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 an Intercity Transit bus rolls past on Capitol Way.

What Olympia Values:
Olympians want an inclusive transportation system that supports the economy, everyone's well-being, and limits impacts on the environment. We want to use the system to connect to our homes, businesses and gathering spaces and promote a healthy city.

Our Vision for the Future:

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 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 create vibrant urban areas, reduce our environmental impact, cost less and use fewer resources.

Our future streets will work for all modes of transportation, and we will build off-street connections for pedestrians and bicyclists. We will build streets that are human scale, or designed for people first and vehicles second. A more connected grid of smaller streets will shorten trips for people walking, rolling, and biking, and it will 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 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.

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
- 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.

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, trees, and curb ramps invite us to walk or roll. Bike lanes with buffers or separation from vehicle lanes or routes on quiet streets make biking 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 for drivers. 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.

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.

GT6 All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human-scale and encourage safe driving.

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

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

PT6.3 Establish speed limits to create a safe environment for pedestrians and bicyclists, especially in school zones.

PT6.4 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.

PT6.5 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.

PT6.6 Build intersections that are safe for pedestrians, bicyclists, and drivers. 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 Use medians for access control that minimizes the number of vehicle lanes, to add pedestrian crossing islands, and to add vegetation.

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

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

PT6.11 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.

PT6.12 Study converting 4th and State Avenues to two-way streets. If feasible, do a pilot project to study the impacts. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.

PT6.13 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 historic district.

PT6.14 Study the impacts of closing some neighborhood and downtown streets to vehicle traffic. As feasible, use pilot projects with low-cost materials to test this idea. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.

PT6.15 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 Automate traffic enforcement in key locations, such as near schools, to encourage safe driver behavior.

A bicyclist on State Avenue.

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

PT7.1 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, and other infrastructure that support pedestrian and bicyclist comfort and safety.

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

PT7.3 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 marked or enhanced crosswalks. Some neighborhood collectors form part of the low-stress bike network shown in the Transportation Master Plan and should be built to include the appropriate bike

infrastructure.

PT7.4 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 the low-stress bike network shown in the Transportation Master Plan.

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

PT7.6 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 when installing traffic-calming devices.

PT7.7 Allow on-street vehicle or bicycle parking to support adjacent businesses, buffer pedestrians and bicyclists, and slow traffic.

PT7.8 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.

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

PT7.10 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 Regularly update Olympia's Engineering Design and Development Standards to ensure they reflect the Comprehensive Plan and that transportation facilities constructed in Olympia and its Growth Area are safe, well-constructed, durable, and can be maintained.

GT8 Streets allow the efficient delivery of goods and services.

PT8.1 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.

PT8.2 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- and mixed-use areas while prioritizing pedestrian and bicyclist safety.

PT8.5 Require alleys where feasible and practical and retain alleys as public rights-of-way.

PT8.6 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.

PT8.7 Maintain alleys for delivery and service vehicles by ensuring they are not blocked by trash receptacles, cars, or other obstructions.

Connectivity

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 routes shorter and 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 service vehicles, such as waste resources trucks, delivery trucks, and emergency vehicles. 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 building a well-connected street grid dates back to 1994, when we did a study that determined that instead of widening our streets, we should build a connected grid of smaller streets. This study led to the street connections shown on the maps 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.

Downtown has a well-connected street grid.

Goals and Policies

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

PT9.1 Connect streets in a grid-like pattern of smaller blocks as specified in the Engineering Design and Development Standards.

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

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

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

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

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

PT9.7 Build a human-scale street grid of small blocks. To keep blocks small, use street spacing criteria to define the frequency and block sizes of different types of streets.

PT9.8 Build new arterials, major collectors and neighborhood collectors based on the general location defined on the Transportation Maps in Appendix A. Require the use of the 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 Seek public and private funding to construct street connections in the network.

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

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

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

PT9.15 Allow cul-de-sacs only when topographic and environmental constraints permit no other option. Cul-de-sacs that are built will 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 unless infeasible.

PT9.16 Planned but still unbuilt street connections, or "stub outs," will be identified by signs at the location and in formal documentation, including plans and maps of newly platted areas.

PT9.17 Plan and identify street connections throughout the city to ensure they are eventually connected.

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

PT9.19 Use traffic-calming devices to slow vehicles where necessary, especially when new streets are connected to existing neighborhoods.

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.

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 rather than full streets.

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

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

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

PT10.2 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 Install signs at pathways to indicate they are open to the public and an official part of the transportation network.

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

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

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

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

PT11.3 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

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 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.

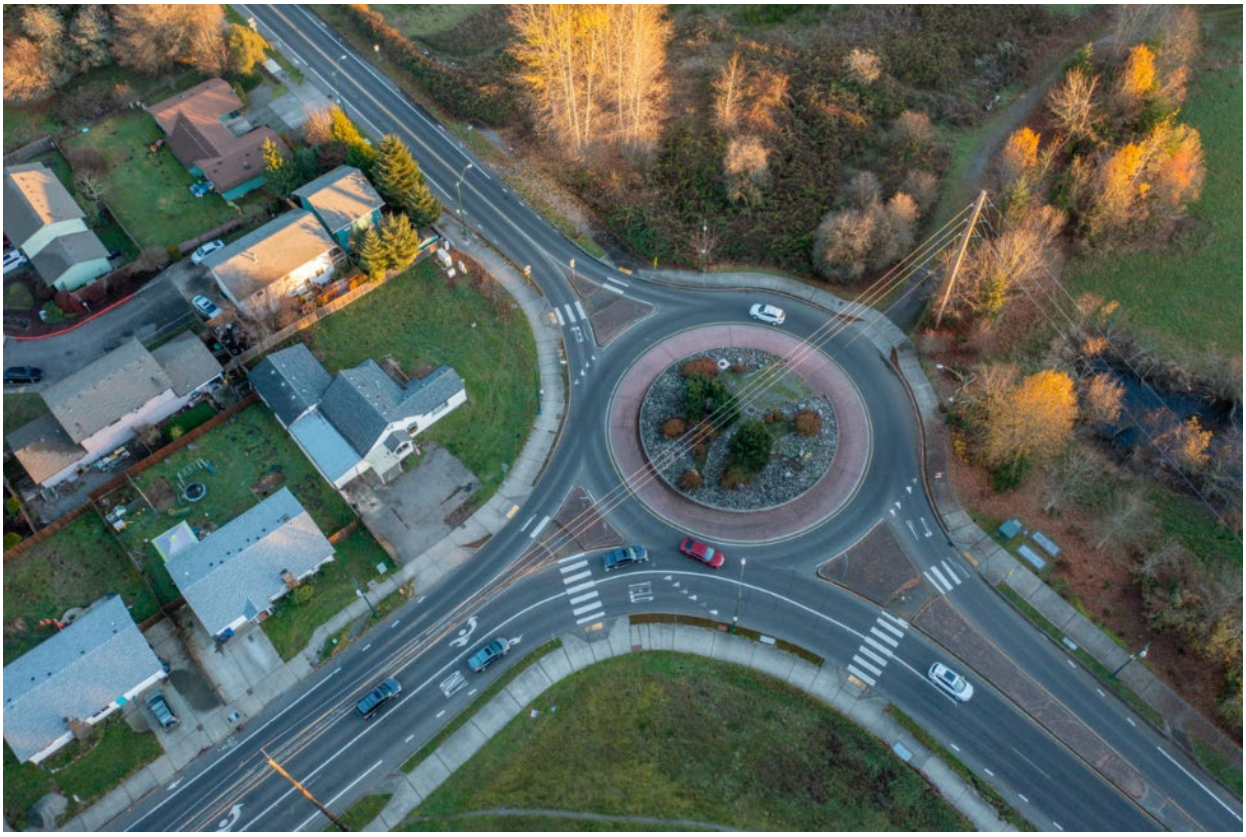
As our population increases, so too will the demand for space on our streets. In addition to building roundabouts, which increase the efficiency of intersections, we will also make it more feasible for people to get around without driving. This includes building new street connections, sidewalks, enhanced crosswalks, enhanced bike lanes, bike corridors, and collaborating with Intercity Transit to support robust transit service.

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.



The roundabouts on Boulevard Road have kept traffic moving as the area has grown, allowing Boulevard to remain a two-lane street.

Goals and Policies

GT12 In response to new growth, build new transportation infrastructure to address new person trips on the system.

PT12.1 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 concurrency project list identified in the Transportation Master Plan and reflected each year in the 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.
- 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.

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.

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. Test this with pilot projects where appropriate. Prioritize the study relative to other projects during the next update of the Transportation Master Plan.

PT12.4 Prioritize roundabouts over 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.

PT12.6 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, and the State Active Transportation Plan.

GT13 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.

PT13.2 Require new development to build improvements or contribute funds to

improve the function and safety of the streets, such as installing bike and pedestrian infrastructure, roundabouts, special lanes for buses, or modifying traffic signals.

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

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

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

PT13.5 As the street system is improved with new development, construct complete streets and maintain an urban form that is human-scale.

GT14 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.

PT14.1 Along strategy corridors, add bike lanes, sidewalks, and curb ramps.

Also improve transit service along strategy corridors 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.

PT14.2 Expand the city's network of street connections, pathways and trails to improve mobility.

Land Use

The land use and transportation goals and policies of this plan are interconnected. When 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 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 our major bus routes. Without the coordination of land use and transportation, we will see worsening congestion and an increase in greenhouse gas emissions.

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

Goals and Policies

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

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

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

PT16.1 Increase allowed densities in the downtown core and along parts of the urban corridors, where walking, rolling, biking, and transit are more viable for the majority of trips people need to make.

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, the Lilly-Martin area, and the Plum Street area.

PT16.3 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 Allow housing in commercial and employment areas to reduce how far people have to travel to meet their needs.

PT16.5 Allow neighborhood centers and small scale commercial uses in residential areas to reduce how far people have to travel to meet their needs.

GT17 The urban corridors of Martin Way, Pacific Avenue, East 4th and State Avenues, Capitol Way/Boulevard, 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 Corridor Map for urban corridors. See Land Use and Urban Design chapter for specific land use designations.)

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

PT17.2 Enhance the gridded street network of small blocks adjacent to urban corridors.

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 to locate along urban corridors.

PT17.5 Encourage public agencies to build in the urban corridors, 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 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 Streets are safe and inviting public spaces where people want to be.

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

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

PT18.3 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 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.

Olympia envisions a service frequency of at least 15 minutes along urban corridors (see GT 17), allowing people to use transit more spontaneously. Bus service will also be vital for maintaining mobility along strategy corridors, shown on the map in Appendix G. If congestion on these corridors impacts bus scheduling, we will prioritize transit's mobility.

Supporting high-frequency service is a 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 to prevent bus delays in congestion. Attractive streetscapes, enhanced crosswalks, and sidewalks will improve 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 corridors will also serve 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, they will connect with similar corridors in Lacey and Tumwater.

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

A bus on Franklin Street.

Goals and Policies

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

PT19.1 Develop a system 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 it.

PT19.2 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 Ensure street, site, and building designs are well-planned for pedestrian use along urban corridors.

PT19.4 Continue implementing policies to eliminate minimum parking requirements along urban corridors.

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

PT20.1 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.

PT20.2 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 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 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 bus stops in locations that are more convenient than parking areas.

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

PT20.8 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 The region is prepared to advance high-capacity transportation.

PT21.1 Work with Intercity Transit and the 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 Lewis Transit when appropriate.

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

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

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

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

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

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

Walking and Rolling

This Plan aims to make streets safe and inviting 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 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 quality of life even as the population increases.

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

Well-designed sidewalks are integral to a community's transportation network because they separate pedestrians from motor vehicles and provide a flat, predictable surface for walking or rolling. For those using walking aids, sidewalks and curb ramps significantly improve their ability to get around.

The flashing beacons, island, and crosswalk marking make crossing East Bay Drive at Olympia Avenue safer and more inviting.

Another important safety factor for pedestrians is to ensure that streets are easy to cross. Enhanced crosswalks shorten the crossing distance, make pedestrians more visible to drivers, and offer other safety features to make crossing the street more comfortable.

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

Goals and Policies

GT23 Walking and rolling is safe and inviting, and more people walk or roll for transportation.

PT23.1 Support education and encouragement programs to promote and improve the safety of walking.

PT23.2 Ensure City Street Standards reflect the importance of walking and rolling for transportation and recreation.

PT23.3 Build new streets and retrofit existing streets to be more inviting for walking and rolling with sidewalks, enhanced crosswalks and streetscape improvements.

PT23.4 Keep streets and lanes as narrow as possible, including at intersections, and seek additional ways to slow vehicles and encourage safe driving.

PT23.5 Consider the needs of people walking and rolling in all aspects of street operations and maintenance.

PT23.6 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.

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

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

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

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

PT24.2 Focus City sidewalk construction on major streets, where heavy traffic volumes and speeds make it difficult for pedestrians to share space with vehicles.

GT25 Enhanced crosswalks remove barriers for pedestrians on major streets, especially large 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.

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

PT 25.2 Retrofit existing streets with the enhanced crosswalks identified in the Transportation Master Plan.

PT 25.3 Add bulb-outs on new streets with on-street parking to increase pedestrian safety.

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

PT25.5 Consider the needs of people with limited mobility in all crosswalk design and signal timing.

Streetscape enhancements include awnings, trees, and wide sidewalks.

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

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

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

PT26.3 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 wheelchairs.

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

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

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

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

Bicycling

Bicycling is an efficient, inexpensive, and emissions-free way of getting around our community. E-bikes allow more people to bicycle even in our hilly terrain. Building a complete network of safe and inviting infrastructure that minimizes interactions between bicyclists and drivers will allow more people to ride their bikes instead of driving.

A family bikes on the 11th Avenue Pathway.

The Transportation Master Plan outlines a low-stress bike network with routes that 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 the routes. The network is made up of enhanced bike lanes, bike corridors on quiet neighborhood streets, and trails. Enhanced bike lanes offer greater separation from vehicles than traditional bike lanes.

This network will also be supported by maintenance and operations practices that remove barriers to bicycling.

A bicyclist rides in the separated bike lane on Martin Way, which is one kind of enhanced bike lane.

Goals and Policies

GT27 Bicycling is safe and inviting, and more people bike for transportation.

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 Develop a strategy to support bicycling to and through the downtown core with the next update to the Transportation Master Plan.

PT27.3 Ensure new streets are built with appropriate bicycle facilities for their classification, which are defined in the Engineering Design and Development Standards.

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

PT27.5 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 Require new commercial developments, public facilities, schools, and multi-family housing to provide appropriate bike parking, 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 education and encouragement programs to promote and improve the safety of bicycling.

PT27.9 Educate the public about street safety and behaviors that ensure the safety of bicyclists and pedestrians.

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.

In the past, many demand management policies focused on commute trips because they were predictable and made by large numbers of people. Fewer

commute trips are made in our community now, so we will focus on making it easier for people to not drive for all types of trips.

In addition to supporting fare-free transit and building better infrastructure to support walking, rolling, and biking, we will also encourage school programs to help students 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.

Teenagers getting on an Intercity Transit bus.

Goals and Policies

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

PT28.1 Help affected employers in the region meet the goals of the state's Commute Trip Reduction Law.

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

PT28.3 Work with the 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.

PT28.4 Work with community partners that provide programs, services, and incentives that promote transit, ridesharing, walking, rolling, and biking.

PT28.5 Encourage employers to allow flexible work schedules for on-site workers, so they can more easily ride transit or use rideshare.

PT28.6 Encourage employers to support telework and compressed work weeks.

PT28.7 Give City employees high-quality commuter services and incentives, while limiting parking availability, to discourage drive-alone commuting.

A family rides bikes home from school.

PT28.8 Encourage students to walk, roll, bike, or 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 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.

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

GT29 Parking is provided in a way that makes its costs clearer to the driver, so people can make better-informed choices about whether to drive.

PT29.1 Manage the cost and supply of parking to prioritize on-street parking for customers over commuters.

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.

PT29.3 Work with the state of Washington on consistent parking strategies to help meet the commute trip and vehicle miles reduction goals of the region.

PT29.4 Allocate curb space strategically. Repurpose some vehicle parking stalls for active uses that complement adjacent land uses.

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 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 City's General Fund.

GT30 The transportation system is maintained at the lowest life-cycle cost to maximize the City's investment in its infrastructure.

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

PT30.2 As we improve our streets with new features such as sidewalks and enhanced bike lanes, develop a long-term strategy to fund the maintenance of

these facilities.

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, regional corridors, highway access, rail, and the use of the marine terminal. In some cases, funding strategies will also require regional coordination.

The 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 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, business access and transit-only 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.

Goals and Policies

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

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

PT31.2 Establish and maintain compatible street standards with Thurston County and the cities of Lacey and Tumwater while still prioritizing safety and accessibility for pedestrians, bicyclists and transit users.

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

PT31.4 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.

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

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

PT31.7 Work with regional jurisdictions to develop a funding strategy for the regional transportation network.

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

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

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

Appendix A: Transportation 2045 Street Classification and Connectivity Maps

These maps illustrate street classifications and planned street connections for 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 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: 1/8/2025

- Future Arterial
- Future Major Collector
- Future Neighborhood Collector
- Arterial
- Major Collector
- Neighborhood Collector
- Parks
- 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.

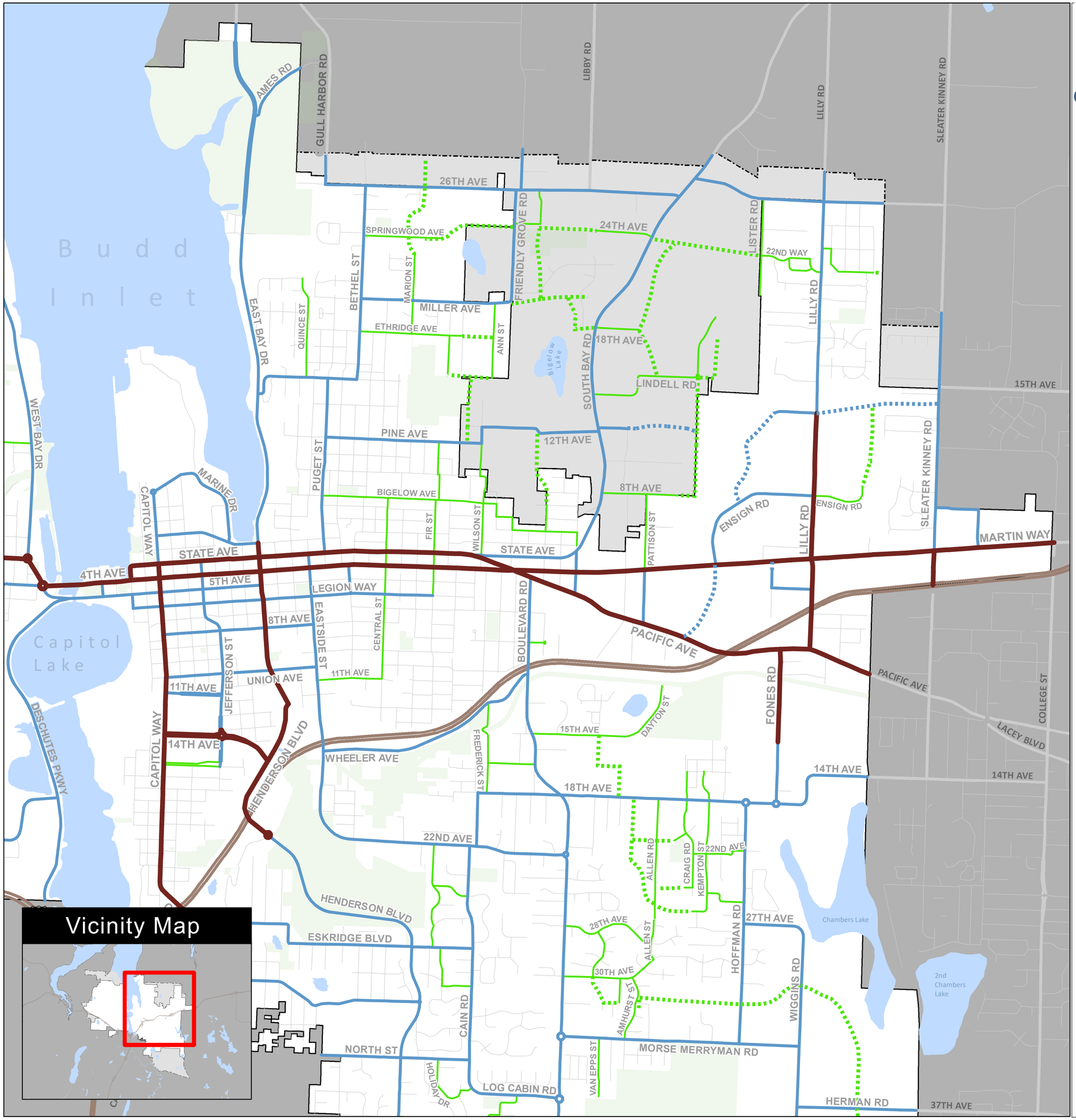
0 ½ 1 Miles

Vicinity Map

City of Olympia

Transportation 2045
Major Street Network
Northeast

Printed: 1/8/2025



Vicinity Map

- Future Arterial
- Future Major Collector
- Future Neighborhood Collector
- Arterial
- Major Collector
- Neighborhood Collector
- Parks
- 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

City of Olympia

Transportation 2045
Major Street Network
Southeast

Printed: 1/8/2025

- Future Arterial
- Future Major Collector
- Future Neighborhood Collector
- Arterial
- Major Collector
- Neighborhood Collector
- Parks
- 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

Appendix B: Pedestrian Network

There are three elements to a pedestrian network:

- Sidewalks
- Crosswalks
- Curb ramps

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

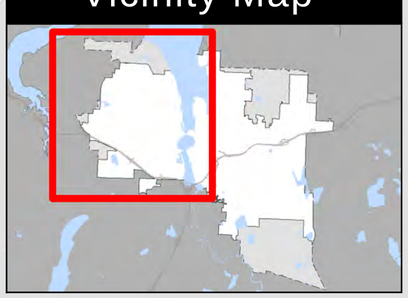
Pedestrian Network: Sidewalks

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

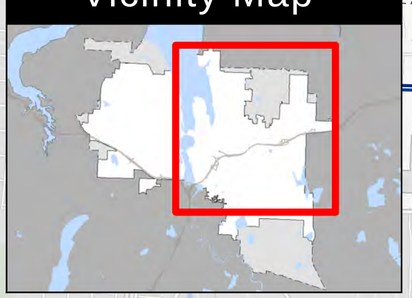
Pedestrian Network: Sidewalks

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

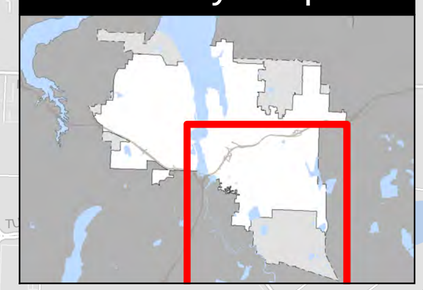
See the Transportation Master Plan for planned new sidewalks

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

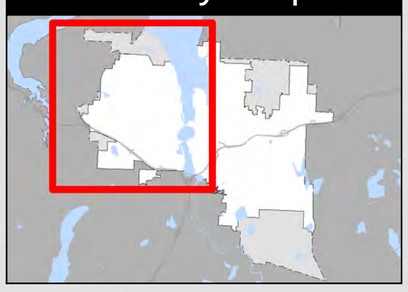
Pedestrian Network: Enhanced Crosswalks

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

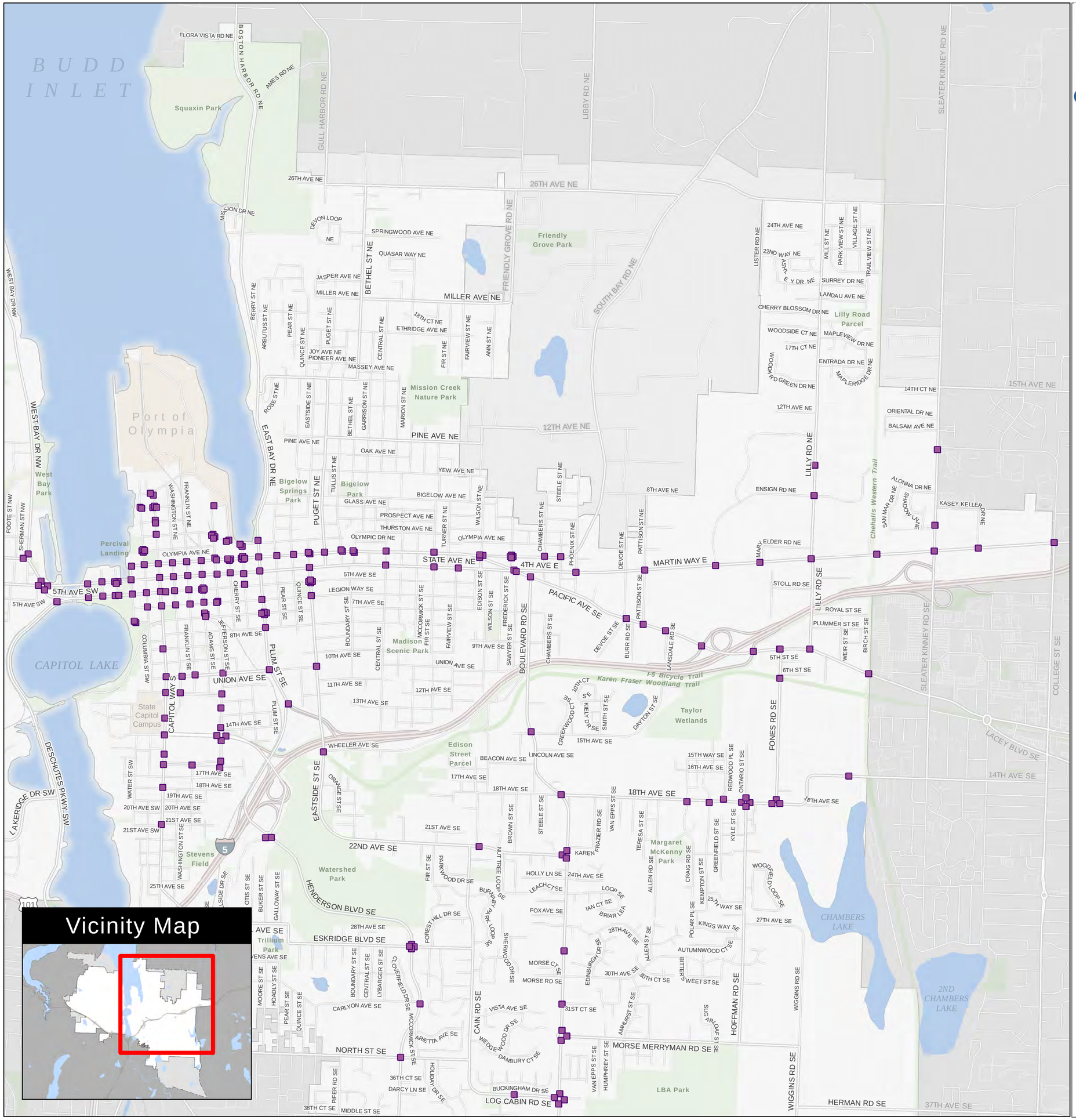
City of Olympia

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

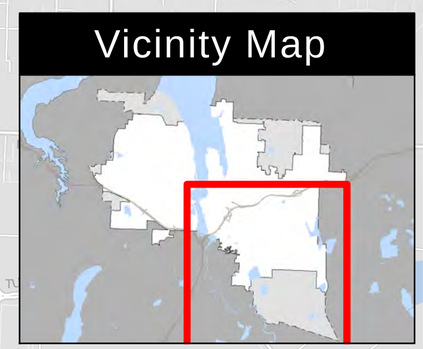
See the Transportation Master Plan for planned new enhanced crosswalks

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



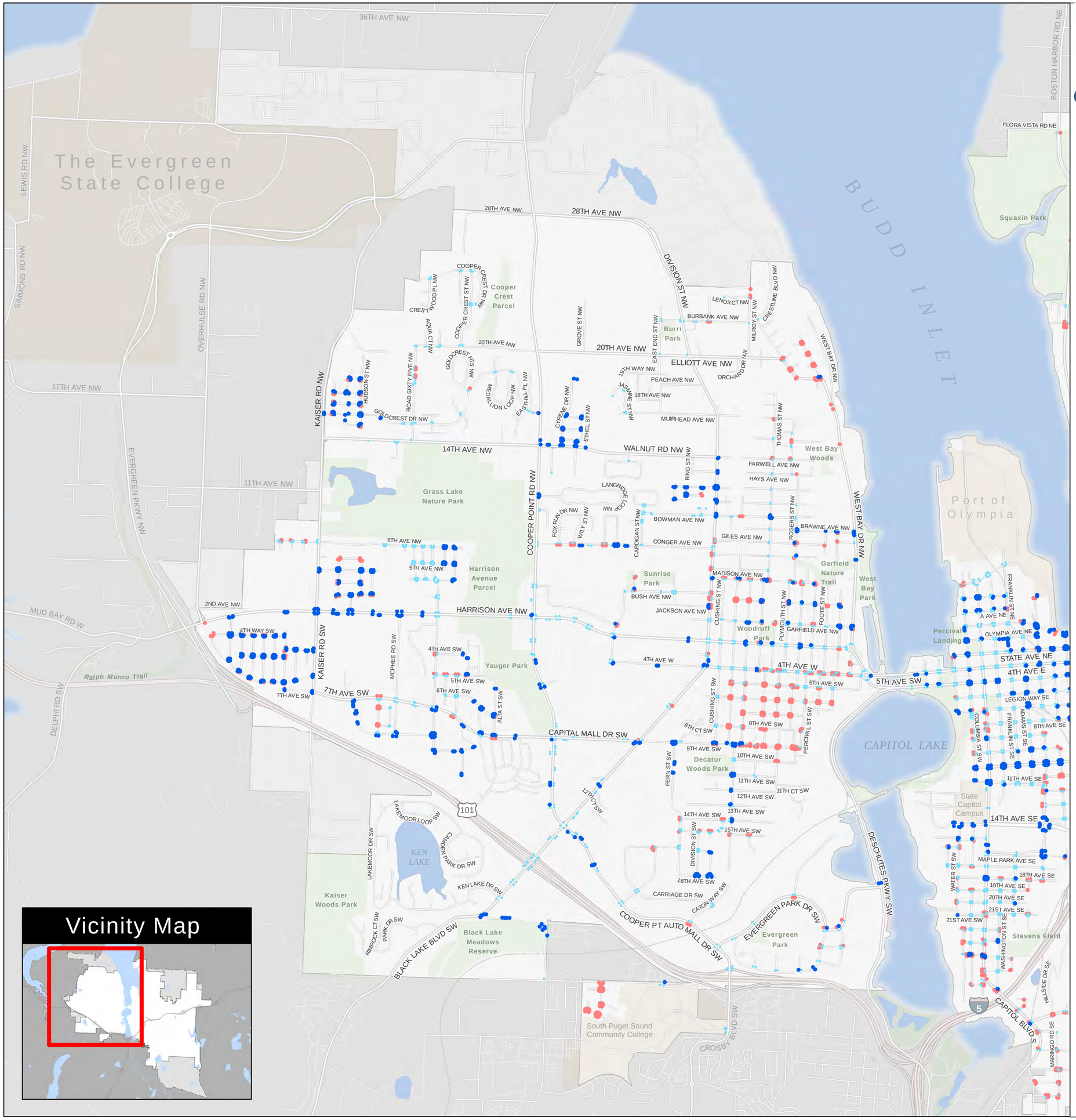
City of Olympia

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

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

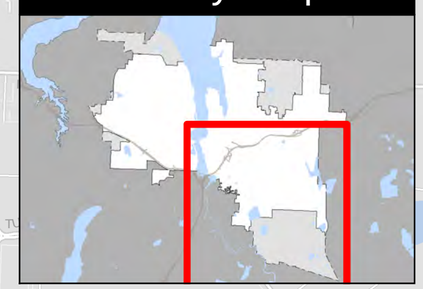
See the ADA Transition Plan for more information

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

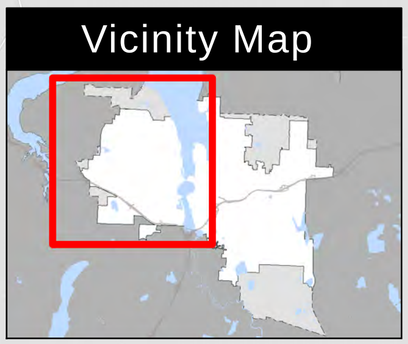
Pedestrian and Bicycle Network: Neighborhood Pathways

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

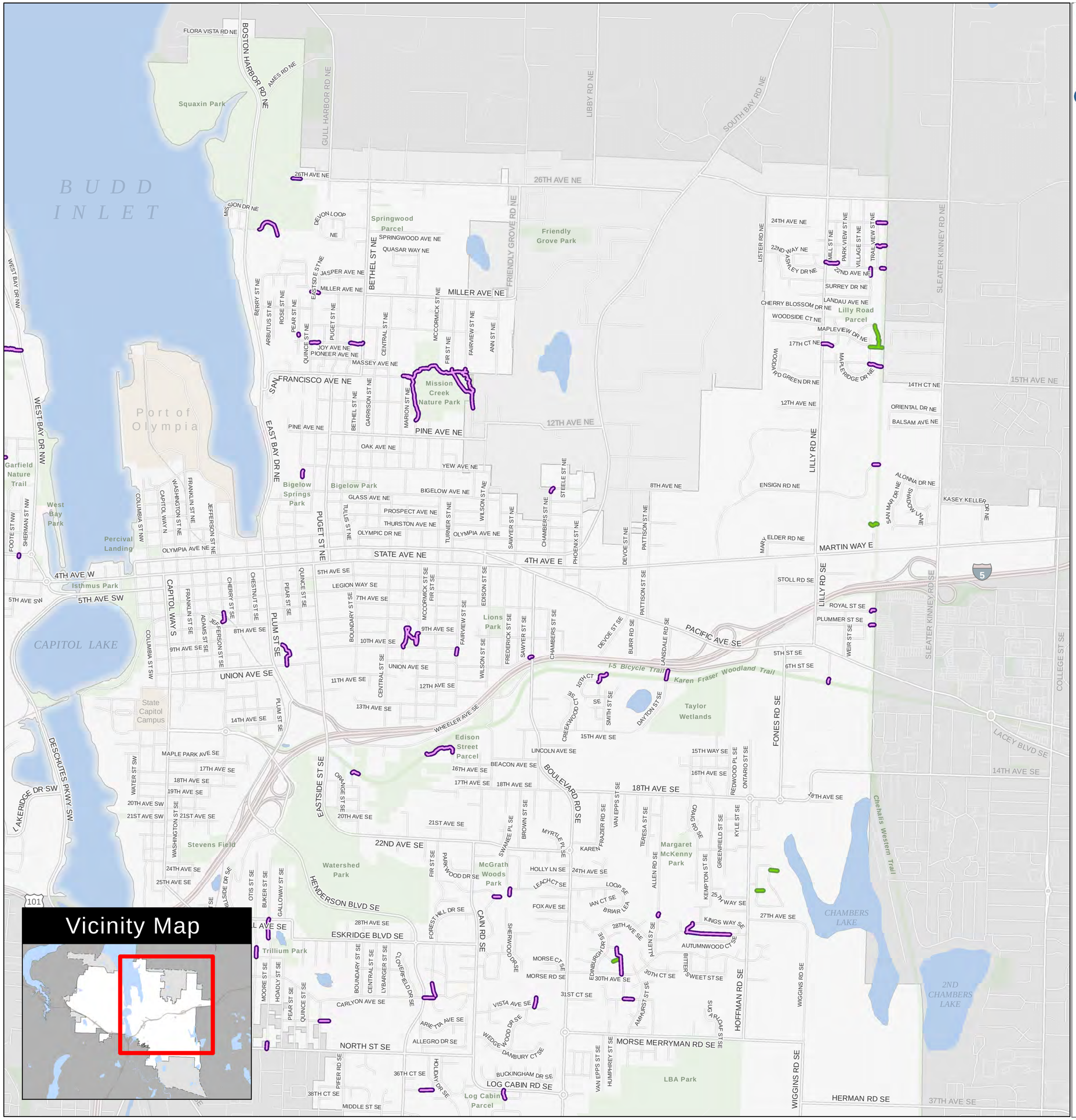
City of Olympia

Pedestrian and Bicycle Network: Neighborhood Pathways

Northeast

Printed: 9/10/2024

See the Transportation Master Plan for planned new pathways



Vicinity Map

Neighborhood pathways

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

0 ½ 1 Miles

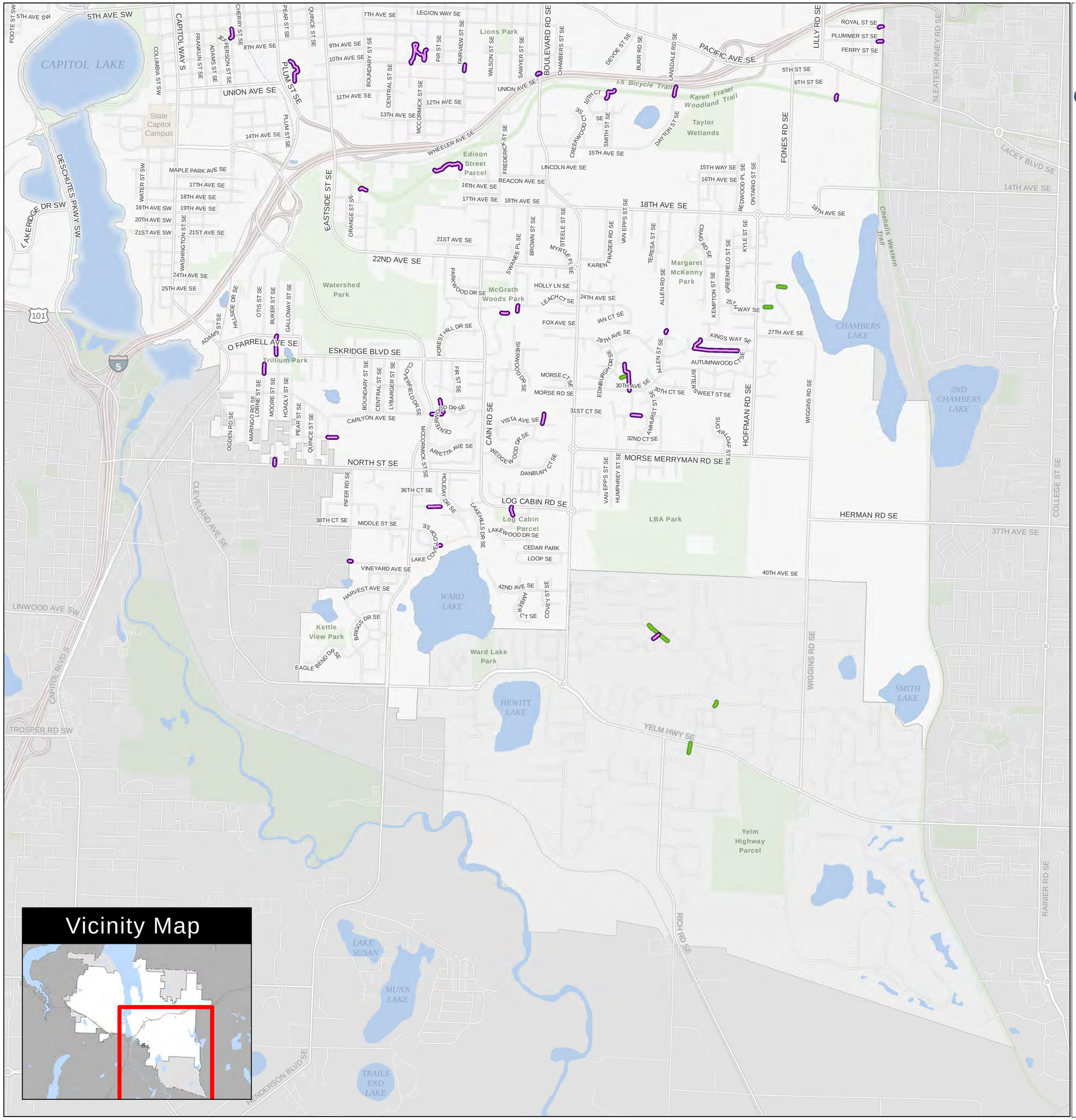
City of Olympia

Pedestrian and Bicycle Network: Neighborhood Pathways

Southeast

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

Appendix C: Bike Network Maps

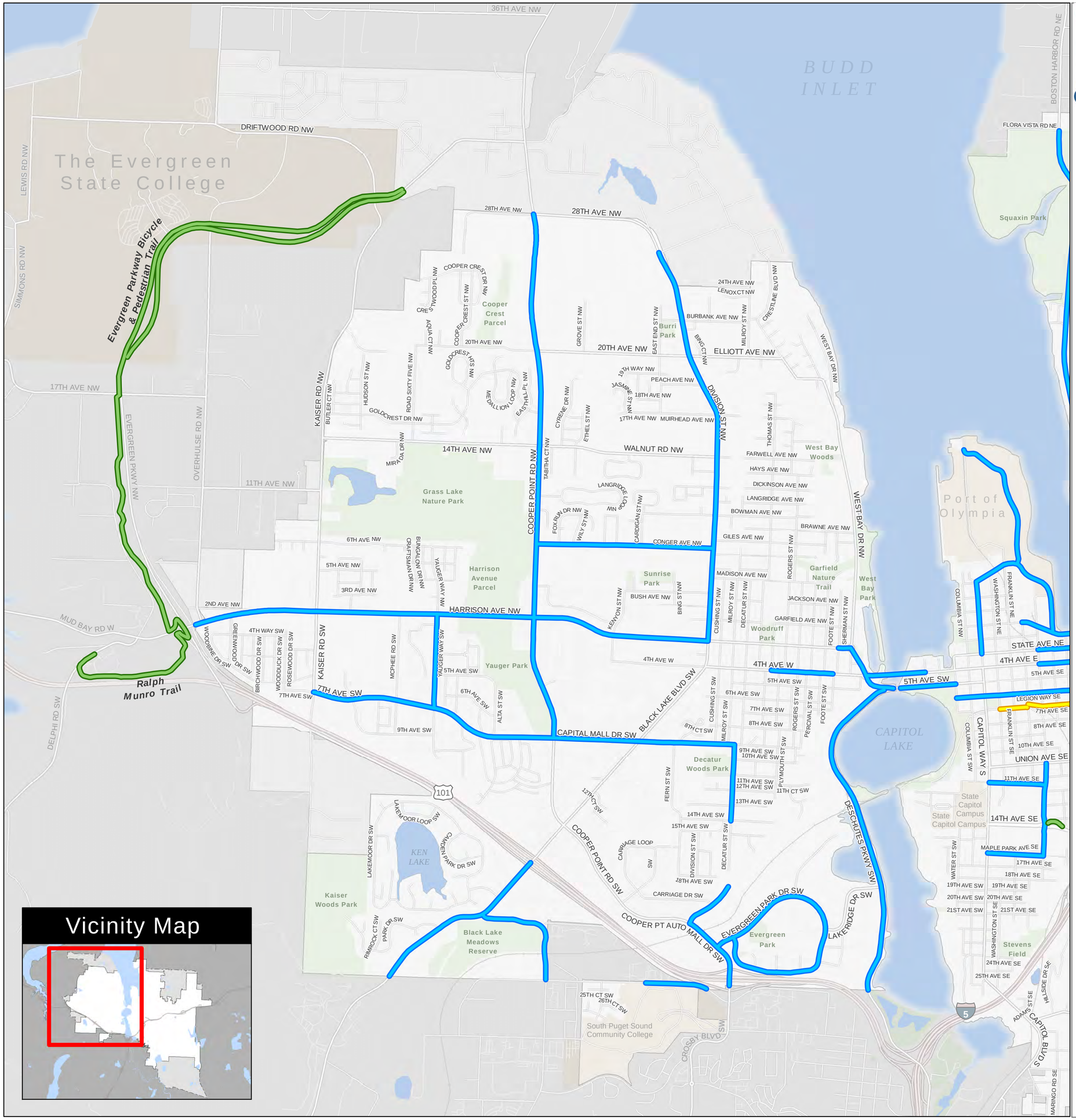
Please see the Transportation Master Plan for the planned low-stress bike network. The network will include enhanced bike lanes, bike corridors (called bike boulevards or neighborhood greenways in other cities), trails, and pathways. The Capital Facilities Plan shows how we plan to fund and build those projects.

The 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



Bicycle network

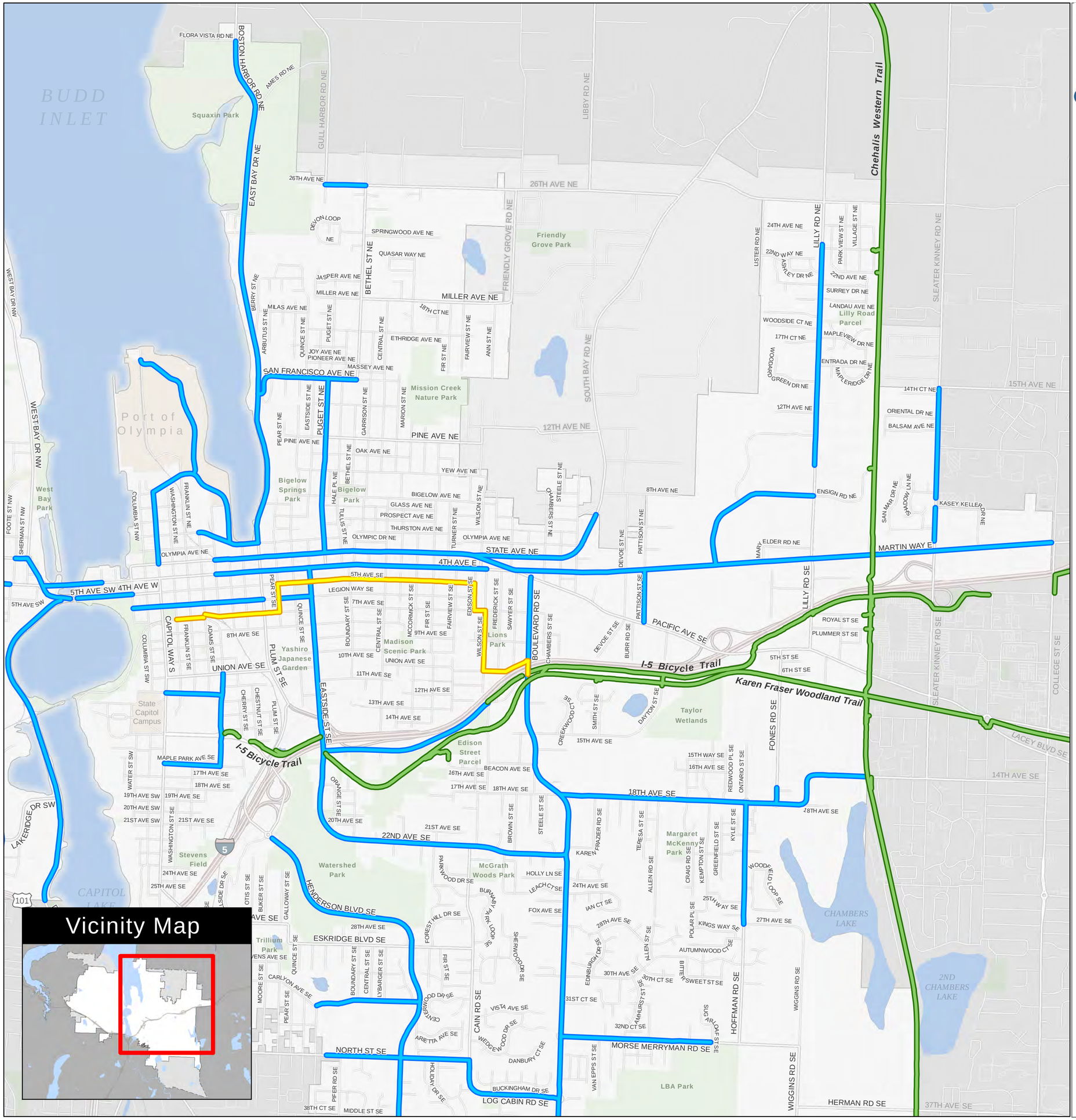
- Paved trails
- Bike corridors
- Streets with bike lanes
- City Limits
- City Urban Growth Area

0 ½ 1 Miles

City of Olympia

Bicycle Network
Northeast
Printed: 9/11/2024

See the Transportation Master Plan for planned new bicycle facilities



Vicinity Map

Bicycle network

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

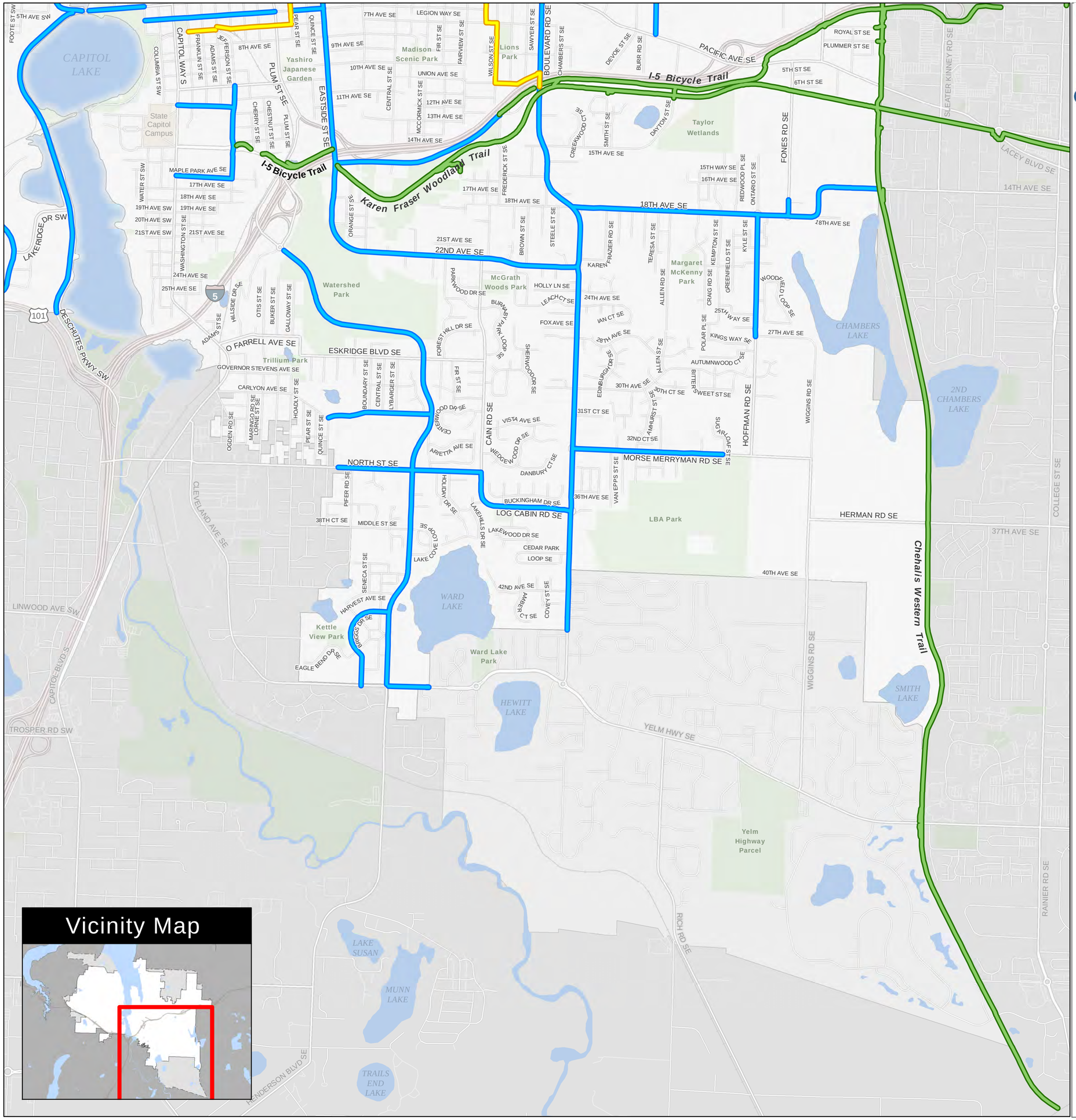
0 ½ 1 Miles

City of Olympia

Bicycle Network
Southeast

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

Appendix D: 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 (7 trips per day)
  - Olympia to Portland, with stops in Centralia, Kelso and Vancouver (7 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 F: 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 G: Transportation Corridor Map

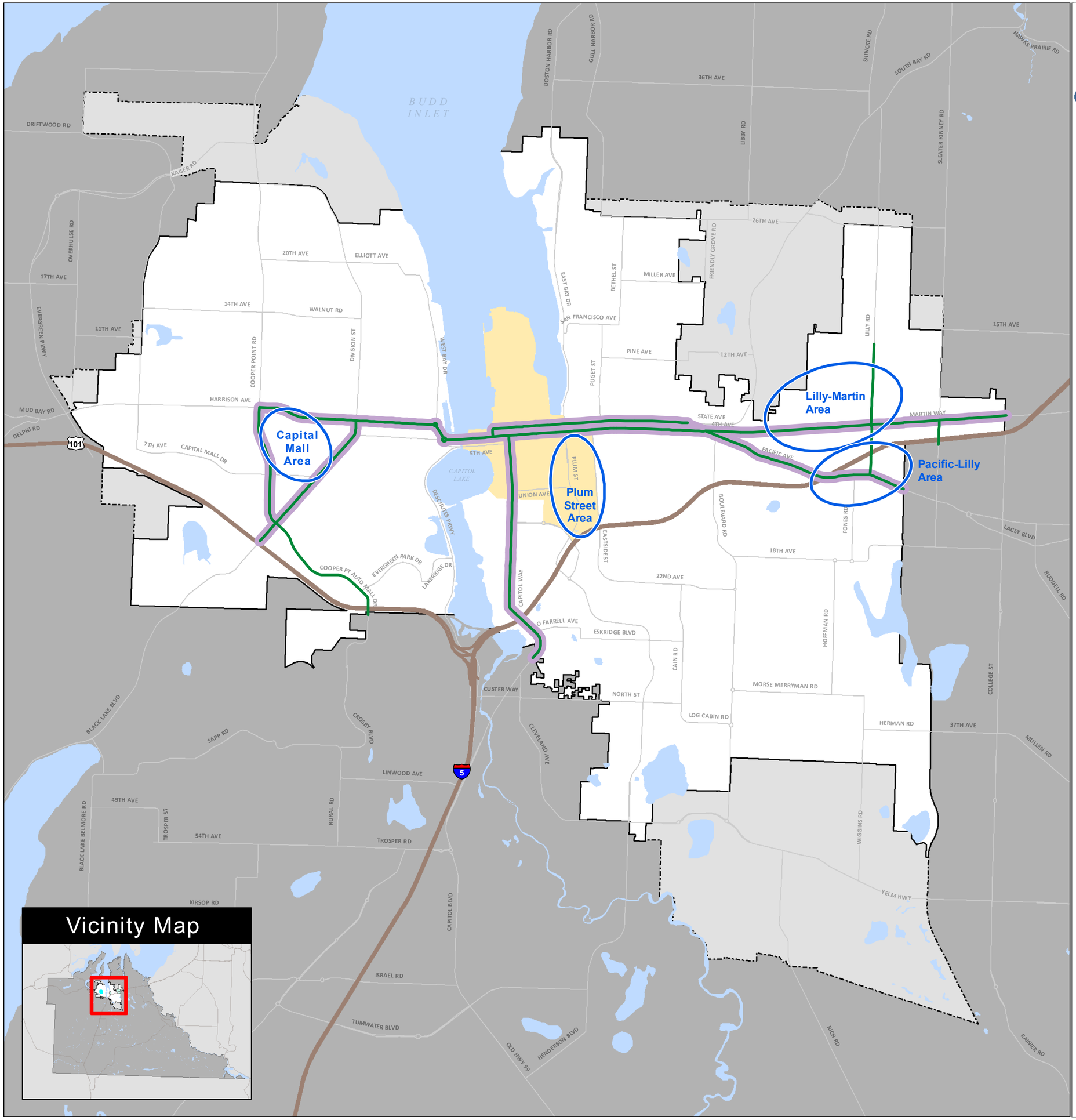
This map shows where urban corridors, strategy corridors, and focus areas are in Olympia.

City of Olympia

Transportation Corridors and Focus Areas

Reflects 2045 Regional Transportation Plan

Printed: 9/8/2025



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

With increased population and employment, we expect more demand for space on Olympia's streets by 2045. As Olympia's land use patterns become more dense, this plan's policies will support an increase 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 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, business access and transit-only 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.

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 untenable 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 projected population and employment forecasts for the Thurston region.

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.

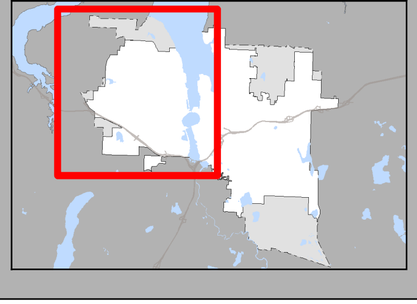
City of Olympia

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

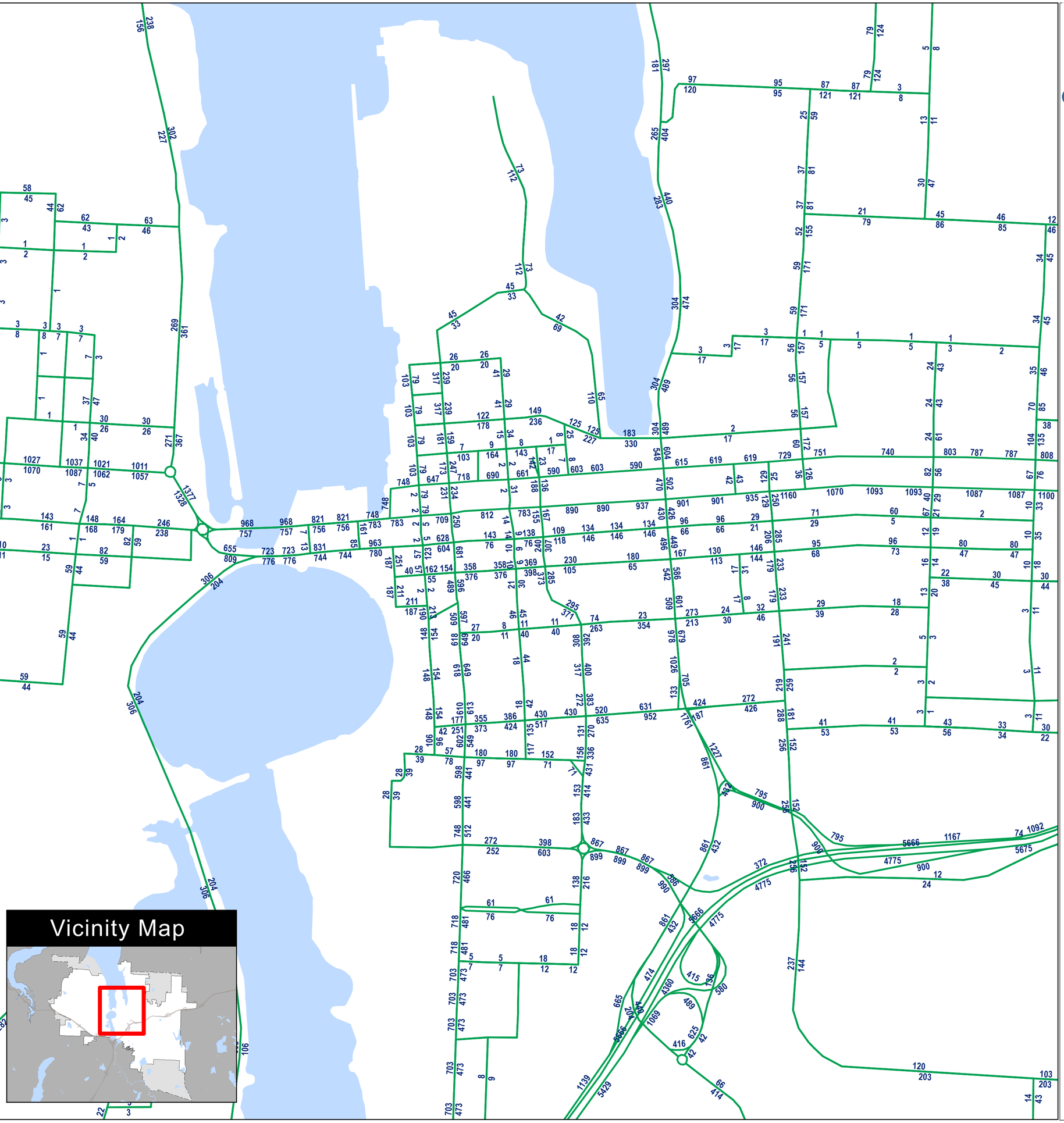
0 ½ 1 Miles

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

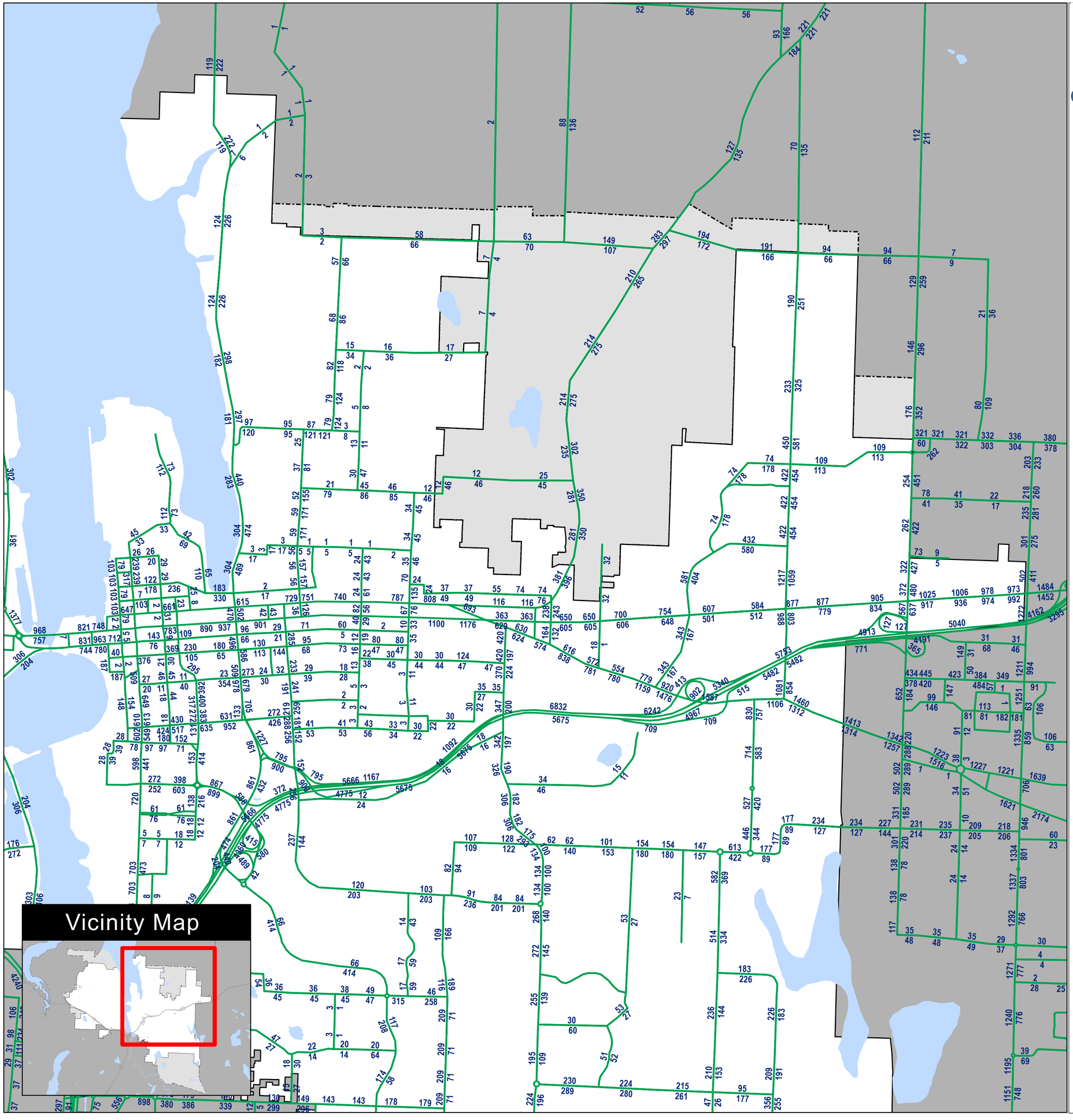
0 ¼ ½ Miles

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

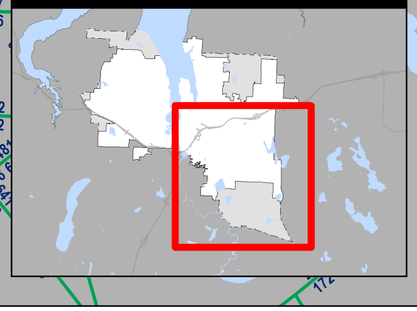
City of Olympia

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

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 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 describes how the region will work together to resolve regional problems and establish regional priorities.
- The Washington State Growth Management Act requires communities to develop comprehensive plans and development regulations that guide growth for the 20-year horizon.
- The Commute Trip Reduction Law calls on all state employers and large employers in urban areas to reduce drive-alone commute trips made by employees.
- The Thurston Regional Trails Plan defines off-street trail network priorities and issues throughout Thurston County.