

Transportation Master Plan Draft March 5, 2018

Introduction:

These vision and goal statements are drawn from the Transportation Chapter of the Comprehensive Plan. Following these vision and goal statements, the Transportation Master Plan (TMP) identifies a set of projects and programs that support the City's desired land use and transportation outcomes.

The TMP seeks to rebalance our transportation system to be more multi-modal, and build complete networks for all modes. The overarching goal of the TMP is to increase walking, biking and transit trips.

Vision:

Our transportation system plays an important role in creating an attractive, economically vibrant city. It reduces our environmental impact, conserves our financial resources, creates greater access and equity in our community, and contributes to creating a people-oriented city.

Olympia is becoming increasingly dense, with 20,000 more people expected to live here by 2035. As we grow, we will retrofit existing streets to be safer and more usable for more people, ultimately helping our city function more efficiently.

A multi-modal street network provides the same level of safe access for people who want to walk, bike, drive or take the bus. Our streets will be safe, and people-focused, while moving goods and delivering services efficiently. Our multi-modal system will boost our economy by allowing density to increase while minimizing growth in traffic congestion.

Streets are crucial to the quality of our built environment. Human-scale streets that are good places to walk and bike will enhance the function of our city, build a sense of place, and help make our city more attractive. As technology changes the way we travel, streets will remain people-focused and human scale.

To meet the community's greenhouse gas and vehicle miles travelled reduction goals identified in the Regional Transportation Plan, land use development and transportation infrastructure must be strategically built together. In order for people to walk, bike and use transit, land development must be diverse, compact and well-designed. Through zoning, site planning, and street layout and design, we will create places where people feel it makes the most sense to walk, bike and use transit.

Goal Statements

The following goal statements describe the future transportation system and reflect policy concepts from the Comprehensive Plan. The action statements describe how the Transportation Master Plan will achieve these goals.

To achieve the above vision, Olympia will build a transportation system that is:

- A. Multi-modal, placing priority on walking, biking, and transit.** Our streets are built to make it easy for people to walk, bike and ride the bus. Our streets serve all people, including the most vulnerable.
 - Build human scale streets that are safe and inviting for pedestrians.
 - Provide many high-comfort, low-stress bike routes throughout the City.
 - Help transit provide efficient and inviting bus service.
 - Provide safe and convenient access to bus stops.
 - Slow vehicle speeds to prevent and reduce the severity of collisions.
 - Provide mobility for cars and trucks without impacting the safety of people biking and walking or transit's efficiency.

- B. Connected, providing short, direct trips for all modes.** The street grid allows people walking, biking and driving to have short, direct trips. A well-connected grid allows trucks, buses and emergency vehicles to have direct and efficient routes, and multiple route options.
 - Develop short blocks to increase route options for all users.
 - Connect streets to distribute traffic, allowing streets to be as narrow as possible.
 - Connect streets to create new routes before widening streets for vehicle capacity.
 - Build trails and pathway connections for people walking and biking.

- C. Strategic, ensuring mobility options are expanded in concert with land development.** As the population grows and the city becomes more dense, increases in traffic congestion are minimized and new modal options are available. We will use our existing streets more efficiently, and more people will be able to walk, bike and use transit.
 - Facilitate more walking, biking and transit use, particularly on our major corridors, centers, and downtown, to improve the quality and function of the densest parts of our city as growth is directed there.
 - Use public and private investment to advance the development of the transportation system.
 - Seek greater efficiencies on the streets we have through travel demand management programs, technology enhancements and physical changes before adding vehicle lanes.

- D. Respectful of community values and the environment.** The uniqueness of our city and our regional setting have a strong influence on how we plan our transportation network.
 - Invite the public to understand transportation issues and participate in decision-making, as this will lead to thoughtful consideration of tradeoffs and ultimately a more equitable system.
 - Actively engage with neighboring cities and the county to develop creative solutions to regional problems and advance common goals.

- Respond to emerging technologies and new challenges with strategies that remain focused on building people-oriented streets.
- Use innovative materials, design and construction methods to achieve our goals more efficiently, with less impact on the environment.

How these statements compare to the Comprehensive Plan goal areas:

Proposed TMP Goal Area	Comp Plan Goal Area (see attached)
A	1. Complete Streets, 5. Transit, 6. Pedestrian, 7. Bicycle
B	2. Connectivity
C	3. System Capacity, 4. Land Use, 8. TDM, 10. Funding,
D	9. Education and Participation, 11. Regionalism, 12. Innovation