Being selected as a host city for a sports mega-event such as the Olympics is both a gift and a burden. Host cities are thrust into the international spotlight and must provide the stadiums, housing, transportation, and crowd management needed for the games. This thesis addresses the mega-event transportation legacy by asking whether it is possible for Olympic host cities to utilize the event for transportation development that both supports high volumes of movement during the Games and aligns with the long-term goals of the city’s transportation plan. I analyzed the strategies of Barcelona, host of the 1992 Summer Olympics and Beijing, host of the 2008 Summer Olympics, as case studies of their transportation planning pre-Games and post-Games. I find that for a successful legacy, a city’s Olympic bid for transportation changes should align with its pre-Olympic plan, drawing from projects already proposed, and the strategic placement of their Olympic venues, rather than relying on creating solely new projects or new locations for development. Additionally, while large infrastructural projects might be part of some city’s long-term goals, a successful Olympic transportation legacy does not always require large infrastructure development. While cities must appeal to the International Olympic Committee in their bids, potential hosts should be critical of whether proposed projects have benefits in both the short- and long-term.