need for, and feasibility of, motor vehicle capacity improvements by considering street hierarchy and street spacing criteria; environmental, social, and urban form impacts; cost; and physical constraints.

PT7.25: Consider signal upgrades and signal timing as standard elements in addressing congestion.
Rationale: New Policy. In every analysis, we should consider these cost-effective, congestion-reducing strategies as an alternative to, or adjunct to, building additional capacity.

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PT7.3: ~~Ensure that a~~ No street will exceed the width of five general purpose auto lanes (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

PT7.4 ~~Consider roundabouts as a strategy to maintain mobility along a street with minimizing street widening.~~

PT7.5: Establish and maintain appropriate level-of-service using the following guidelines; (see street system maps in Appendix B and Corridor map in Appendix H):

- Level-of-service E will be acceptable on arterials and major collectors in the City Center and along Urban Corridors
- Level-of-service D will be acceptable in the rest of the City and Urban Growth Area
- Higher levels of service may be maintained in parts of the City because of low-traffic demand
- For some intersections, level-of-service is F is acceptable
- **On Strategy Corridors, where widening is not an option, levels-of-service may ~~exceed~~ fall below adopted standards**

GT8: The impacts of new land-use development on the transportation system are mitigated appropriately.

PT8.1: Require mitigation for new developments so that transportation level of service does not fall below adopted standards except where adopted policies allow.

PT8.2: Construction of improvements or contribution of funds may be required of new development to help the function and safety of the street, such as installation/upgrades/timing/re-timing of traffic signals, installation of bike lanes, pedestrian improvements, turn pockets, special lanes for buses and conversion of signalized intersections to roundabouts.

GT9: In designated Strategy Corridors, when road widening is not an option, mobility and system capacity is ~~added~~ increased through increasing the addition of walking, biking and transit trips facilities, supportive land use, and by eliminating system inefficiencies.

PT9.2: Review and update concurrency ordinances as appropriate to implement multimodal and system efficiency strategies in Strategy Corridors. (See Concurrency Report explanation in Appendix A.)

GT10: System capacity improvements ~~move~~ focus on moving people and goods more efficiently,

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minimizing congestion is minimized by replacing car trips with walking, biking and transit trips, and by increasing system operational efficiency and reliability.

~~GT12 Growth will be concentrated in our urban areas, making walking, biking and transit viable modes for more people.~~

~~PT12.1 Promote infill and densification, in order to reduce motor vehicle trips and make the best use of the multimodal transportation network.~~

~~PT12.2 Use zoning to create housing near places of employment, allowing people to live closer to where they work, reduce trip lengths and increase access to walking, biking and transit.~~

GT12: A mix of strategies is used to concentrate growth in the City, which both supports and is supported by walking, biking and transit.

***PT12.1:** Consider upzoning in the downtown core and along parts of the Urban Corridor, while maintaining lower densities in the periphery of the City.

***PT12.2:** Consider a geographically-influenced impact fee based on costs that would likely incentivize (re)development in the downtown core and along parts of the Urban Corridor.

*** PT12.3:** Consider incentives to address the specific challenges downtown redevelopment faces.

*** PT12.4:** Promote infill in close-in neighborhoods, and densification in activity centers and downtown in order to reduce sprawl, to reduce motor vehicle trips and make the best use of the existing transportation network.

*** PT12.5:** Allow residential uses in commercial and employment areas in order to reduce commute and errand trip distances and increase the feasibility of alternatives to driving alone.

*** PT12.6:** Allow neighborhood centers in residential areas to reduce commute and errand trip distances and increase the feasibility of alternatives to driving alone.

GT13: Greater density along priority ~~to~~ Bus ~~to~~ Corridors optimizes investments in transit and makes transit an inviting mode of travel. (See Appendix H, the Corridors map for Bus Corridors.)

PT13.1: ~~Achieve~~ Encourage transit-supportive density and land-use patterns along priority ~~to~~ Bus ~~to~~ Corridors, through zoning, incentives and other regulatory tools.

PT13.2: Guide transit-dependent land uses to locate on priority ~~to~~ Bus ~~to~~ Corridors. This includes

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schools, public services, major employers, and senior and multi-family housing.

***PT14.1:** Retrofit City streets in Urban Corridors to City Street Standards to attract new development and increase densities.

***PT14.2:** Request the State of Washington include Urban Corridors in the State's preferred leasing area, so that state buildings are easily accessible by walking, biking and frequent transit.

***PT14.3:** Encourage public agencies to build in the Urban Corridors, so that they are easily accessible by walking, biking and transit and support the City's transportation-efficient land use goals.

***PT 14.4:** Partner with the cities of Lacey and Tumwater to pursue the coordinated transportation and land use objectives associated with the region's premier transit corridors of Martin Way, East 4th and State Avenues, Pacific Avenue and portions of Capitol Way/Boulevard.

GT16: Bus corridors have high-quality transit service allowing people to ride the bus spontaneously, and easily replace car trips with trips by bus.

PT16.1: Develop a system of bus corridors with fast, frequent and predictable service. Transit service should operate at least every 15 minutes on weekdays where supported by land use.

PT16.2: Increase the density and mix of land uses along bus corridors to support high frequency service.

PT16.7: ~~Reduce~~ Eliminate minimum parking requirements along bus corridors.

PT16.8: Give priority to sidewalk investments and mid-block pedestrian crossings that enhance access and safety on high frequency Bus Corridors.

GT17: Intercity Transit's short- and long-range plans are supported.

PT17.1: Support Intercity Transit's existing and planned services and facilities by ensuring that street standards, system operational efficiencies, land uses, and ~~building placement-site design~~ support transit along current and future routes.

PT17.5: ~~Work with~~ Require new development to provide facilities to support the transit rider, as they walk or bike to and from stops. These include such things as transit shelters, awnings, bike parking, walkways, benches, and lighting.

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GT18 The region is prepared to advance high-capacity transportation.

PT18.3 Integrate land use and high-capacity ~~transit~~ transit transportation planning so that dense urban centers are developed around future rail stations.

Rationale: We think this was the policy Dennis Bloom from I.T. meant to refer to in his testimony.

PT18.4: Encourage the Washington State Department of Transportation and the Thurston Regional Planning Council to ~~increase~~ identify and address deficiencies in regional commuter services.

PT 18.5: Achieve the land use necessary to support high capacity transportation.

GT19: The rail system is a cost effective and efficient method of moving materials ~~regionally~~ long distances.

PT19.1: Work with regional partners and the Washington State Department of Transportation to support and expand freight rail to and from the region State ~~the region, because it can be efficient and extend the life of the street system.~~

GT20: Walking is safe and inviting, and more people walk for transportation.

PT20.8: Allow payment of 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.

GT21: Sidewalks make streets safe and inviting for walking.

PT21.2: Focus City sidewalk construction on major streets, where heavy traffic volumes and speeds make it difficult for walkers to share space with motor vehicles. Priorities for sidewalk construction are based on street conditions, presence of transit and proximity to destinations.

GT22 Pedestrian crossing improvements remove barriers for walkers on major streets, especially wide streets with high-vehicle volumes.

PT22.1: Build new streets and retrofit existing streets with crossing islands and curb bulb-outs to increase pedestrian safety.

PT22.3: Add safe mid-block crossings for pedestrians to new and existing streets. This is especially important on major streets that have long distances between signalized crossings, and those with high frequency transit service.

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PT22.5: Consider use of pavers or colored, patterned concrete on crosswalks in commercial or mixed-use areas to increase the motorist awareness and safety of pedestrians, and to improve the appearance of an area, when doing so will not negatively affect cyclists or pedestrians.

PT22.6 Consider the needs of the elderly and disabled in all crosswalk design and signal timing.

GT23: Streetscapes buffer walkers from motor vehicle traffic, enhance the experience of walking, and increase the attractiveness of an area.

PT23.3: Provide sidewalks of sufficient width to ensure adequate space for all appropriate streetscape elements. ~~Build wide sidewalks in densely populated areas to create more public space and support active street life. In these heavily-peopled areas, install benches, artwork and other features to make streets interesting and inviting, while maintaining safe walking surfaces and adequate space for those in wheelchairs.~~

PT23.4: Require continuous awnings over the sidewalk along building frontages in densely developed areas to protect pedestrians from weather, and encourage them everywhere else.
Rationale: Awnings are a crucial element of “pedestrian habitat” and they are needed in many areas. Rain does not just fall in “densely developed areas”.

GT24: Bicycling is safe and inviting, and ~~more many~~ people bike for transportation to meet their travel and activity needs.

PT24.1: 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.

PT24.2: Build bike lanes on new major streets: arterials, major collectors and selected neighborhood collectors. Bike facilities planned for specific streets are defined in the Engineering Design and Development Standards.

PT24.4: Explore the use of bicycle boulevards to support novice and family bicycling - streets with low volumes and special accommodations for bicycling.

PT24.45: Ensure that pedestrian crossing islands provide adequate refuge space for family cycling.

PT24.9: Encourage Partner with businesses, schools, developers and employers to support bicycling through effective site and building design and provision of end-of-trip facilities and promotion of

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bike use.

PT24.11: ~~Encourage~~ Educate drivers about and enforce regulations that protect the safety of bicyclists and pedestrians.

GT25: Walking, biking, riding the bus and carpooling are inviting for trips to work or school. Fewer drive-alone trips will reduce pollution, energy consumption, and the growth in traffic congestion.

***PT25.3:** Work with the State to locate new worksites in the dense urban area, in locations that are accessible by frequent transit and that allow employees to more easily walk and bike.

PT25.4: Encourage all employers in the City to reduce employee drive-alone commute trips. Provide specific emphasis for worksites in the City Center.

PT25.5: Provide infrastructure to support walking, biking, transit, and ridesharing ~~for commuting.~~

~~PT25.6: Work with employers and employees of the City Center to create programs that reduce drive-alone commuting.~~

PT25.10: Encourage employers to allow telecommuting and compressed work weeks to eliminate commute trips.

PT25.12: ~~Encourage and r~~Require end-of-trip facilities, such as clothes lockers, showers and bike parking for walking, biking and transit users at schools and worksites.

PT25.13 Encourage walking, biking and ridesharing programs at schools to reduce congestion near schools, introduce children to transportation options, and, at high schools, reduce the need for parking. Encourage walking and biking so students get more exercise.

PT25.14: Develop mutual policies with the school districts to site new schools in locations where students can easily walk or bike to school, and where school employees and students can use transit ~~at~~ to commute to and from the site. Consider multi-story buildings on smaller lots to accommodate capacity needs closer to the urban core and to reduce disruption to the street grid.

GT27: Transportation facilities and services are funded to advance the goals of the City and the region.

PT27.1: Plan and prioritize projects consistent with available and projected funding to advance the community's transportation vision.

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PT27.2: Utilize master plans, subarea plans and facilities programs to identify system needs and funding strategies, evaluate competing priorities and trade-offs and define short-term actions.

PT27.7: ~~Encourage~~Partner with community organizations to help complete ~~priority~~ projects.

PT27.10: Of all potential transportation expenditures, maintenance of the City's existing transportation system is the highest priority.

PT 27.11: Enhancing transportation system operational efficiency is a high priority for City funds.

GT29: Olympia engages with neighboring jurisdictions to advance common goals and solve regional problems.

PT29.2: Establish and maintain compatible street standards with Thurston County and the cities of Lacey and Tumwater.

PT29.3: Work with the cities of Lacey, Tumwater and Thurston County on ~~bus~~ Transite-Corridor development.

PT29.6: Coordinate with the Port of Olympia on truck access routes and freight rail. Work with the Port of Olympia, as needed, to address air and water transportation needs.

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