Olympia 2045: Transportation

Significant changes between the second draft and the public hearing draft

In September 2024, members of the public, the Planning Commission, and the Bicycle and Pedestrian Advisory Committee shared feedback on the second draft of the transportation chapter of the Comprehensive Plan. The Planning Commission requested an additional opportunity to share feedback, so it held a work session on the transportation chapter on October 24th. You can watch a recording of that work session here.

As a result of the feedback we heard on the second draft, staff has made some changes, summarized below. If you'd like to comment on these changes, please <a href="mailto:ema

Major changes

- Rewrote vision to A complete transportation system that moves people, not just vehicles.
- Added 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.
- Added PT1.4 The City has proactive maintenance and asset management programs for pedestrian and bicycle infrastructure.
- Added language to 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.
- Added language to PT7.7 Allow on-street *vehicle or bicycle parking* to support adjacent businesses, buffer pedestrians and bicyclists, and slow traffic.
- In places that said "consider a study" changed the language to say "study."
- Removed language about multi-story buildings for schools from PT28.9 for inclusion in the Land Use and Urban Design chapter.
- Added PT 29.4 Allocate curb space strategically. Repurpose some vehicle parking stalls for active uses that complement adjacent land uses.