

# Olympia 2045: Transportation

## Significant changes between first and second drafts

From May through July 2024, City staff shared a first draft of the transportation chapter of the Comprehensive Plan with members of the public via Engage Olympia, the City's Bicycle and Pedestrian Advisory Committee, the Planning Commission, and the Social Justice and Equity Commission.

Thanks to everyone who shared feedback! We have made several changes to the second draft that reflects it. In addition to the below summary of changes, readers are welcome to download a tracked changes version of the draft to see the exact changes.

## Change summary

- Added language to the Plan's introduction that states "we will build streets that are human-scale, or designed for people first and vehicles second."
- Added language to introduction of Complete Streets section that states we will prioritize pedestrians, bicyclists, and transit users over drivers of single-occupancy vehicles.
- Removed GT4, as it was redundant with Land Use section. Replaced it with language about reducing the urban heat island effect.
- Added PT6.7: *Add compact roundabouts and other traffic calming features where appropriate for speed management and safety.*
- Added PT6.12 *Consider a study to convert 4th and State Avenues to two-way streets. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.*
- Added PT 6.14 *Consider a study of 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.*
- Added PT6.16 *Consider ways to reduce vehicle noise through street design so that residents, pedestrians, and bicyclists are less impacted by it.*
- Added PT6.18 *Consider automatic traffic enforcement in key locations, such as near schools, to encourage safe driver behavior.*
- Added PT 9.22 *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 instead of full streets.*
- Added a bullet point to 12.1: *New development will not be allowed if there is no supply of mobility units.*
- Added PT27.2 *Consider a strategy to support bicycling to and through the downtown core with the next update to the Transportation Master Plan.*
- Removed "enforcement" from PT23.1 and 27.6.
- Added language to 23.4 *Keep streets and lanes as narrow as possible, including at intersections, and seek other ways to slow vehicles and encourage safe driving.*
- Added PT27.7 *Consider public bicycle lockers or other secure bike parking downtown, particularly in City-owned parking lots or on-street vehicle parking spots.*