

**City of Olympia Comprehensive Plan**  
**Summary of the 12 goal areas of the Transportation Chapter**  
**Context for development of the Transportation Master Plan**

1. **Complete Streets:** Complete streets are designed to make walking, biking, driving and transit safe and inviting.
2. **Connectivity:** A more connected street network works better for all modes. People walking and biking have shorter routes, transit riders can access stops more easily, and vehicles, including commercial and emergency service vehicles, have more route options. A connected grid of smaller streets also contributes to human-scale urban form.
3. **System Capacity:** Transportation system capacity has traditionally meant accommodating more trips by motor vehicles on our streets. As our city grows, we will add system capacity by also increasing the potential for walking, biking and transit trips, building a more efficient and people-oriented street system.
4. **Land Use:** Multi-modal transportation and land-use densification go hand-in-hand to create an attractive and functional city. Dense, mixed land uses are crucial to making walking, biking and transit truly viable. Developing housing, jobs, and services in close proximity to one another makes walking and biking easy, and allows transit to be convenient.
5. **Transit:** Bus corridors are major streets with high-quality transit service where people can spontaneously ride the bus. To advance transit, Olympia partners with Intercity Transit to make improvements so that buses operate efficiently on our streets. Investments are made in sidewalks and pedestrian crossings to enhance people's access to transit.
6. **Pedestrian:** The pedestrian environment is important because nearly everyone is a pedestrian at some point in the day, and pedestrians are vulnerable users of the transportation system. Pedestrian features such as sidewalks, pathways, landscaping and crossing improvements increase pedestrian safety while contributing to an area's urban form.
7. **Bicycle:** Bicycling is a practical alternative to driving within our city. Olympia's bicycle network will function as an integral part of the overall transportation system. The network of bike lanes, protected bike lanes, bike corridors and trails will be safe and inviting, drawing more people to bicycling.
8. **Transportation Demand Management (TDM):** TDM programs encourage people to walk, bike, carpool, or ride the bus for trips to work or school. Fewer trips reduces congestion, pollution, and the need for costly road improvements.
9. **Education and Participation:** Inviting the public to understand transportation issues and participate in decision making will lead to thoughtful consideration of tradeoffs and more equitable results. Education programs help people understand the range of transportation services and choices.
10. **Funding:** Transportation funding should be flexible, yet strategic. Current funding sources are optimized and new sources are explored. Public and private investments are needed to build the system.

11. **Regionalism:** Olympia takes an active leadership role and engages with neighboring cities and the county to develop solutions to regional problems and advance common goals.
12. **Innovation:** Innovations in materials, design and construction methods helps achieve our goals more efficiently, with less impact on the environment. Olympia proactively plans and develops policies to respond to the long-term transportation challenges we face.