

Olympia 2045: Transportation

Significant changes to the chapter

The Transportation chapter has gone through five public drafts. With each draft, we published a list of major changes. We have compiled those lists below, so readers can better grasp the differences between the draft under consideration and the 2014 version.

First draft changes

Values and vision

- Added language to more explicitly address equity.
- Broadened description of safety, so it's less focused on traffic collisions.
- Removed language about parking, as it seemed too detailed to be a value or part of a vision.

Climate change

- Added this section to comply with an update to the Growth Management Act.

Equity

- Added this section to comply with an update to the Growth Management Act.

Complete streets

- Added PT6.17 to reflect the current practice: "Regularly analyze collision data and prioritize safety projects for pedestrians and bicyclists in the City's systemic safety plan, the Street Safety Plan."

Connectivity

- Redrafted introduction to clarify the goals and policies.
- Removed GT5 and incorporated some of its supporting policies into GT9.

Transit

- Removed bus corridors section. In many places bus corridors overlapped with urban corridors, which is where long-standing policies have been in place to support frequent transit service. Where bus corridors did not align with urban corridors, rarely was zoning in place to create the density needed to support transit.
- Moved some of the supporting policies for bus corridors into the urban corridors section.

Walking

- Added "rolling" to be explicitly inclusive of people who use walking aids.

Bicycling

- Incorporated low-stress bike network developed in Transportation Master Plan.

Transportation Demand Management

- Expanded to address reducing all vehicle trips while still noting those that can lead to congestion, such as work or school trips.

Parking

- Changed to address everyone who parks rather than focus on commuters.

Funding

- Removed several sections that were addressed in the Transportation Master Plan.

Appendix A: Transportation Planning History

- Removed, as most topics were either no longer relevant or superseded by the Transportation Master Plan.
- Moved a few topics to other sections. Urban and strategy corridors moved to the Regional Planning and Corridors section. Southeast street connections moved to Appendix A: Transportation 2045 Street Classification and Connectivity Maps introduction.

Second draft changes

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

Third draft 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.*

Fourth draft changes (Land Use & Environment Committee)

- Rewrote vision to *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.*
- Added PT4.2 *Convert City fleet vehicles to zero-emission vehicles.*
- Added PT4.3 *Develop supporting infrastructure and programs to support zero-emission vehicles.*
- Rewrote PT17.4 to not include schools: *Encourage public services, major employers, and senior and multi-family housing to locate along urban corridors.*
- Added 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.*
- Rewrote PT19.4 *Continue implementing policies to eliminate minimum parking requirements along urban corridors.*
- Added PT27.10 *Seek ways to encourage people to replace vehicles with e-bikes by helping them access financing, rebates, grants, or other resources.*

Fifth draft changes (City Council study session)

- Rewrote PT6.2 to refer to "service" vehicles instead of "larger" vehicles.
- Rewrote PT6.12, PT6.14, and PT12.3 to suggest doing pilot projects when feasible.
- Added language to PT31.2 about prioritizing safety and accessibility for pedestrians, bicyclists, and transit users.
- Added business access and transit-only lanes to definition of strategy corridors on page 42.