Transportation Responses to Planning Commission Finance Subcommittee Questions
As of: 8/9/13

2014-2019 Capital Facilities Plan
Planning Commission Finance Subcommittee
Questions/Comments for 8-9-13 Meeting with City Staff

Introduction (Roger)

7. Page 23, County Funded Projects in Urban Growth Boundary – Does the City have to pick up any of the county costs if an area is annexed?

   Staff Response: *Jane responded to this question.*

Introduction (Jerry)

3. Page 4, FAQ 15 – Don't grasp difference between SEPA fees and impact fees and whether City can collect both on same project.

   Staff Response: *We cannot collect both on the same construction project. However, depending on the situation, it is possible to collect both Transportation Impact Fees and SEPA transportation mitigation fees from a development. Transportation Impact Fees will be collected on transportation projects identified in the Capital Facilities Plan (CFP). If a development project identifies the need for a transportation project not included in the CFP, the development could be required to pay SEPA transportation mitigation fees. Future projects would pay these SEPA transportation mitigation fees until the project was incorporated into the Transportation Impact Fee rate structure and included in the CFP.*

   We collect SEPA transportation mitigation fees from development projects, of a certain size, in the Urban Growth Area (UGA) and in Tumwater and Lacey.

4. Page 5, FAQ 19 – Should add discussion of zonal impact fees. Are impact fees other than transportation (e.g., parks, schools) used on one-zone or zonal basis?

   Staff Response: *Our current Transportation Impact Fee structure does not use zonal impact fees; therefore a discussion of this at this time is not needed.*

5. Page 5, FAQ 24 – Under concurrency, can development occur with nothing more than a "financial commitment"? What constitutes a binding commitment? What if circumstances change significantly and no money is available? Is there a prescribed penalty? Does concurrency apply to all infrastructure or just transportation?

   Should discuss the revenue generated by area of City, by existing development, by commercial, by retail, by property taxes etc.

   Staff Response: The surety required for all commercial projects and subdivision plats is that for all frontage streetside improvements associated with the project/subdivision, the developer must provide a cost estimate for these improvements and submit it to the City for review and approval.

Once the dollar amount is agreed upon, the developer must post a bond or other acceptable surety with the City. Typically, this bond or bank assignment cash set aside is for 125% of the original cost estimate. This covers the construction costs, plus 25% contingencies to cover unforeseen issues. This surety remains in place, until the project is deemed complete. Then, once all elements of the development (such as easements and bill of sale documents for transfer of private ownership to public ownership, as-constructed civil drawings, etc.) are submitted and accepted by the City, staff will issue a certificate of acceptance and allow a plat to record at Thurston County, or a Certificate of Occupancy for commercial projects. If the work is close to being complete, but due to extenuating circumstances not 100% complete, a developer is allowed to post an additional surety in the amount of 125% for all incomplete items, with a designated shorter time period to complete. In this case, on a commercial project, a temporary Certificate of Occupancy is issued until the work is complete. If a plat does not complete the required work, no final approval is issued and the plat does not record. Therefore, no building permits are issued and the City does not accept the improvements. If the preliminary plat should expire, the developer must go back to the Hearing Examiner for new approval.

Executive Summary

6. Page 12 – Why do various impact fee receipts differ? Are they not all (each) tied to new building? So should they not all rise and fall together. Note the great divergence between transportation and park collections.

   Why show fire impact fees when Introduction says City doesn't collect? If the chart is retained, it would be helpful to add a footnote to explain that these fees are no longer collected.

   Staff Response: *They differ partially because Parks collects impact fees for residential projects only, while Transportation Impact Fees are collected for both residential and commercial projects. They also vary due to the number and type of projects impact fees are collected for (Parks type projects versus Transportation type projects). Inflation of project costs from year to year also varies by the type of project.*

Transportation (Roger)

1. Page 46, Recent Trends – The first paragraph indicates funding is reduced for many CFP programs because sales tax revenues have been low. Haven't property taxes, the other major general fund tax source, also been low?

   Staff Response: *Jane responded to this question.*

2. Page 47, 4th Avenue Bridge Railing, Comp Plan and Functional Plan Citations – Since this project is mainly being done for aesthetic reasons, it seems that the comp plan policies about maintenance and preservation in the Capital Facilities element should be included.
   Justification – States that construction will occur in 2020. If so, what's being done in 2015-19? How much in addition to the $399,000 for 2015-19 will be needed?

   Staff Response: *This project is to specifically address maintenance needed to preserve the overall integrity of the 4th Avenue bridge railing that is showing early signs of failure. Aesthetic reasons for the project are secondary to the structural integrity of the railing. These funds are not needed for "on-going" annual maintenance of the bridge. It is planned to appropriate $75,000 annually to fund the $450,000 bridge railing project; $75,000 was appropriated in 2013. The cost in the 2014-2019*

CFP reflects the remaining funds needed inflated to 2014 dollars. The cost for the project will be inflated on a yearly basis to reflect increases in labor and construction costs.

3. Page 48, Bicycle Facilities, Project List – The first paragraph indicates funds are accumulated over multiple years to construct the next priority project. How are these funds accumulated? Is there a standard appropriation that is set aside?
Capital Costs – Which of the four projects is this funding ($800K) being used for? Will the lack of bicycle money delay the Repair and Reconstruction projects they are associated with?
Jerry suggested that chip seal should not be applied to the shoulder because of the impact on bicyclists. How might such a policy be implemented?

   Staff Response: *Due to the downturn in the economy, the last appropriation of funds to this program occurred in 2011, in the amount of $50,000. The Bicycle Facilities Program was historically funded at $100,000 per year. This is one of several annual programs where funds are appropriated to the program and accumulate in the program, until used for a project.*

   Staff worked with the Bicycle and Pedestrian Advisory Committee (BPAC) to identify the appropriate type of chip seal treatment to use on streets designated as bike routes. Rubber chip seal, which is smoother than regular chip seal and has less loose rock, is used on streets that are designated as bike routes. In 2013, we also tried a micro-surfacing treatment (slurry of oil, sand and 3/8-inch rock) to determine if it will be acceptable to use on bike routes.

4. Page 51, Hazard Elimination – For the Harrison/Division project, does right-of-way need to be purchased? Is this project needed now if a roundabout might be added at this location in the future, as has been discussed?

   Staff Response: *Right-of way (ROW) is not needed to construct the right-turn lane adjacent to the new park. The sidewalk is in the correct location. ROW may be needed on the northeast corner of the intersection to improve the turning radius for large vehicles like buses.*

   No decision has been made to construct a roundabout at this intersection. Substantial ROW would be needed, if a roundabout were constructed at this intersection affecting all four corners/quadrants of the intersection.

5. Page 52, Neighborhood Pathways – Seems like the Comp Plan/Functional Plan section should include policies regarding connected neighborhoods and access to transit.

   Staff Response: *We will check the Goals/Policies and add any additional relevant goals related to this program.*

6. Page 53, Parks and Pathways, Sidewalk – How heavily does review injury/fatality data enter into staff's prioritizing of sidewalk projects? Is this data available to the public? Seems like neighborhood sub-area plans will be very helpful in setting priorities when they are completed.

   Staff Response: *Collision history is not part of the scoring system used to rank missing sidewalk segments. However, if we are aware of collisions along a section of street or intersection, we would consider this in determining the priority of a project.*

We do not have a summary report on specific locations where bicycle and pedestrian collisions occur. We do have individual collision reports that are entered into a database. We review these collision reports annually and refer to them when responding to citizen requests. We also use this information when preparing grant applications. Seldom do we see trends in bicycle and pedestrian accidents at any one location, because of the small number of collisions that do occur. Therefore, we rely on citizen requests and the Bicycle and Pedestrian Advisory Committee input to identify problem locations.

Staff prepares a yearly report on vehicle, bicycle and pedestrian collisions to look for trends in collisions. A copy of this report is attached. We use this information to look for opportunities where we can focus education and encouragement information efforts.

Refer to the attached Sidewalk Program flyer for additional information about the program.

A portion of the 14th Avenue/Walnut Road project is included in the bicycle project list. Will the sidewalk project be done at the same time as the bicycle and road preservation projects?

Staff Response: *We will look for every opportunity to do the sidewalk, bicycle and paving projects at the same time, depending on available funding. The Bicycle Facilities Program and Street Repair and Reconstruction Program reflect the coordination of these improvements.*

Page 54 – Comp plan policies regarding safety and access to transit should be added when the Plan Citations are updated.

Staff Response: *Staff will do this.*

7. Page 55, Pedestrian Crossing Improvements – Are there temporary, low-cost solutions (signs, street markings) that could be implemented for some of the 34 projects that won't be funded in the near term?

Staff Response: *Crosswalks and signing at these intersections alone are insufficient and pedestrian crash risk may be increased, due to providing marked crosswalks alone.*

The attached flyer about the Pedestrian Crossing Improvement Program, dated March 2013, explains the evaluation process and how projects are selected for this program.

The intersections identified are evaluated to determine if crosswalk markings, and potential signing, are adequate to provide a safe crossing or whether other pedestrian crossing facility enhancements are needed. The intersections identified in the program are locations:

- *Where a possible increase in pedestrian crash risk may occur, if crosswalks are added without other pedestrian facility enhancements; or*
- *Where marked crosswalks alone are insufficient, since pedestrian crash risk may be increased due to providing marked crosswalks alone. Marked crosswalks must be enhanced with other facilities.*

8. Page 57, Sidewalk Construction – Are we planning to submit grant requests for the listed projects? If so, when and from what grant source? These projects would be needed if the Planning

Commission's concept of nodal development in the Martin/Pacific area is adopted in the comprehensive plan.

Staff Response: *Yes, additional funding from grants is needed. Each year, staff looks for federal and state grant opportunities to stretch City dollars and help complete priority projects in the CFP. Possible grant funding sources for this sidewalk program are the Pedestrian and Bicycle Safety Program (federal funds), Surface Transportation Program – Transportation Alternatives Program (federal funds), or Transportation Improvement Board – Urban Sidewalk Program (state funds). Currently, we do not have adequate funds to provide the required local matching funds for these grant programs.*

9. Page 59, ADA Requirements – Are there ADA time requirements for implementing these projects. Plan Citations on page 60 should include policies regarding support for disabled citizens (check policies).

   Staff Response: *There is no specific timeline for completion of these improvements. However, if they are not completed in a reasonable time frame from when a specific request is made, the City risks a complaint being filed with the Department of Justice.*

   The City is required to have an ADA transition plan, which identifies a strategy for completing ADA improvements in the public right-of-way. We are beginning a process to update this plan. A specific timeline for the update has not been established. The City must be actively pursuing ADA improvements. Certain types of transportation improvements require ADA improvements. For example, if an asphalt overlay is completed, any existing ramps that do not meet current standards or any missing access ramps must be replaced or installed, as part of the overlay project.

   We will check the goals/policies and include any relevant policies related to ADA.

10. Page 61, Street Repair – The Mottman project is not starred in the table. Does that mean it's scheduled for major resurfacing in the 2014-2019 timeframe?

    Staff Response: *There should be an asterisk included for the Mottman Road project. This will be corrected. This project is a coordinated project requiring funding from the Bicycle Program, stormwater and grant funds. Current funding levels are not adequate to complete this project. However, we list this project and others, in order to be able to apply for grants.*

11. Page 63, LED Conversion – The description indicates the City is exploring energy efficiency grant funding. Is that funding now assured?

    Staff Response: *The City has secured the $500,000 energy efficiency grant for the current project to convert approximately 3,200 City-owned streetlights to Light Emitting Diode (LED) streetlights*

    Bonds are not included in the Funding Sources. Will all the bond funds approved recently by the Council be spent in 2013?

    Staff Response: *The project in the 2014-2019 Capital Facilities Plan is to convert Puget Sound Energy owned streetlights to LED. The grant funding shown in the 2014-2019 Capital Facilities Plan is*

not secured. The City will need to apply for future grant funding to complete this project. It is not known at this time if bonding is appropriate for this project.

The bond funds recently approved by the City Council are for the current project to convert approximately 3,200 City- owned streetlights to Light Emitting Diode (LED) streetlights. The current project is expected to use all of these bond funds. The bond funds will be spent in 2013 and early 2014.

Transportation Projects with Impact Fees (Judy)

1. About a third (14.6) million of the cost of proposed transportation impact fees are to be paid for by grant funding. How certain are the various grant funding opportunities? If funding is not obtained, how will projects be prioritized

   Staff Response: *We can never be certain that we will receive grant funds. However, historically we have been successful in getting grants for our major capacity projects. If grant funding is not obtained, a project may be delayed or other local funding sources pursued. The priority of projects is outlined in the introductory section of the Transportation Projects Funded by Impact Fees.*

2. Will all new roundabouts and pedestrian crossings have flashing warning lights to alert drivers that pedestrians are using the crossing lanes?

   Staff Response: *Flashing warning lights (Rectangular Rapid Flashing Beacons otherwise referred to as RRFB's) will typically be considered for use on multi-lane roundabouts and not on single- lane roundabouts. Multi-lane roundabouts are more complex and can potentially be more difficult for pedestrians to cross; therefore, our practice is to consider the use RRFB's at these roundabouts.*

3. Many of the new transportation projects seemed to be in the eastern or south east parts of the city. Is any consideration given to balancing projects around the city?

   Staff Response: *The projects identified in the Capital Facilities Plan (CFP) are identified through the annual Concurrency Review (required by the Growth Management Act) conducted by the City. This review looks at our transportation system to determine where vehicle- oriented capacity is needed. These projects are necessary to meet our Transportation Level of Service (LOS) standards, given the current population and employment forecast (for the next six-year period) by the Thurston Regional Planning Council. These intersections or streets are projected to not meet LOS D established for these intersections/streets within the next six years. The timing of these projects is dependent on the rate of growth in population and employment. There are a number of large tracks of land in the southeast area that are anticipated to be ripe for development.*

   Previously, many of the capacity projects in the CFP were located in West Olympia where significant growth was occurring. The need has now shifted to the southeast Olympia area.

4. The Comprehensive Plan sent to the Council proposed that much of Olympia's development be centered in nodes within the city and not in outskirt areas. Capacity deficiency in the area that would be served by the Log Cabin Road extension is not projected to occur for 10-12 years. How does the proposed Log Cabin Road extension relate to the goals the most recent draft Comprehensive Plan and with LOS needs? The description of the program is somewhat vague. Could more information be provided?

   Staff Response: T*he City is collecting Transportation Impact Fees to upgrade the street to construct a median, rather than the construction of the entire street. The City is basically funding the "oversizing" of the street similar to what is done for utilities, such as sewer lines.*

   The Log Cabin Road Extension Study, completed in 2001, identified that medians be included along the extension of Log Cabin Road/Herman Road, between Boulevard Road and the Lacey City Limits. The CFP project includes the section of median between Boulevard Road and the future extension of Hoffman Road. Pedestrian crossings will be included in the median.

   We monitor the need for this street connection through the annual Concurrency Review (required by the Growth Management Act) conducted by the City. This review looks at our transportation system to determine where vehicle- oriented capacity is needed. The timing of the Log Cabin Road Extension is dependent on the rate of growth in population and employment. There are a number of large tracks of land in the southeast area that are anticipated to be prime for development. At this time, the street will be built by development, as it occurs.

5. Olympia Access – Interchange Justification Report – The 2025 Regional Transportation Plan indicates major congestion will occur in the Cooper Point Road and Black Lake Boulevard area within the 20-year planning horizon. Given the change in market for housing development is the same timeline for plan development still applicable?

   Staff Response: *Yes. Major failure of the Cooper Point Road and Black Lake Boulevard intersection is still expected within a 20-year horizon, with unacceptable congestion and traffic delays occurring in the near term. The Interchange Justification Report (IJR) is just the first step in the process to improve access and mobility in West Olympia. It will take 10 to15 years to complete the design, right-of-way acquisition, and construction of the Hybrid Alternative.*

   Refer to the attached flyer, which describes the Hybrid Alternative.

Legislative Request - West Olympia Access

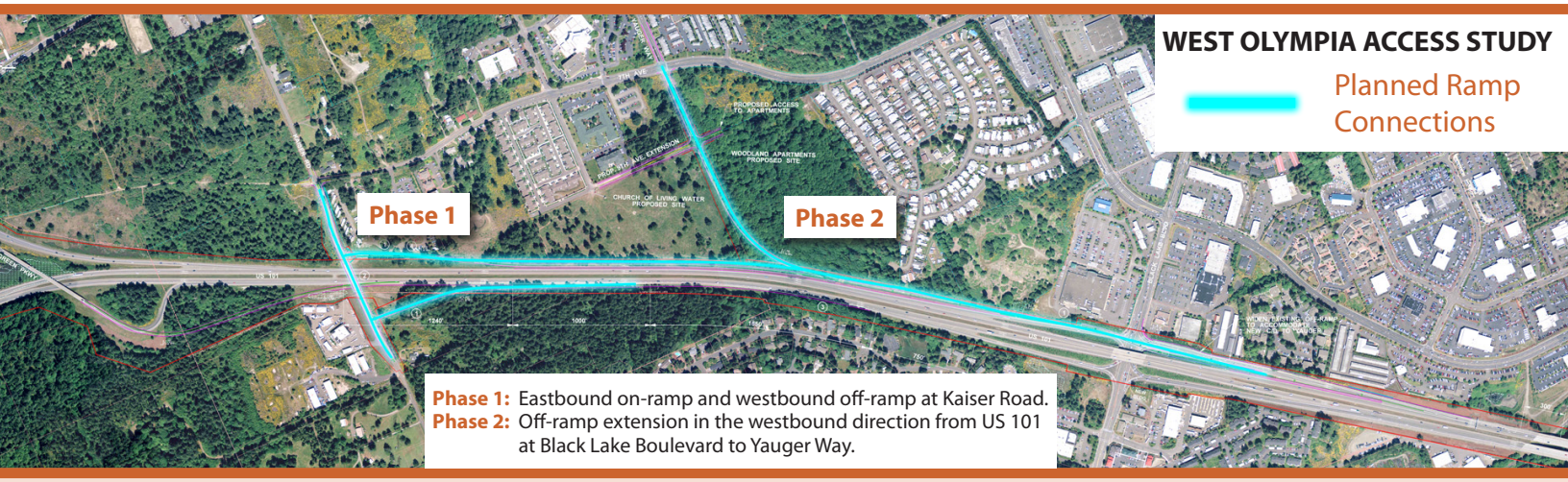
Interchange Justification Report Funding

Project Need

Additional West Olympia access to US 101 to accommodate growth, while maintaining safe and acceptable levels of mobility.

Issue

Major failure of the Cooper Point Road/Black Lake Boulevard intersection in West Olympia is expected within a 20-year horizon, with unacceptable congestion and traffic delays occurring in the near term. Adequately addressing congestion in this critical commercial area cannot be done without additional access from US 101 to West Olympia. Additional freeway access also decreases response time to emergency medical facilities (e.g., Capital Medical Center) and supports commerce in this vital area.



Project overview

The West Olympia Access Study (WOAS), completed in August 2010 by the City of Olympia and Washington State Department of Transportation (WSDOT), evaluated three potential interchange alternatives, all designed to improve access and mobility in West Olympia. The City and WSDOT agreed that the Hybrid Alternative was the best alternative to advance to the Interchange Justification Report (IJR) process. The IJR process covers Engineering and Operational Acceptability approval, environmental review and 30% design.

The Hybrid Alternative includes an eastbound on-ramp and a westbound off-ramp at US 101 and Kaiser Road as Phase 1 (within 15 to 20 years) and an off-ramp extension in the westbound direction from US 101 at Black Lake Boulevard to Yauger Way as Phase 2 (beyond 20 years). See detailed picture for Phase 1 and Phase 2 above.

The new points of access to Kaiser Road and Yauger Way will:

- Reduce traffic congestion in the Black Lake Boulevard and Cooper Point Road intersection. Currently, two US 101 interchanges at Black Lake Boulevard and at Crosby Boulevard funnel traffic directly to this intersection.
- Improve access to the hospital and other emergency medical facilities along Yauger Way;
- Accommodate growth and support commercial activity in rapidly growing areas of West Olympia; and
- Provide multiple route options in the transportation system.

Legislative Request

During the 2013 Legislative session, the City of Olympia is requesting $850,000 in funding to complete an Interchange Justification Report (IJR) on the Hybrid Alternative.

Funding Sources for the IJR are:

- $750,000 City of Olympia Transportation Impact Fees
- **$850,000 Legislative request**

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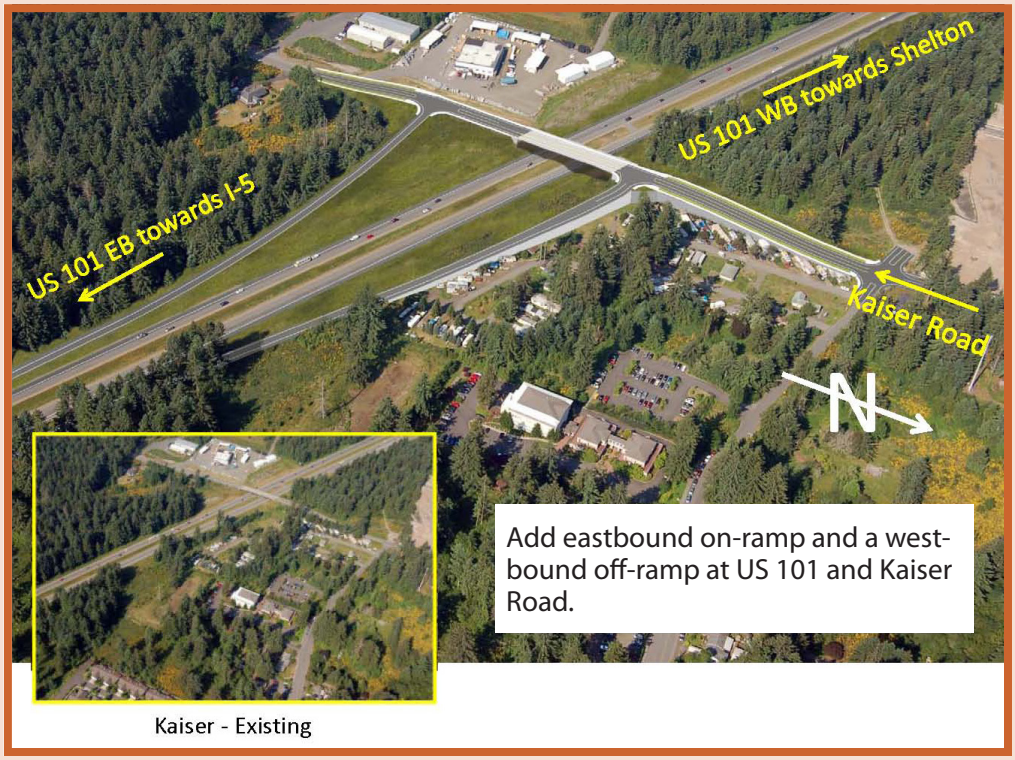
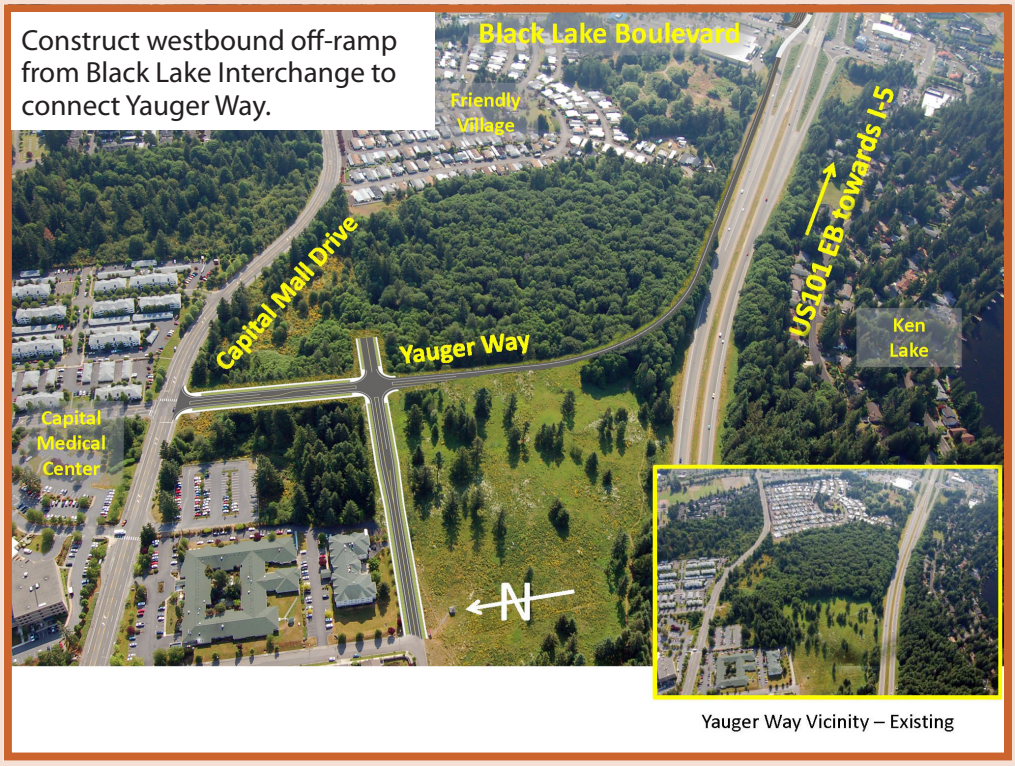
Economic Impact

- West Olympia is a vital economic center for the Thurston County region. The total taxable retail sales in West Olympia comprise more than 50% of the City's total taxable retail sales.
- West Olympia is a significant employment and commercial center with over 17,000 jobs. Large employers include the Capital Mall, Capital Medical Center, Olympia Auto Mall, and the Mottman Road Industrial Park. Thurston County government offices are also located in West Olympia.
- Two colleges in West Olympia – South Puget Sound Community College and The Evergreen State College – are also accessed via US 101.
- The West Olympia Business Association (WOBA) has advocated the need for additional access to West Olympia from US 101 and strongly supports moving the Hybrid Alternative to the IJR process.

Above: Intersection of Black Lake Blvd and Cooper Point Road



Above: Phase 1, Below: Phase 2



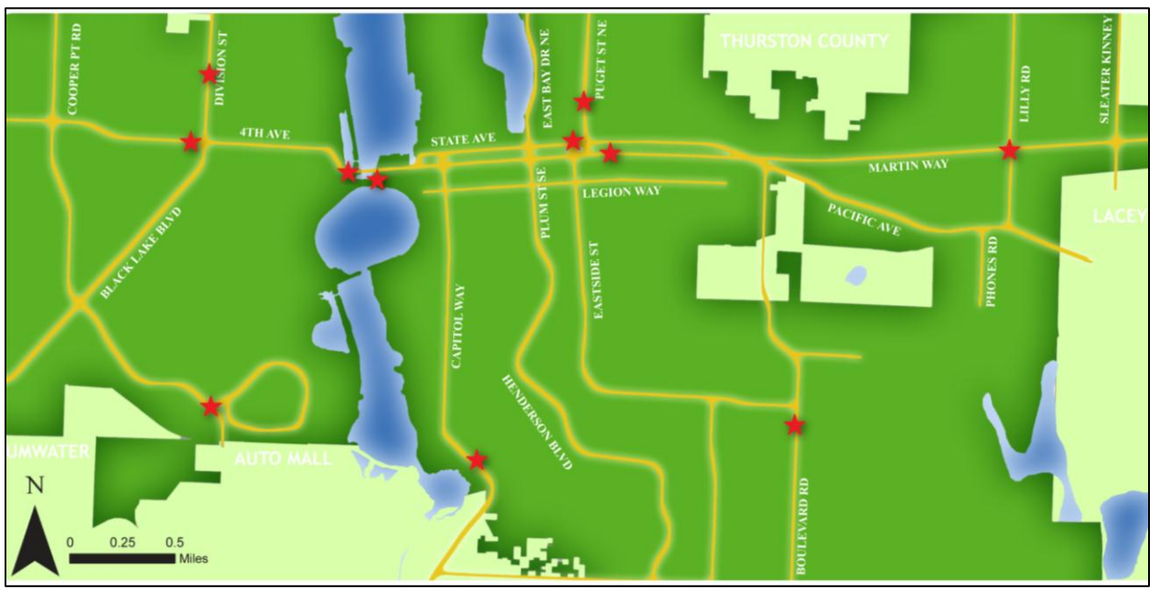
Mobility Indicators

Each year, staff collects data on bicycle, pedestrian, transit ridership, and vehicle use in 11 locations throughout the City. This information is used to monitor the growth in walking, biking and transit use relative to vehicle use.

The data is a snap shot of mode use at each location. Changes in mode use are expected to change as land uses change and network improvements (such as sidewalks) are made.

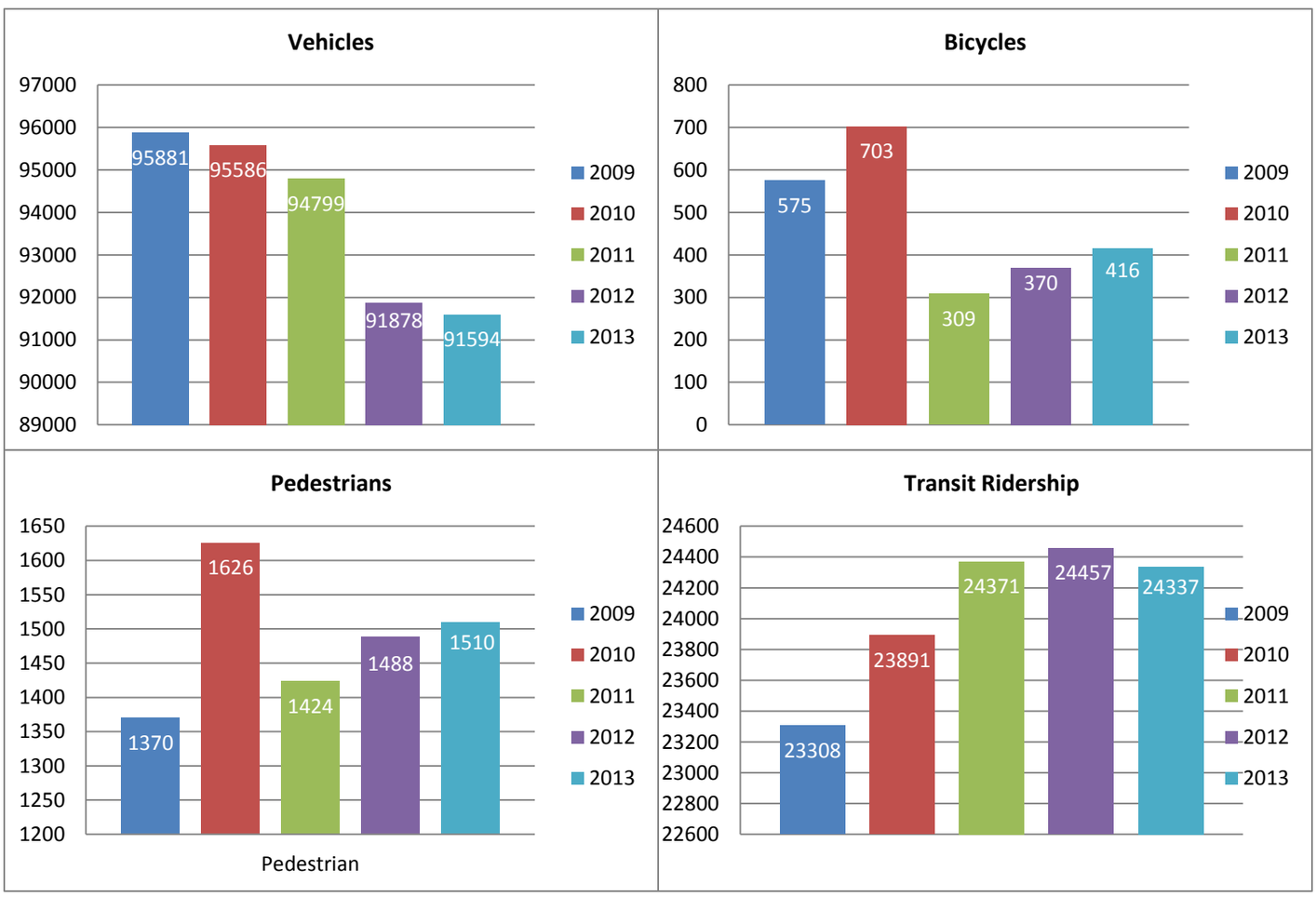
Pedestrian, bike and vehicle counts are the total of three, two-hour peak period counts on one day in March. Transit is the average daily ridership on one or more routes passing through that point in March.

Locations



Data

The following charts provide a total for all locations. For information on individual locations, please contact Sophie Stimson at 360.753.8497.



City of Olympia

Pedestrian Crossing Improvement Program

Updated March 2013

Pedestrian Crossing Improvements make street crossings safer for pedestrians. Improvements include bulbed-out sidewalks, in-pavement lighting systems, pedestrian islands, signing and striping, and other devices.

Funding

Each year, the City's Capital Facilities Plan (CFP) will define the crossing projects that will be addressed in the next six-years. In the past, the CFP included funding for pedestrian crossing improvements—$50,000 and $30,000, every other year. It is assumed grant funds will augment CFP funding.

Types of Improvements

Bulbouts

***Bulbouts** are extensions of the sidewalk into the parking lane in order to shorten the crossing distance. Bulb outs make the pedestrian more visible to drivers, and cars more visible to pedestrians.*

Lighting Systems

*Lighting systems warn motorists that a pedestrian is present. **Rapid flashing beacons** are installed on either end of a crosswalk and are activated by a pedestrian.*

***In-pavement lighting is** low-profile lights along the edges of the crosswalk. Lights are activated by a push button, or passively when a pedestrian passes between two bollard.*

Crossing Islands

***Crossing Islands** allow the pedestrian to cross one half of the street at a time. Pedestrians are able to more easily find gaps in traffic, and reduce their exposure to a large number of cars at one time.*

More simple devices that raise driver awareness of a crosswalk are centerline markers and crossing flags.

Program Prioritization Methodology

There are a large number of potential locations for crossing improvements and limited funds. A methodology was developed to identify the locations with the greatest need for a pedestrian crossing improvement.

Screening Method

The **City's crosswalk procedural statement** evaluates pedestrian counts to determine whether or not a crosswalk should be marked.

A federal study is the tool used to screen intersections for improvements. **"Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations,"** a Federal Highway Administration (FHWA) study, uses motor vehicle speeds and volumes and the number of lanes on a roadway to assess the relative safety of a pedestrian crossing.

Based on the assessment, an intersection is categorized into one of three categories, which prescribe different levels of recommended treatment, as follows:

- Category **N** means marked crosswalks alone are insufficient, since pedestrian crash risk may be increased due to providing marked crosswalks alone. Marked crosswalks must be enhanced with other facilities.
- Category **P** means a possible increase in pedestrian crash risk may occur if crosswalks are added without other pedestrian facility enhancements.
- Category **C** means these are candidate sites for marked crosswalks.

Category **N** projects are of highest priority, followed, by Category **P**. Category **C** projects will be evaluated for a crosswalk installation.

Bulbout at 4th and Jefferson reduced crossing from 3 lanes to 2.

The pedestrian crossing improvement program includes two phases, as follows:

Phase 1: Request Approach: A list of candidate locations improvements has been compiled over the last five years, based on requests from the public. The projects are screened using the FHWA tool. The remaining projects are ranked by placing priority of streets with higher speeds and volumes. See future projects listed below.

Phase 2: Comprehensive Approach: A comprehensive approach uses location criteria to identify intersections where improvements are most likely to be needed and/or will have the greatest impact on the most number of pedestrians. See future projects listed below. The criteria and the rationale for their use are as follows:

- **High-density Corridor.** Intersections in the High-Density Corridor (HDC) are a priority because, relative to the entire city, HDC intersections have the greatest potential for pedestrian trips. Needs outside the HDC are ideally identified

through requests. (HDCs are defined in the *Olympia Comprehensive Plan*.)

- **Un-signalized.** Un-signalized intersections are a priority because, relative to signalized intersections, there is no signal to assure pedestrians the right-of-way.

- **Arterial and Major Collector Intersections.** These are the two largest types of streets with high volumes, speeds, and number of lanes that can pose a greater threat to pedestrians.

- **Downtown.** The downtown has the greatest concentration of pedestrians. (Downtown is defined in the *Olympia Comprehensive Plan*.)

The criteria are used to shape priority tiers:

Comprehensive Approach Prioritization

Location Criteria	**Priority Groupings**		
	Tier One	Tier Two	Tier Three
Un-signalized intersections	X	X	X
In the High Density Corridor	X	X	X
Intersections of Major Collectors and Arterials	X		X
In the Downtown	X	X	

The resulting projects for each tier are screened using the FHWA tool, and the N and P- ranked projects would be addressed.

Future Projects

Requested Approach (underway)

First Priority: N Projects
1. Division Street and West 4th Avenue
2. Capitol Way and O'Farrell Avenue
3. Martin Way and Chehalis Western Trail
4. Capital Mall Drive and Archwood Drive
5. Capitol Way and 8th Avenue
6. Capitol Way and 10th Avenue
7. Martin Way and Chambers Street
8. Martin Way and Pattison
9. Pacific and Devoe
10. Pacific and Lansdale
11. Harrison between Sherman and Division

Second Priority: P Projects
1. Mottman Road and SPSCC entrance
2. Henderson Blvd and Eskridge Blvd
3. Boulevard Rd and Morse-Merryman Rd
4. Boulevard Road and 30th Avenue
5. East Bay Dr and San Francisco Ave
6. East Bay Dr (between Glass and Berry)
7. 4th Avenue and Chestnut Street
8. State Avenue and Turner Street

Comprehensive Approach
(pending completion of requested projects)

First Tier: These are unsignalized, high density corridor intersections of arterials and major collectors with other Arterials and Major Collectors in the downtown. Further screening with the FHWA tool may eliminate some projects from this list.

- Eastbay and Olympia
- Plum and 5th
- State and Eastside
- Eastside and 8th

Four other projects fall within this grouping but are addressed in the request approach, (they are complete, planned, or do not qualify for improvements using the FHWA tool).

Comprehensive Approach

Second Tier: These are unsignalized intersections on high density corridors in the downtown. Only N-and P-ranked locations are listed:

- Jefferson and 10th
- Jefferson and 9th
- State and Pear
- State and Quince
- Union and Cherry
- Union and Adams
- Union and Washington

Third Tier

These are unsignalized intersections on high density corridors, not in the downtown, intersections of only Arterials and Major Collectors. Only N-and P-ranked locations are listed:

- Harrison and Decatur
- Harrison and McPhee
- Harrison and Rogers
- 4th and Puget
- Pacific and Phoenix
- Capitol Mall Drive and Yauger

Completed Projects

In addition to those built as part of the Pedestrian Crossing Improvement Program, some projects are built as a part of a larger reconstruction project or as part of a transit stop improvement. (1998 to 2012)

- 4th and Fairview
- State and Wilson
- Cooper Point and Target Entrance
- Cooper Point and Skate Park
- Harrison at Hollywood Video
- Harrison at Goodwill
- Deschutes and 5th
- 5th and Yashiro
- 5th and Sylvester
- Harrison at Safeway Entrance
- Sleater Kinney and San Mar
- Sleater Kinney and 6th
- Capitol and 7th
- Capitol and 9th
- 4th and Jefferson
- Capitol and O'Farrell
- Division and Conger
- Division and W 4th
- State and Columbia
- 4th and Adams
- Puget and Pine
- Division and Madison
- Fones and Olympia Woodland Trail
- Capitol and 18th
- Martin Way and Chehalis Western Trail
- Legion and Franklin
- Legion and Jefferson
- Legion and Cherry
- 5th and Washington
- Black Lake and 12th Ct
- Union and Washington
- State at Chestnut and Cherry
- 4th at Chestnut and Cherry
- 18th and Craig
- 18th and Redwood Place
- 18th and Kempton
- Capitol Way and B Ave
- Yelm Hwy and Orvis Ct
- Henderson and Carlyon
- Cooper Point and Westhills Office Park

For more information on Pedestrian Crossing Improvements, contact Sophie Stimson, City of Olympia Public Works Department, 753-8497, sstimson@ci.olympia.wa.us

City of Olympia
Sidewalk Construction
October 2012

Sidewalk Planning

Olympia's *2003 Sidewalk Program* is a long-term list of ranked sidewalk needs on major City streets. The program addresses sidewalk needs on the three types of high traffic-volume streets: Arterials, Major Collectors, and Neighborhood Collectors.

These streets compose 42% of the City's street system. The remaining 58% are Local Access streets, smaller neighborhood streets. On Local Access streets, vehicle volumes are lowest, and pedestrians and motor vehicles can more adequately share space.

To develop the program, an inventory of missing sidewalks on major streets was completed. The inventory found 84 miles of missing sidewalks on these high-volume streets. The total possible length of sidewalk on Arterials, Major Collectors and Neighborhood Collectors is 156 miles.

Priorities
A scoring system was developed by the City's Bicycle and Pedestrian Advisory Committee and accepted by the City Council in 2003. The scoring system was used to rank the missing sidewalk segments using criteria based on pedestrian destinations, street characteristics, and *Olympia Comprehensive Plan* goals.

The scoring system is as follows:

Street characteristics:	
High Density Corridor	20 points
Downtown	15 points
School Walking Route	25 points
Transit Route	10 points
Arterial	15 points
Major Collector	10 points
Neighborhood Collector	5 points
No bike lane or shoulder	10 points
Missing link	10 points

Proximity to (1/4 to1/2 mile):	
Public Parks	15-20 points
Schools	10-20 points
Public Building	5-10 points
Church/Place of Worship	5 points
Shops/Malls	10-15 points
Senior/Community Center	15-20 points

Funding
Sidewalk construction funding comes from two sources:

- The City's Capital Improvement Program Fund, which is composed of property and sales taxes, among other revenue sources. Up until 2009, $175,000 was dedicated to sidewalk construction. Since 2009, funding has been reduced.

- The Private Utility Tax. In September 2004, the public approved a 3% increase to the private utility tax to pay for parks and recreational facilities, including sidewalks. Of the 3% increase, 2% will be used to develop parks and recreational facilities, and 1% will be used to construct sidewalks. These sidewalks will allow people to safely walk to parks, schools and trails, and to walk for recreation in their neighborhoods. The revenue from this tax can vary, but it is anticipated to be $1,000,000 annually for sidewalks. Read more about projects on reverse.

State and Federal grants are sought to construct sidewalks. Sidewalks are also constructed as part of major street construction projects or as frontage improvements when property development occurs.

Parks and Pathways Projects

The majority of sidewalk construction is funded through private utility tax revenues (see reverse). These projects are referred to as Parks and Pathways sidewalk projects. Parks and Pathways sidewalk projects anticipated to be constructed in the next approximate 20 years are listed below in priority order. Shaded projects below are complete.

Rank is drawn from the City's *2003 Sidewalk Program*. In some instances, a project may be built earlier than scheduled to coordinate with other construction work on that street or because of other unique circumstances or uses of the street.

Division from Conger to Walnut
Bigelow from Puget to Central
San Francisco from East Bay to Bethel
Brawne from West Bay to Rogers
Bush from Birch to Division
Boulevard from 22nd to Log Cabin
West Bay from Garfield to Schneider Hill
22nd/Eastside from I-5 to Boulevard
Fir Street from Bigelow to Pine
Cooper Point from Conger to 20th
20th/Elliot from Cooper Crest to Cooper Point
14th/Walnut from Kaiser to Division
Kaiser from Harrison to 6th
Division from Walnut to Elliot
Elliot from Division to Crestline
Morse Merriman from Hoffman to Wiggins
Boulevard from Log Cabin to 41st
Pine from Fir to Edison
Fern from 9th to 14th
Decatur from 9th to 14th
Henderson from Watershed Park to Carlyon
Boulevard from 22nd to 15th
18th from Boulevard to Wilson
Wilson from 22nd to 18th
Mottman from Mottman Ct to City Limits
McPhee from Harrison to Capitol Mall Dr
Henderson from Lake Cove Lp to Yelm Hwy
Lilly from Woodard Green to 26th
Miller from Fir to Friendly Grove
Marion from Ethridge to Miller
Wiggins from Morse Merriman to Herman
Herman from Wiggins to trail
26th from Bethel to Gull Harbor

The specific planned projects for the next six-year period are listed in the City's Capital Facilities Plan, Parks and Pathways Sidewalk Program.

Local Access Streets

Local Access streets are smaller neighborhood streets with low traffic volumes. On Local Access streets, pedestrians and motor vehicles can more adequately share space. The *2003 Sidewalk Program* focuses on major streets (Arterials, Major Collectors and Neighborhood Collectors). While Local Access streets are not a formal part of the *2003 Sidewalk Program*, Local Access streets with a unique need are considered for sidewalk construction. Because of its direct connection to a school, a sidewalk was constructed on a Quince, a Local Access street, from San Francisco to Ethridge, with Parks and Pathways funding.

Requests for sidewalks on Local Access streets are submitted to the Public Works Department. Requests are reviewed against criteria (adopted by the City Council in December 2007) and qualifying streets may be added to the list of scheduled sidewalk construction on major streets.

Local Access Street Sidewalk Criteria

Criteria	Points
Over 500 average vehicles daily	20
Speed greater than 25 mph	20
Intersects Arterial street	20
Transit route on street section	15
Intersects or 1 block from transit route	15
School within ¼ mile	20
Public park within ¼ mile	20
Senior center/housing or place of worship within ¼ mile	5
Topographic safety, visibility issue	10
Missing link or no parallel route	20
Total Possible	155

To qualify for sidewalk construction, a section of a Local Access street must score 50 points or greater and must be missing sidewalk on both sides.

For more information on sidewalk planning, please contact Sophie Stimson, City of Olympia Public Works Department, 753-8497, sstimson@ci.olympia.wa.us
Visit www.olympia.wa.gov

City of OLYMPIA

City of Olympia

Transportation Line of Business
3 Year Collision Summary
6/22/2012

Reporting Period: 01/01/2009 to 12/31/2011

Under 23 United States Code – Section 409, this data cannot be used in discovery or evidence at trial in any action for damages against the City Of Olympia, or the jurisdictions involved in the data.

Prepared by Lee Keech

City of Olympia

Transportation Line of Business

3 Year Collision Summary

6/22/2012

Reporting Period: 01/01/2009 to 12/31/2011

		Fatal Collisions		Injuries Collisions			
		# Collisions	# Fatalities	# Collisions	# Injuries	PDO* Collisions	Total Collisions
Vehicle	**2009**	0	0	282	299	630	912
	2010	1	1	261	275	705	967
	2011	0	0	197	271	716	913
	Total	**1**	**1**	**740**	**845**	**2051**	**2792**
Pedestrian	**2009**	1	1	30	30	0	31
	2010	2	2	30	30	0	32
	2011	0	0	28	28	3	31
	Total	**3**	**3**	**88**	**88**	**3**	**94**
Bicycle	**2009**	0	0	30	30	4	34
	2010	0	0	37	37	8	45
	2011	0	0	28	28	2	30
	Total	**0**	**0**	**95**	**95**	**14**	**109**
Grand Total		**4**	**4**	**923**	**1028**	**2068**	**2995**

PDO* Property Damage Only (Non-injury)

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City of Olympia

Transportation Line of Business

3 Year Collision Summary

6/22/2012

Reporting Period: 01/01/2009 to 12/31/2011

		Fatal Collisions		Injuries Collisions			
		# Collisions	# Fatalities	# Collisions	# Injuries	PDO* Collisions	Total Collisions
2009	Vehicle	0	0	282	299	630	912
	Pedestrian	1	1	30	30	0	31
	Bicycle	0	0	30	30	4	34
	Total	**1**	**1**	**342**	**359**	**634**	**977**
2010	Vehicle	1	1	261	275	705	967
	Pedestrian	2	2	30	30	0	32
	Bicycle	0	0	37	37	8	45
	Total	**3**	**3**	**328**	**342**	**713**	**1044**
2011	Vehicle	0	0	197	271	716	913
	Pedestrian	0	0	28	28	3	31
	Bicycle	0	0	28	28	2	30
	Total	**0**	**0**	**253**	**327**	**721**	**974**
Grand Total		**4**	**4**	**923**	**1028**	**2068**	**2995**

PDO* Property Damage Only (Non-injury)

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City of Olympia

Transportation Line of Business
Three Year Summary (2009 - 2011)
6/22/2012

Vehicle

	2009	2010	2011
Property Damage Collisions	630	705	716
Injury Collisions	282	261	197
Fatal Collisions	0	1	0
Total Collisions	**912**	**967**	**913**

Pedestrian

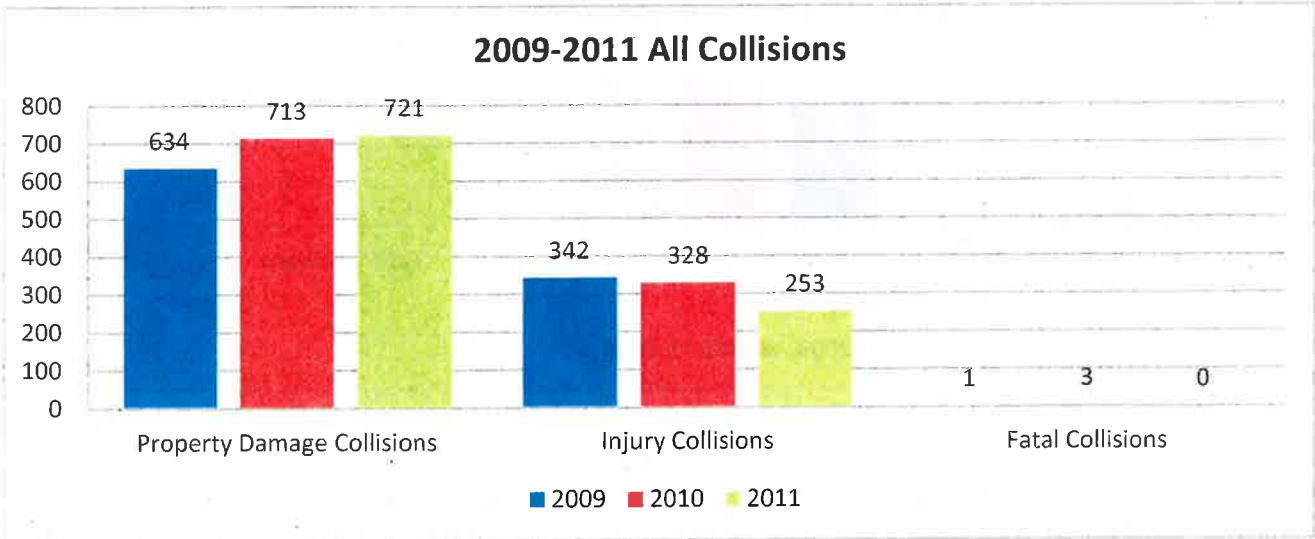
	2009	2010	2011
Property Damage Collisions (Non Injury)	0	0	3
Injury Collisions	30	30	28
Fatal Collisions	1	2	0
Total Collisions	**31**	**32**	**31**

Bicycle

	2009	2010	2011
Property Damage Collisions (Non Injury)	4	8	2
Injury Collisions	30	37	28
Fatal Collisions	0	0	0
Total Collisions	**34**	**45**	**30**

Combined

	2009	2010	2011
Property Damage Collisions	634	713	721
Injury Collisions	342	328	253
Fatal Collisions	1	3	0
Total Collisions	**977**	**1044**	**974**



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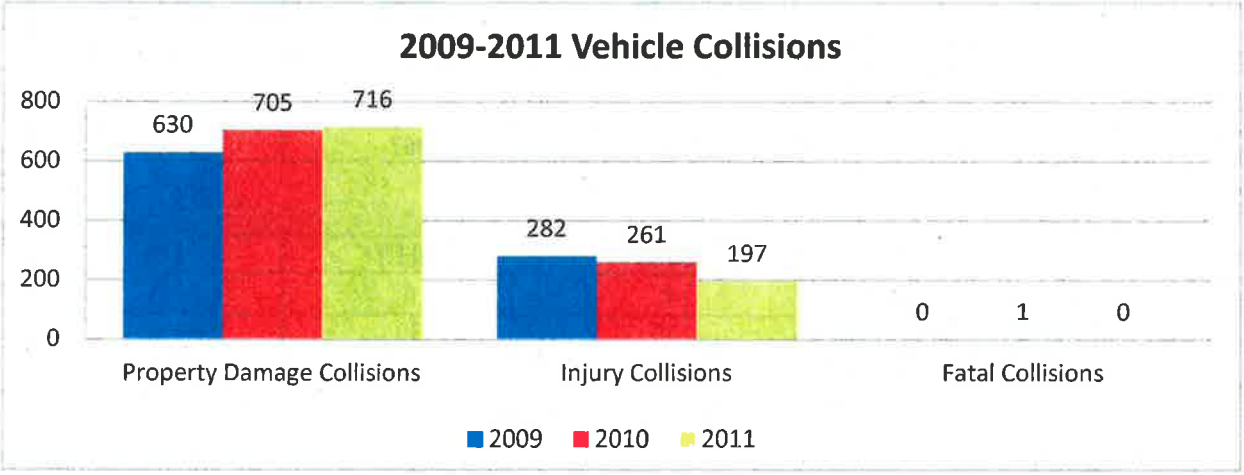
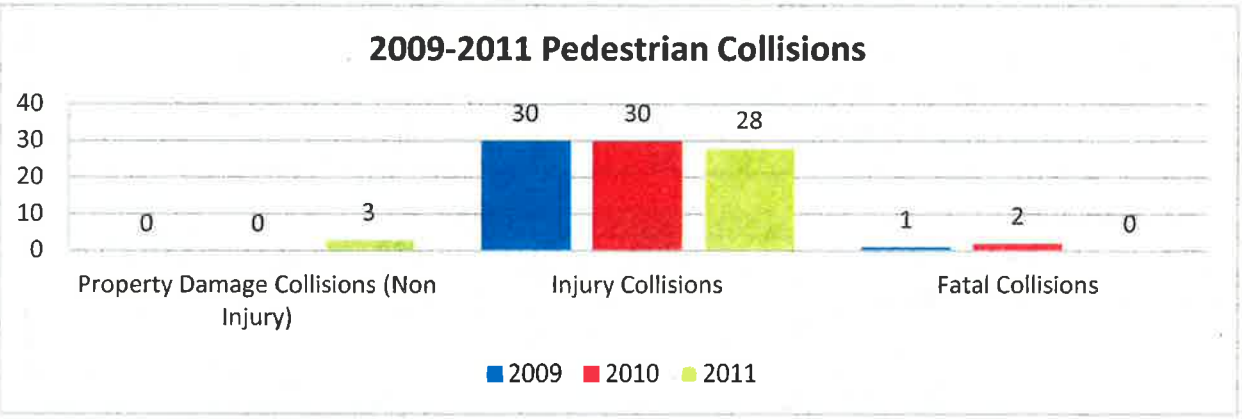
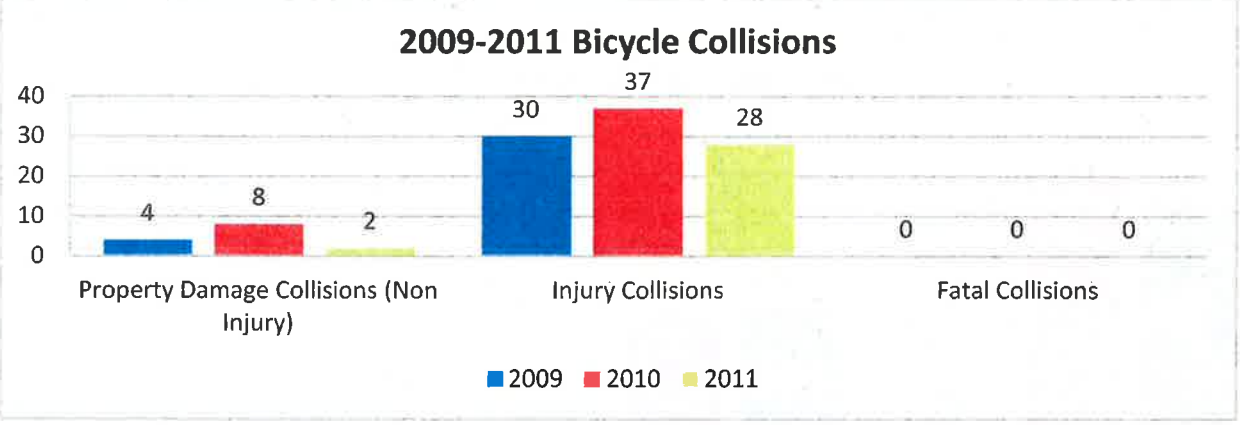
City of Olympia

Transportation Line of Business
Three Year Summary (2009 - 2011)
6/22/2012







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City of Olympia

Transportation Line of Business

Vehicle Involved Collisions

6/12/2012

Three Year Vehicle Collision Summary (2009 - 2011)

Month				
	2009	2010	2011	Total
Jan	81	88	72	241
Feb	75	70	83	228
Mar	57	81	71	209
Apr	73	77	75	225
May	71	79	73	223
Jun	69	73	71	213
Jul	60	77	60	197
Aug	68	90	76	234
Sept	70	80	73	223
Oct	96	80	82	258
Nov	105	80	88	273
Dec	87	92	89	268
Total	912	967	913	2792

Day of Week				
	2009	2010	2011	Total
Sun	90	86	80	256
Mon	115	159	147	421
Tue	148	161	126	435
Wed	130	154	171	455
Thu	150	146	130	426
Fri	178	157	156	491
Sat	101	104	103	308
Total	912	967	913	2792

Weather Conditions				
	2009	2010	2011	Total
Clear	709	681	654	2044
Rain	173	264	242	679
Snow	18	14	9	41
Fog	9	3	1	13
Other	3	5	7	15
Total	912	967	913	2792

Road Conditions				
	2009	2010	2011	Total
Dry	612	571	561	1744
Wet	263	374	328	965
Snowy	19	14	9	42
Icy	15	4	10	29
Other	3	4	5	12
Total	912	967	913	2792

Light Conditions				
	2009	2010	2011	Total
Day	674	737	676	2087
Dawn or Dusk	29	28	25	82
Dark Lighted	171	169	177	517
Dark Unlighted	3	10	6	19
Other	35	23	29	87
Total	877	967	913	2792

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City of Olympia

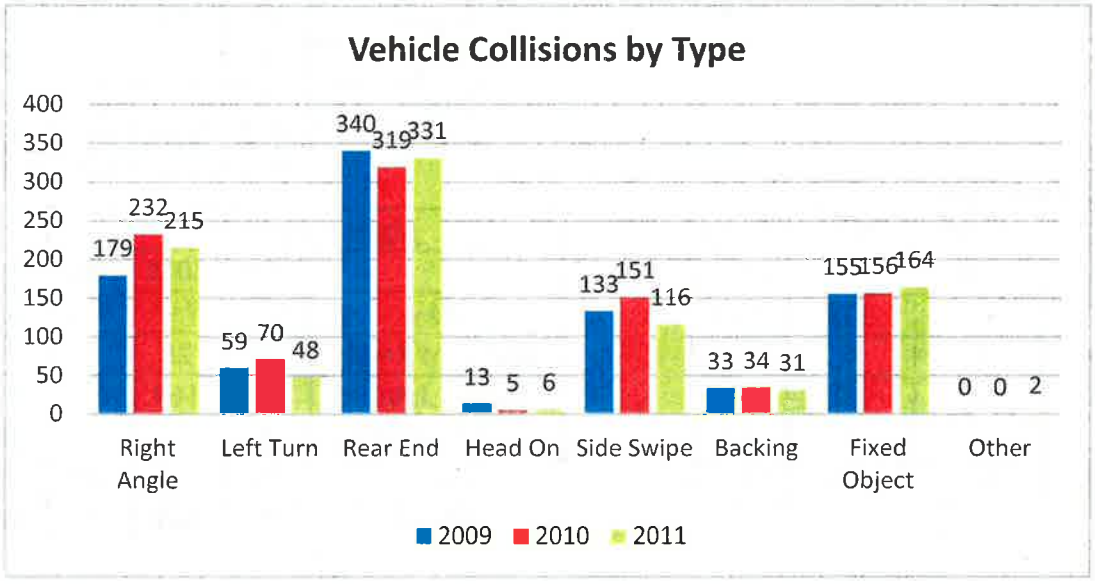
Transportation Line of Business

Vehicle Involved Collisions

6/12/2012

Three Year Vehicle Collision Summary (2009 - 2011)

Type of Collision	2009	2010	2011	Total
Right Angle	179	232	215	**626**
Left Turn	59	70	48	**177**
Rear End	340	319	331	**990**
Head On	13	5	6	**24**
Side Swipe	133	151	116	**400**
Backing	33	34	31	**98**
Fixed Object	155	156	164	**475**
Other	0	0	2	**2**
Total	**912**	**967**	**913**	**2792**



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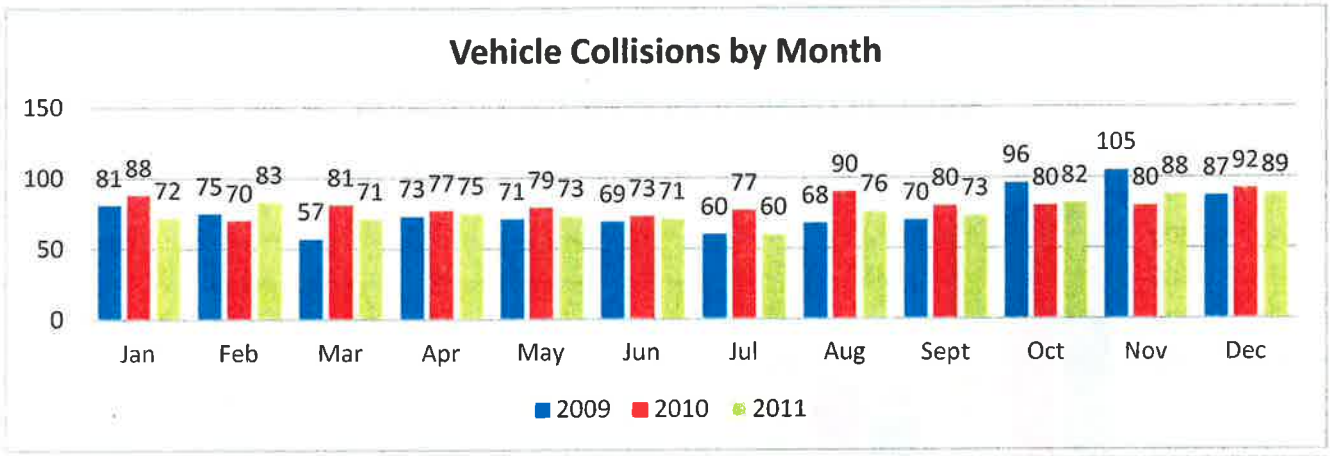
City of Olympia

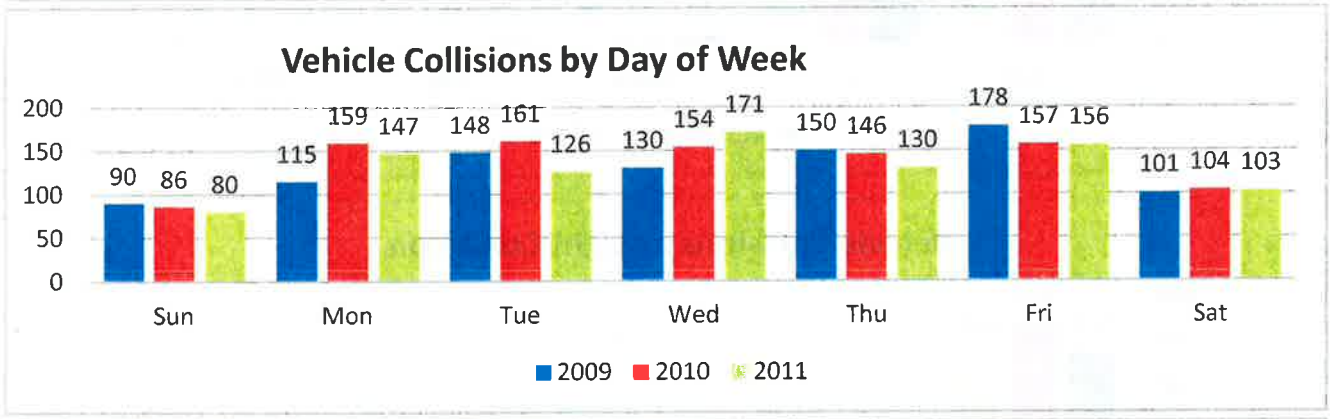
Transportation Line of Business

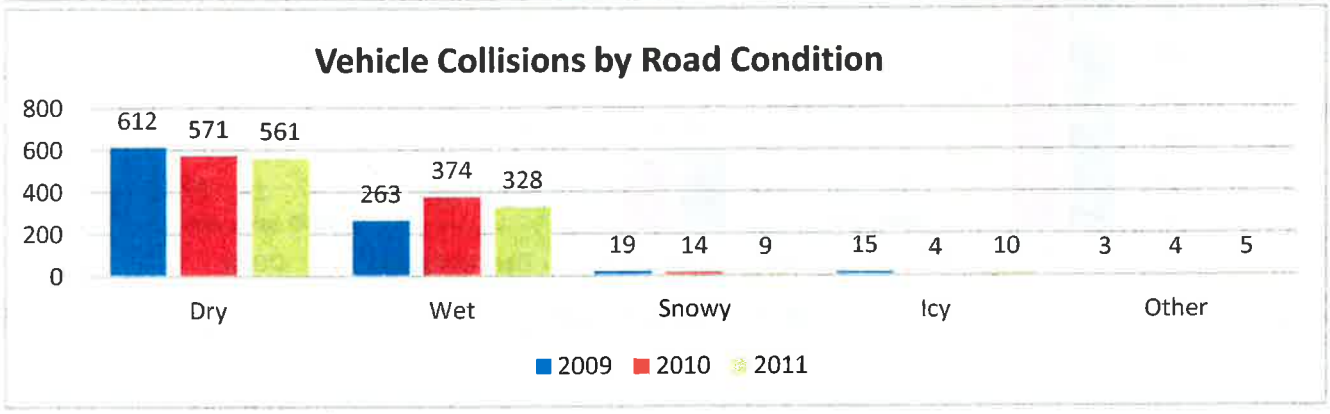
Vehicle Involved Collisions

6/12/2012

Three Year Vehicle Collision Summary (2009 - 2011)







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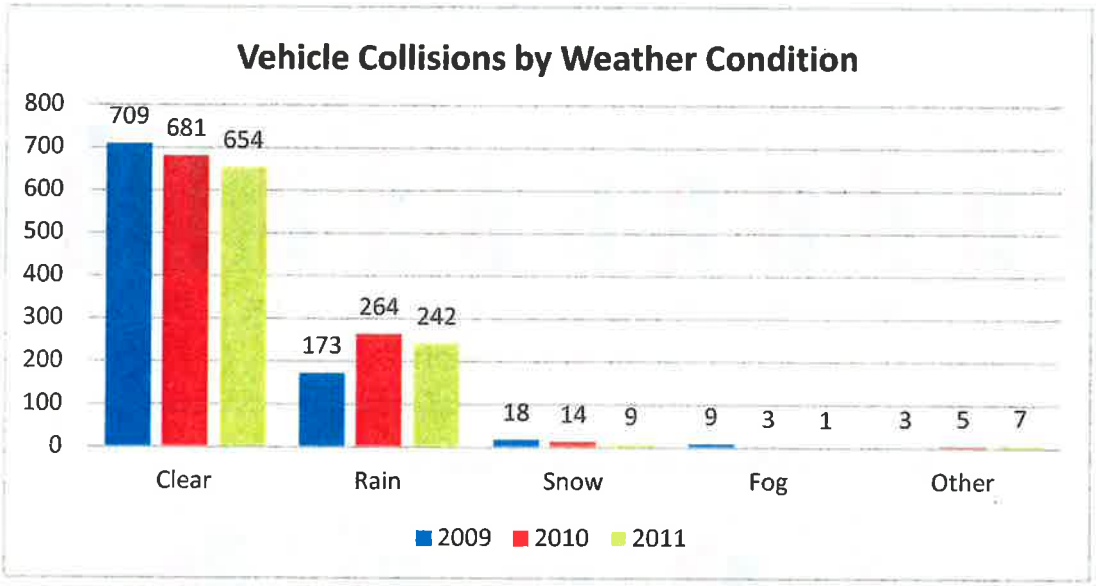
City of Olympia

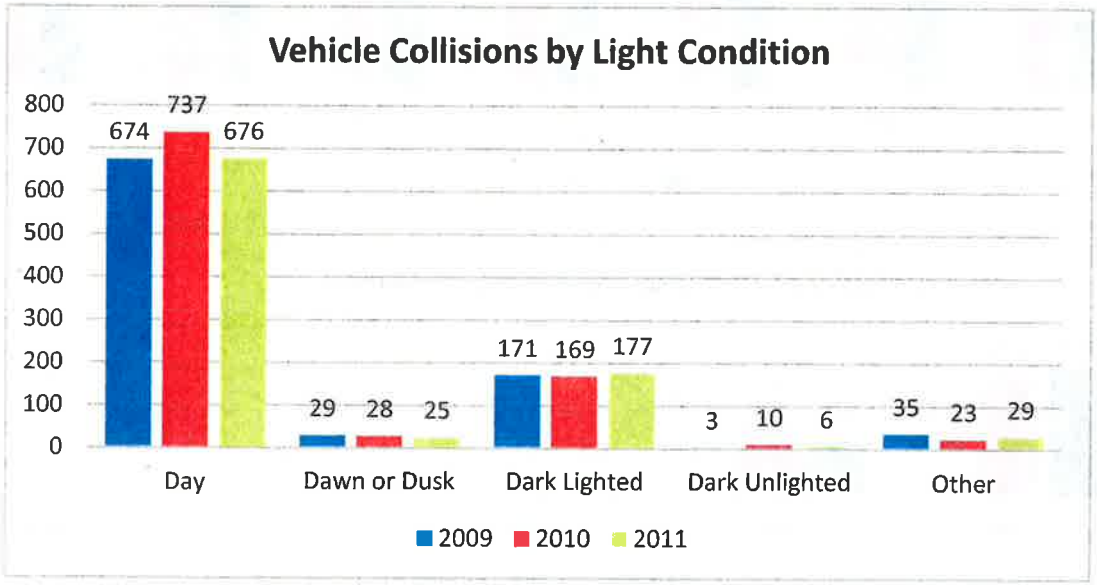
Transportation Line of Business

Vehicle Involved Collisions

6/12/2012

Three Year Vehicle Collision Summary (2009 - 2011)





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City of Olympia

Transportation Line of Business

Pedestrian Involved Collisions

6/22/2012

Three Year Pedestrian Collision Summary (2009 - 2011)

Month	2009	2010	2011	Total
Jan	6	2	4	12
Feb	2	3	0	5
Mar	0	3	4	7
Apr	5	4	3	12
May	2	2	2	6
Jun	0	5	0	5
Jul	1	3	3	7
Aug	1	2	3	6
Sept	3	2	0	5
Oct	1	2	3	6
Nov	5	2	5	12
Dec	5	2	4	11
Total	31	32	31	94

Day of Week	2009	2010	2011	Total
Sun	0	4	1	5
Mon	6	5	2	13
Tue	3	4	5	12
Wed	8	5	9	22
Thu	5	5	3	13
Fri	6	4	4	14
Sat	3	5	7	15
Total	31	32	31	94

Weather Conditions	2009	2010	2011	Total
Clear	24	26	18	68
Rain	7	6	12	25
Snow	0	0	0	0
Fog	0	0	0	0
Other	0	0	1	1
Total	31	32	31	94

Road Conditions	2009	2010	2011	Total
Dry	17	22	16	55
Wet	14	10	13	37
Snowy	0	0	0	0
Icy	0	0	0	0
Other	0	0	2	2
Total	31	32	31	94

Light Conditions	2009	2010	2011	Total
Day	15	17	18	50
Dawn or Dusk	1	1	0	2
Dark Lighted	13	14	11	38
Dark Unlighted	0	0	0	0
Other	2	0	2	4
Total	29	32	31	92

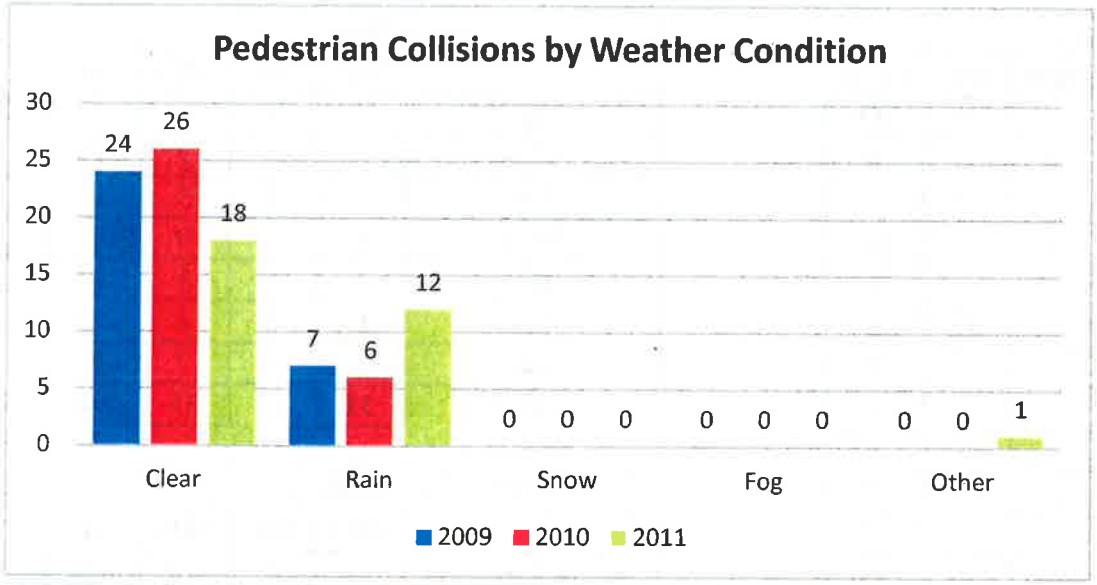
City of Olympia

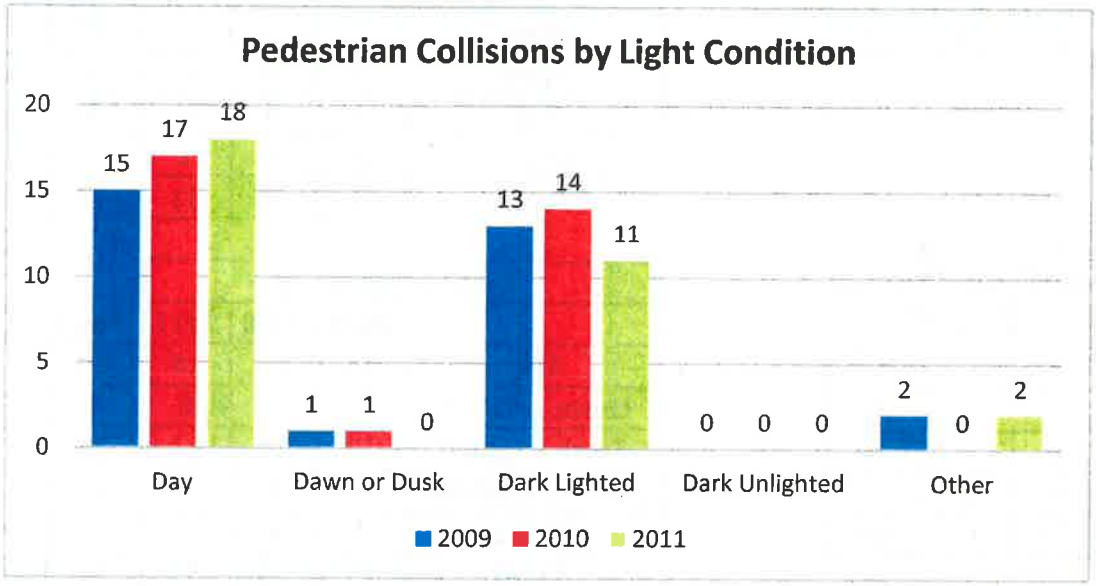
Transportation Line of Business

Pedestrian Involved Collisions

6/22/2012

Three Year Pedestrian Collision Summary (2009 - 2011)





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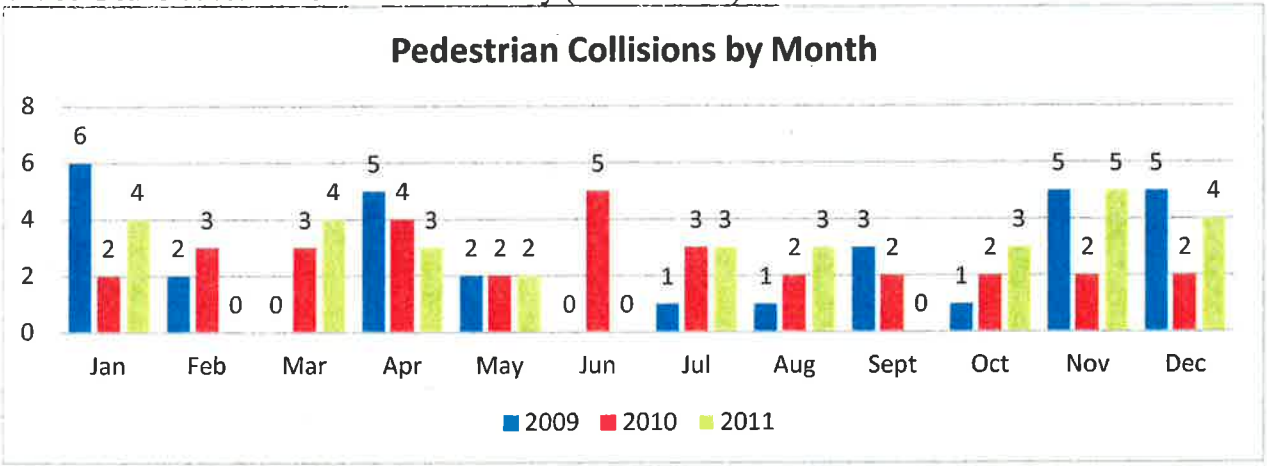
City of Olympia

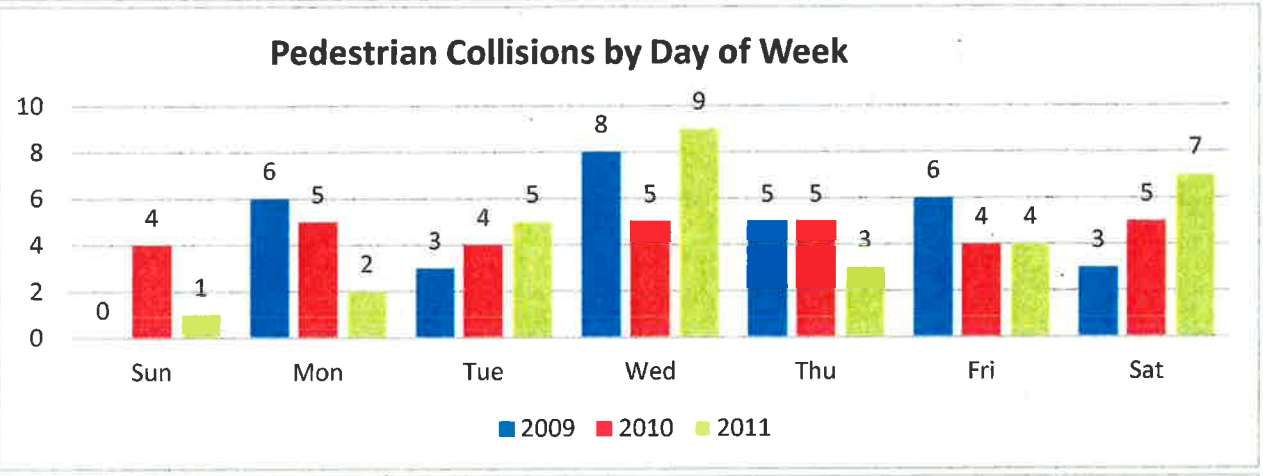
Transportation Line of Business

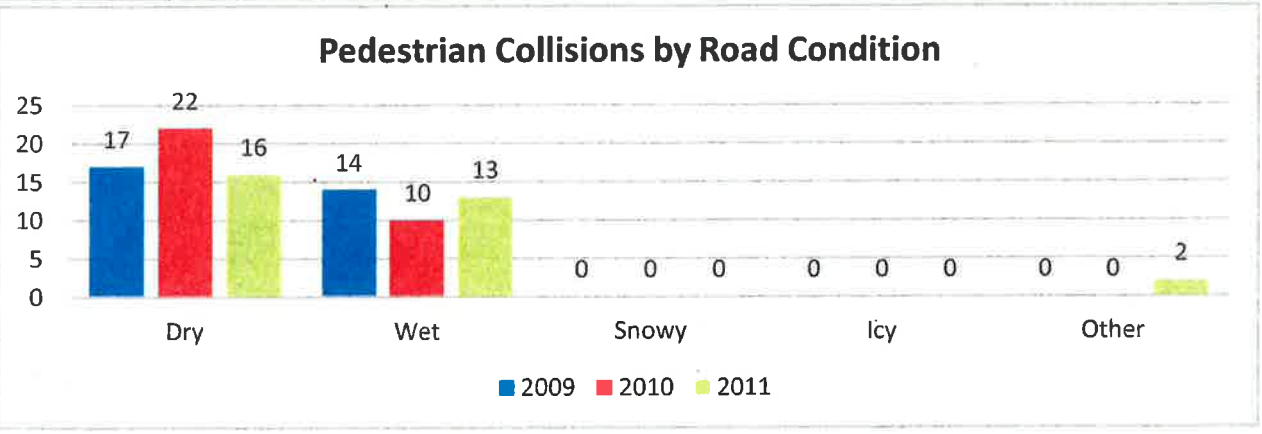
Pedestrian Involved Collisions

6/22/2012

Three Year Pedestrian Collision Summary (2009 - 2011)







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City of Olympia

Transportation Line of Business

Bicycle Involved Collisions

6/22/2012

Three Year Bicycle Collision Summary (2009 - 2011)

Month				
	2009	2010	2011	Total
Jan	1	4	1	6
Feb	2	5	3	10
Mar	2	2	0	4
Apr	5	4	3	12
May	0	2	2	4
Jun	7	1	5	13
Jul	4	5	2	11
Aug	4	5	7	16
Sept	3	8	5	16
Oct	2	4	1	7
Nov	2	2	1	5
Dec	2	3	0	5
Total	34	45	30	109

Day of Week				
	2009	2010	2011	Total
Sun	6	2	4	12
Mon	5	6	7	18
Tue	2	5	3	10
Wed	5	6	2	13
Thu	10	11	9	30
Fri	2	10	1	13
Sat	4	5	4	13
Total	34	45	30	109

Weather Conditions				
	2009	2010	2011	Total
Clear	32	39	28	99
Rain	2	6	2	10
Snow	0	0	0	0
Fog	0	0	0	0
Other	0	0	0	0
Total	34	45	30	109

Road Conditions				
	2009	2010	2011	Total
Dry	32	35	26	93
Wet	2	10	4	16
Snowy	0	0	0	0
Icy	0	0	0	0
Other	0	0	0	0
Total	34	45	30	109

Light Conditions				
	2009	2010	2011	Total
Day	28	38	29	95
Dawn or Dusk	0	0	1	1
Dark Lighted	6	6	0	12
Dark Unlighted	0	1	0	1
Total	34	45	30	109

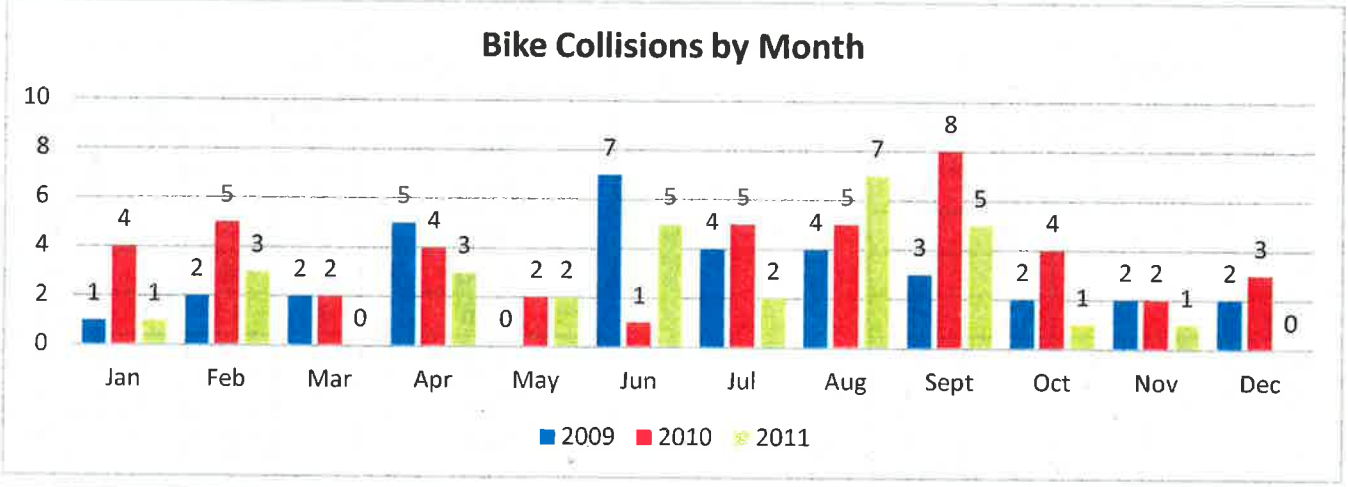
City of Olympia

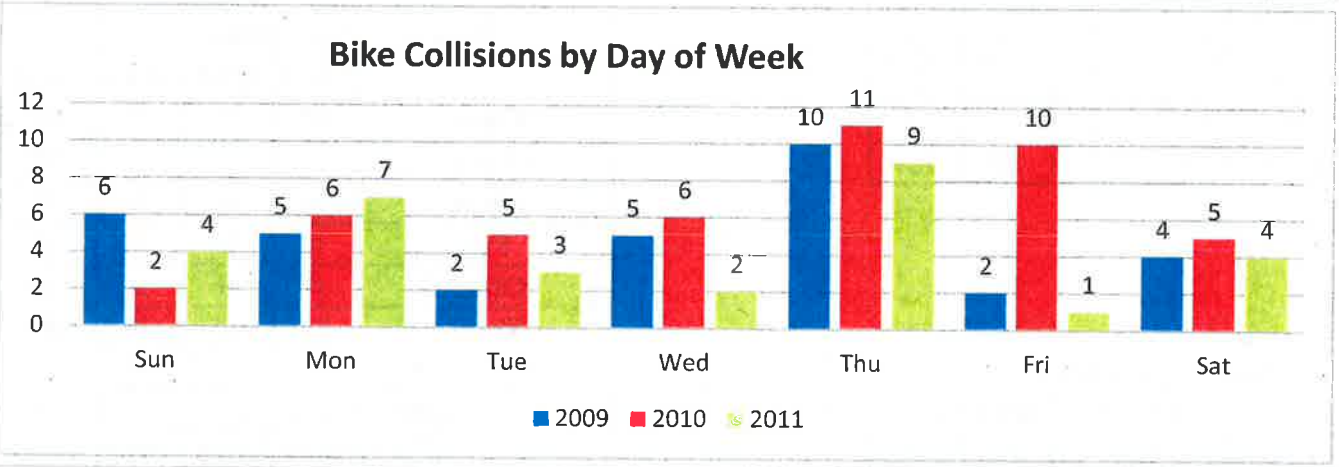
Transportation Line of Business

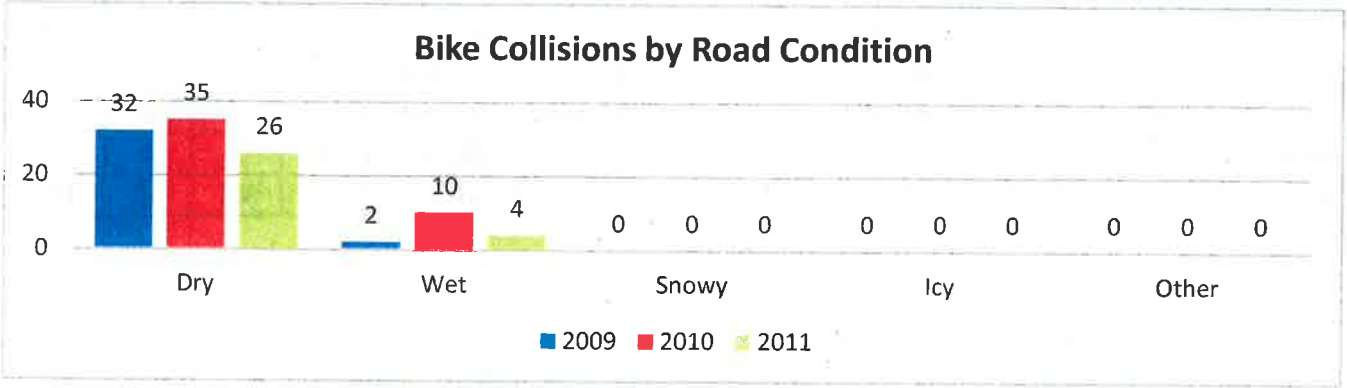
Bicycle Involved Collisions

6/22/2012

Three Year Bicycle Collision Summary (2009 - 2011)







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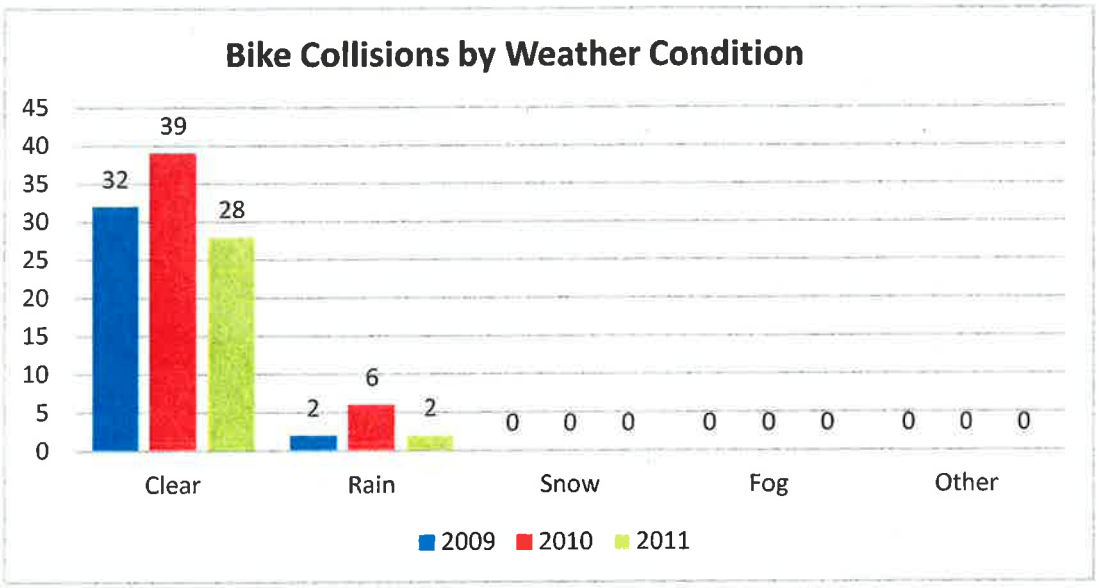
City of Olympia

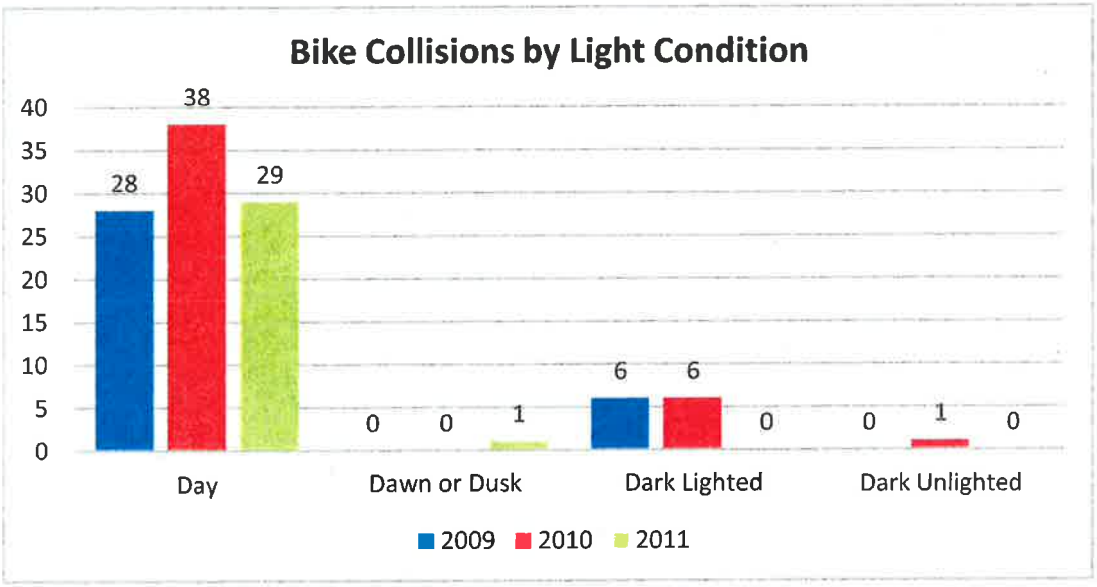
Transportation Line of Business

Bicycle Involved Collisions

6/22/2012

Three Year Bicycle Collision Summary (2009 - 2011)





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CITY OF OLYMPIA PUBLIC WORKS TRANSPORTATION LINE OF BUSINESS

Prepared 6/22/2012

Road Number: Combined | Location: City Wide | Reporting Period: 01/01/2011 - 12/31/2011

Month	#	Day of Week	#	Road Conditions	#	Weather	#	Light Conditions	#	Accident Type	#	Year & Severity	#
Jan	77	Sun	85	Dry	604	Clear	700	Day	723	Right Angle	215	Fatal	0
Feb	86	Mon	156	Wet	345	Rain	257	Dawn or Dusk	25	Left Turn	48	Injury	253
Mar	75	Tue	134	Snowy	9	Snow	9	Dark Lighted	189	Rear End	331	Property Damage Only	721
Apr	81	Wed	182	Icy	10	Fog	1	Dark Unlighted	6	Head On	6		
May	77	Thur	142	Other	6	Other	7	Other	31	Side Swipe	116		
Jun	76	Fri	161							Parked Vehicle			
Jul	65	Sat	114							Backing	31		
Aug	86									Fixed Object	164		
Sept	78									Other	2		
Oct	86									Ped/Bike	61		
Nov	94												
Dec	93												
Total	**974**		**974**		**974**		**974**		**974**		**974**		**974**

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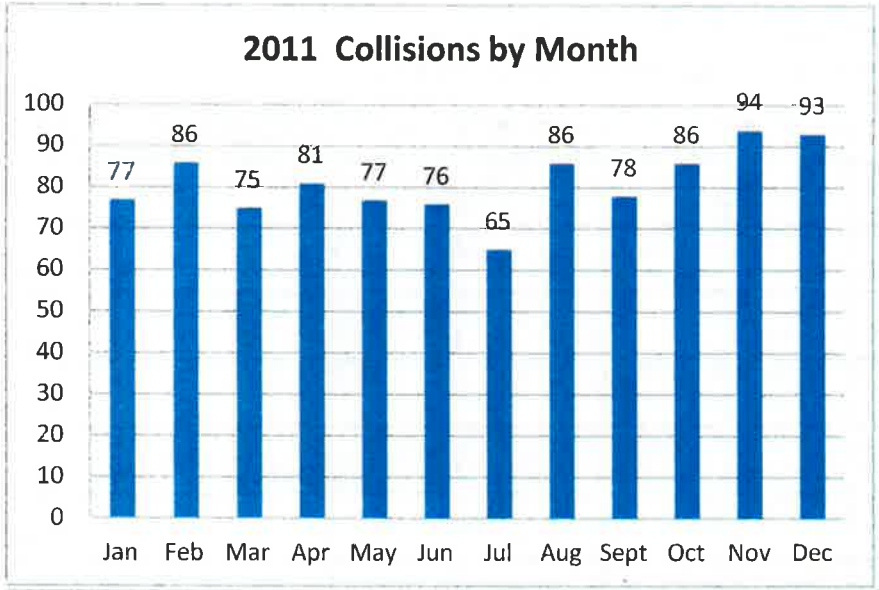
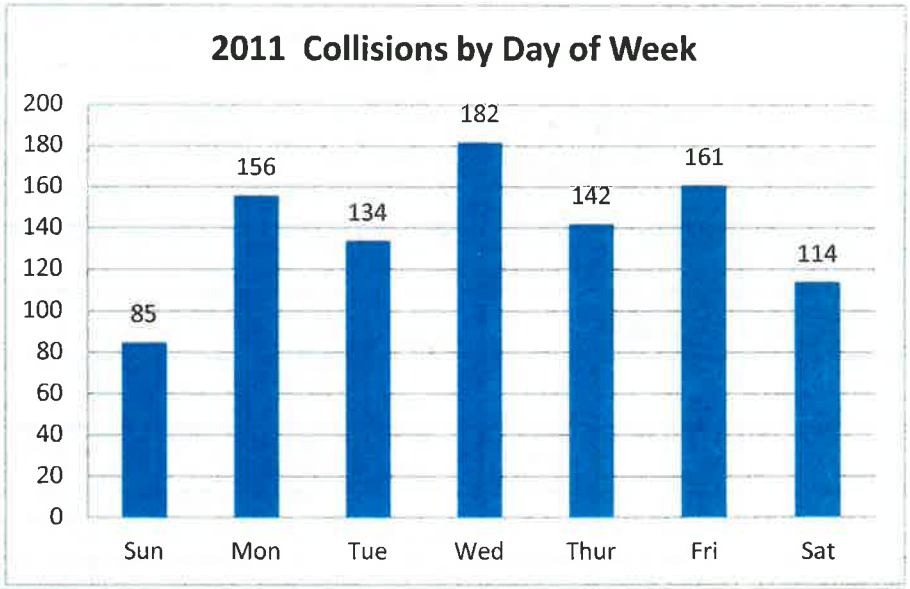
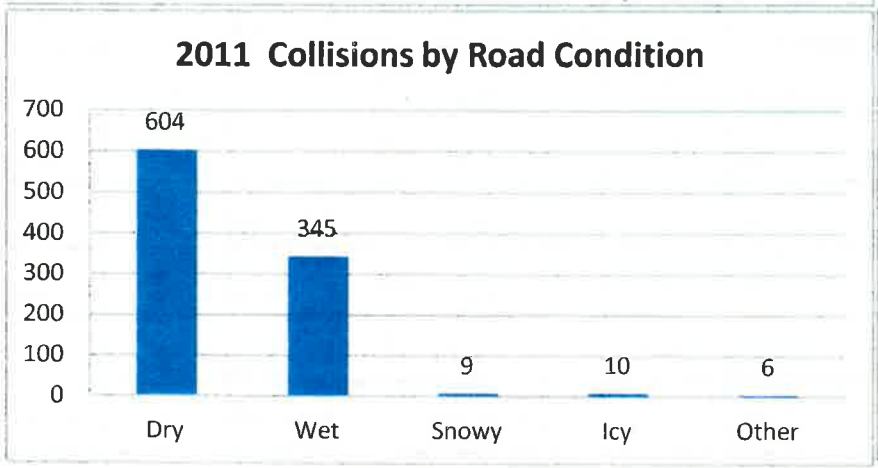
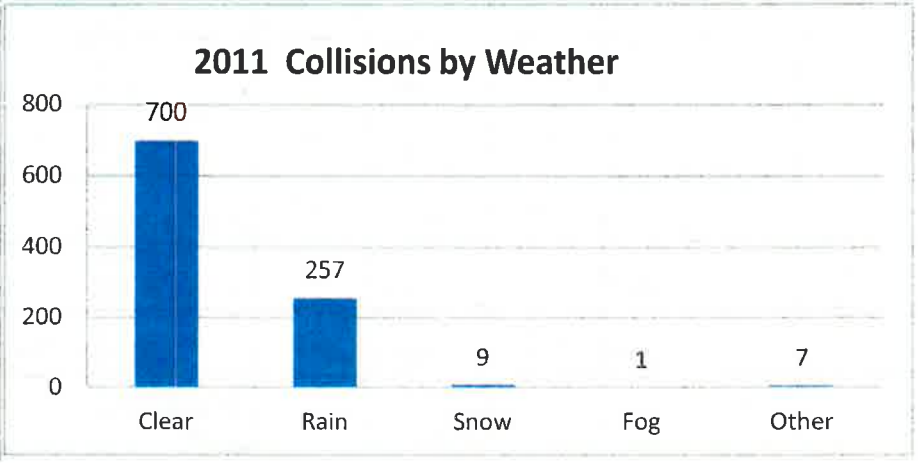
6/22/2012

CITY OF OLYMPIA PUBLIC WORKS TRANSPORTATION LINE OF BUSINESS









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6/22/2012

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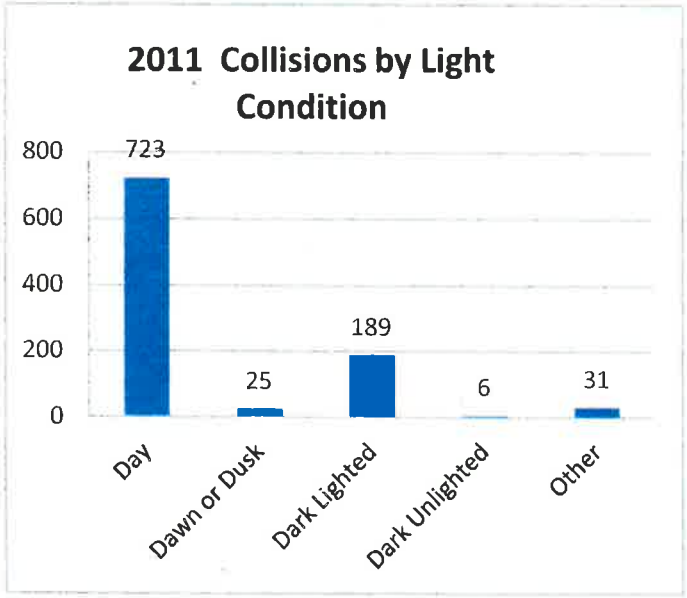

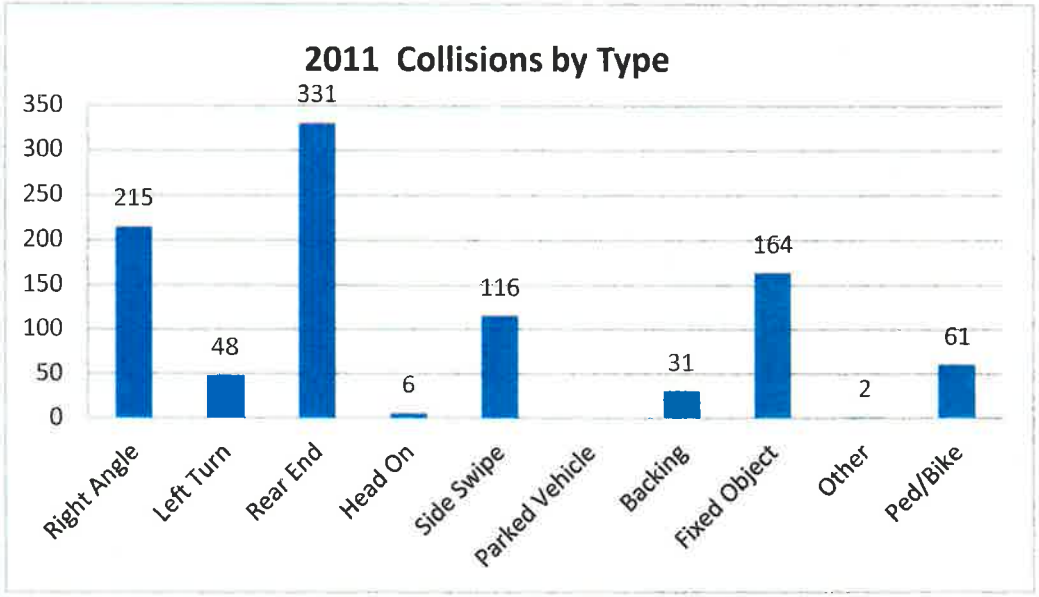

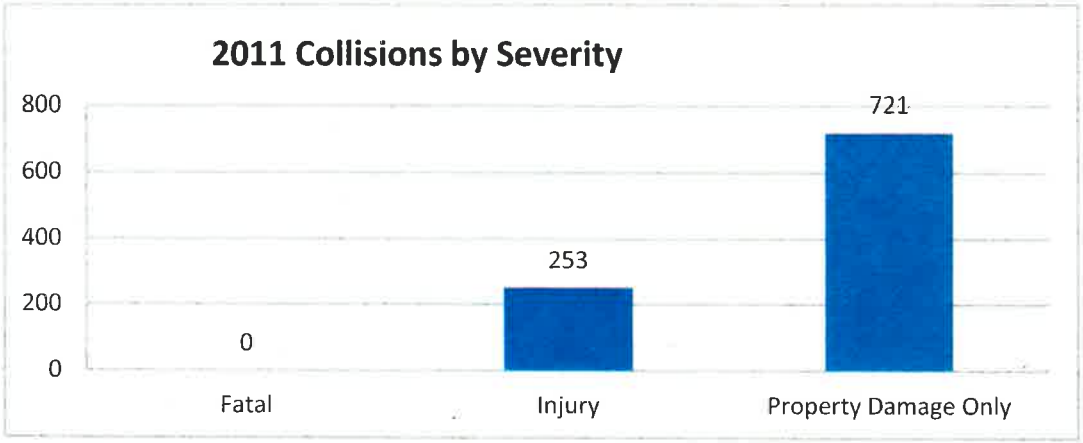

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6/22/2012

CITY OF OLYMPIA PUBLIC WORKS TRANSPORTATION LINE OF BUSINESS

Prepared 6/22/2012

Road Number: Vehicles | Location: City Wide | Reporting Period: 01/01/2011 - 12/31/2011

Month	#	Day of Week	#	Road Conditions	#	Weather	#	Light Conditions	#	Accident Type	#	Year & Severity	#
Jan	72	Sun	80	Dry	561	Clear	654	Day	676	Right Angle	215	Fatal	0
Feb	83	Mon	147	Wet	328	Rain	242	Dawn or Dusk	25	Left Turn	48	Injury	197
Mar	71	Tue	126	Snowy	9	Snow	9	Dark Lighted	177	Rear End	331	Property Damage Only	716
Apr	75	Wed	171	Icy	10	Fog	1	Dark Unlighted	6	Head On	6		
May	73	Thur	130	Other	5	Other	7	Other	29	Side Swipe	116		
Jun	71	Fri	156							Parked Vehicle			
Jul	60	Sat	103							Backing	31		
Aug	76									Fixed Object	164		
Sept	73									Other	2		
Oct	82												
Nov	88												
Dec	89												
Total	**913**		**913**		**913**		**913**		**913**		**913**		**913**

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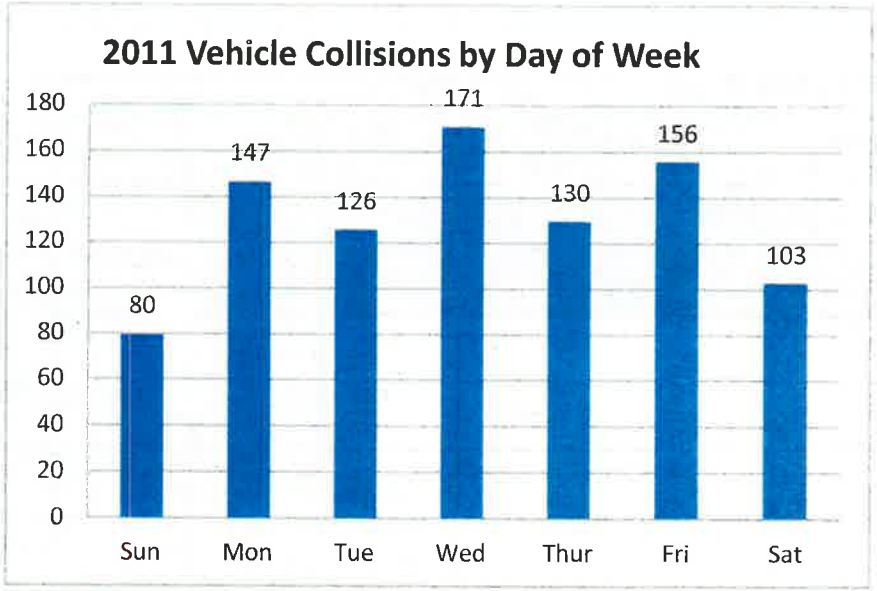
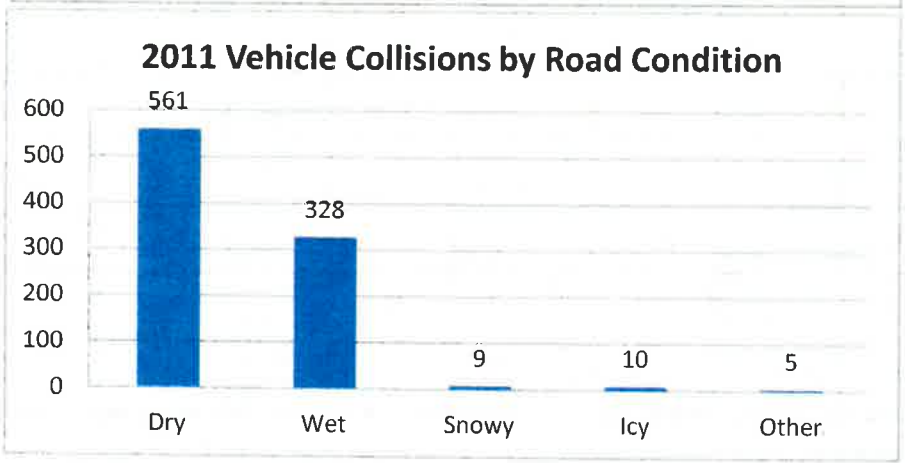
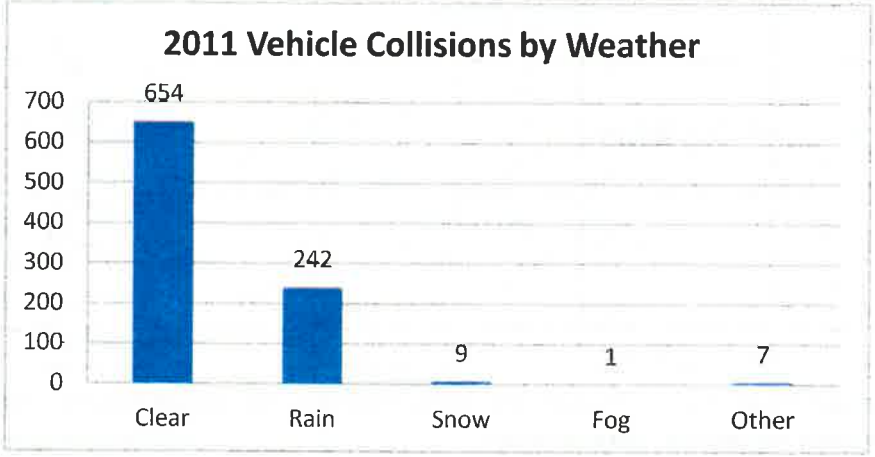
6/22/2012

CITY OF OLYMPIA PUBLIC WORKS TRANSPORTATION LINE OF BUSINESS







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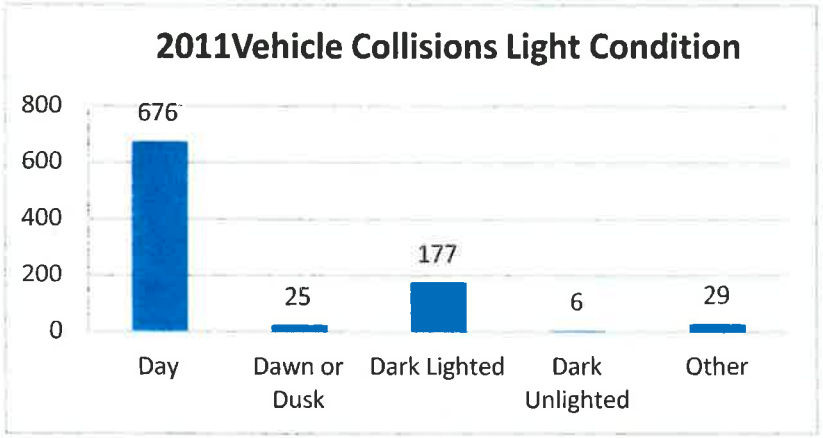
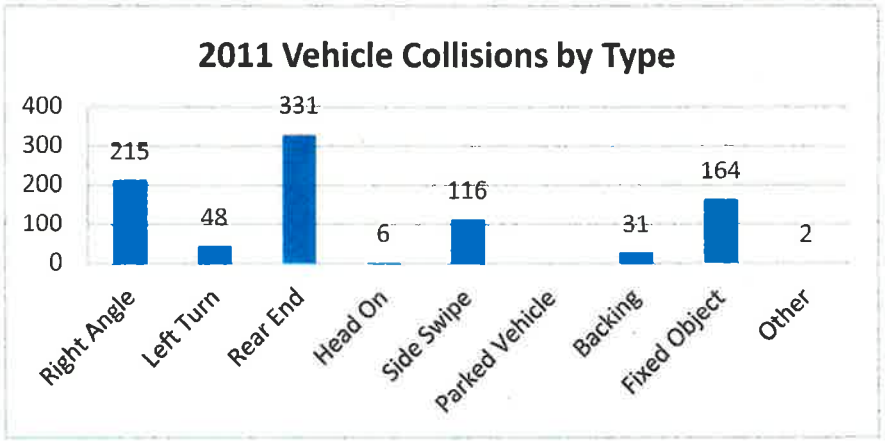
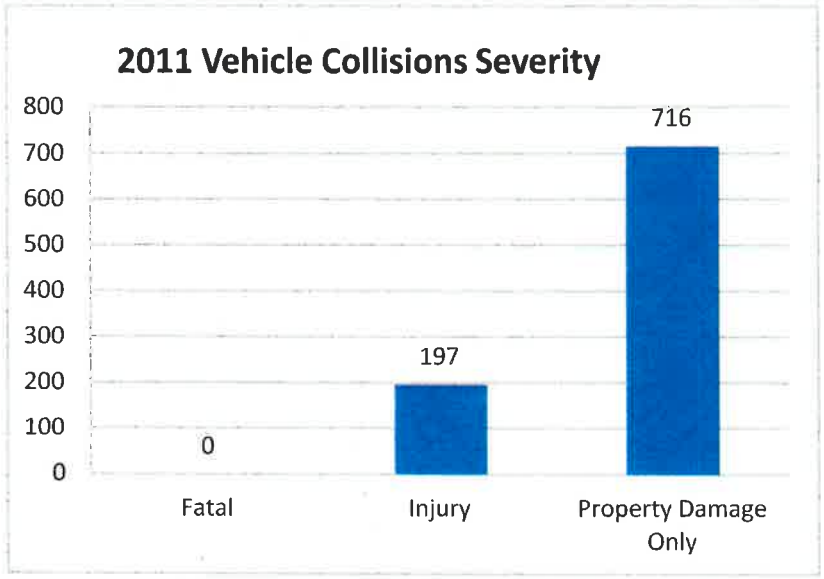
6/22/2012

CITY OF OLYMPIA PUBLIC WORKS TRANSPORTATION LINE OF BUSINESS







6/22/2012

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CITY OF OLYMPIA PUBLIC WORKS TRANSPORTATION LINE OF BUSINESS

Prepared 6/22/2012

Road Number: Pedestrian | Location: City Wide | Reporting Period: 01/01/2011- 12/31/2011

Month	#	Day of Week	#	Road Conditions	#	Weather	#	Light Conditions	#	Accident Type	#	Year & Severity	#
Jan	4	Sun	1	Dry	16	Clear	18	Day	18	Right Angle		Fatal	0
Feb	0	Mon	2	Wet	13	Rain	12	Dawn or Dusk	0	Left Turn		Injury	28
Mar	4	Tue	5	Snowy	0	Snow	0	Dark Lighted	11	Rear End		Property Damage Only	3
Apr	3	Wed	9	Icy	0	Fog	0	Dark Unlighted	0	Head On			
May	2	Thur	3	Other	2	Other	1	Other	2	Side Swipe			
Jun	0	Fri	4							Parked Vehicle			
Jul	3	Sat	7							Backing			
Aug	3									Fixed Object			
Sept	0									Pedestrian	31		
Oct	3												
Nov	5												
Dec	4												
Total	**31**		**31**		**31**		**31**		**31**		**31**		**31**

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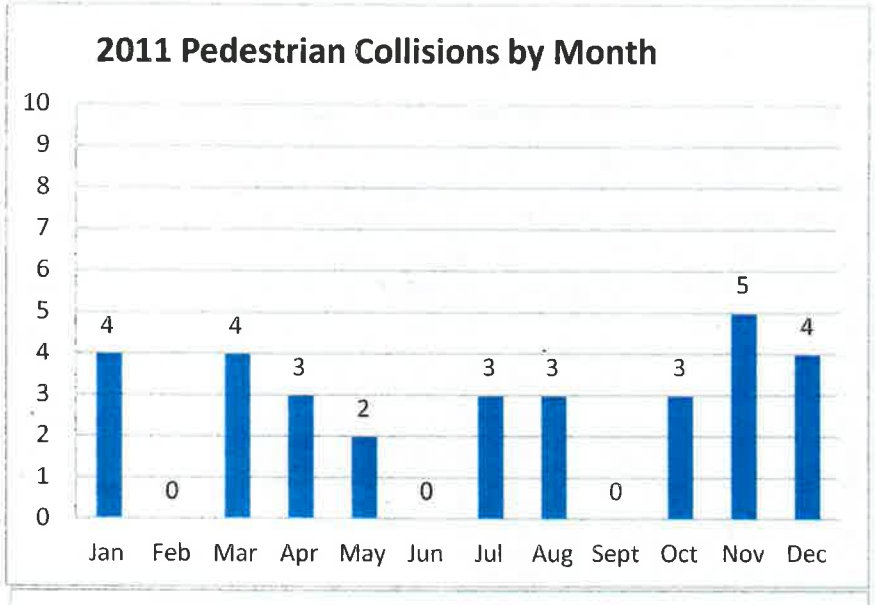
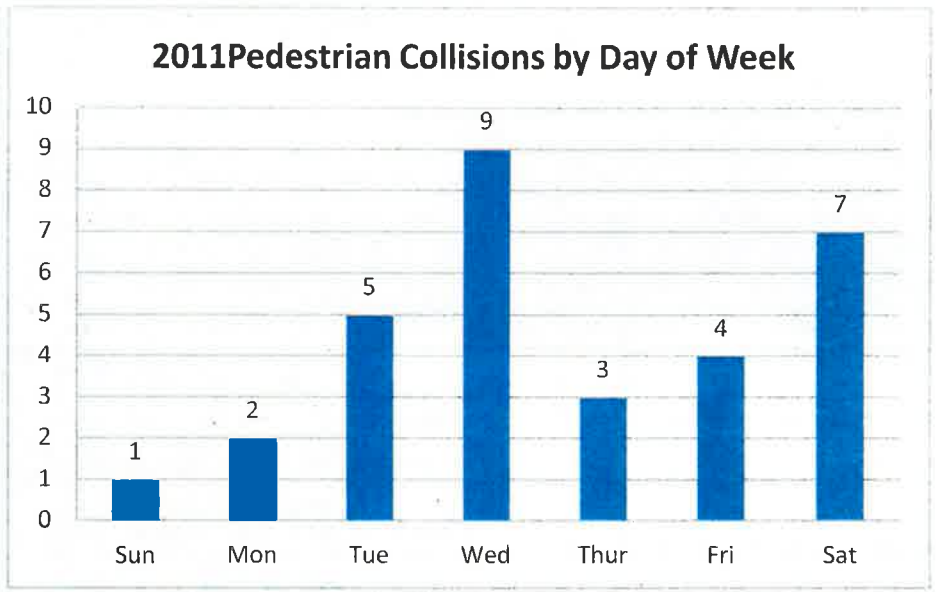
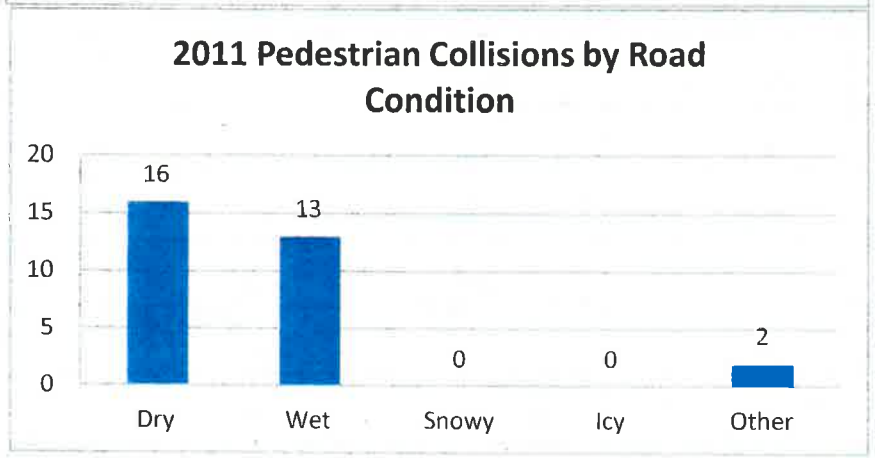
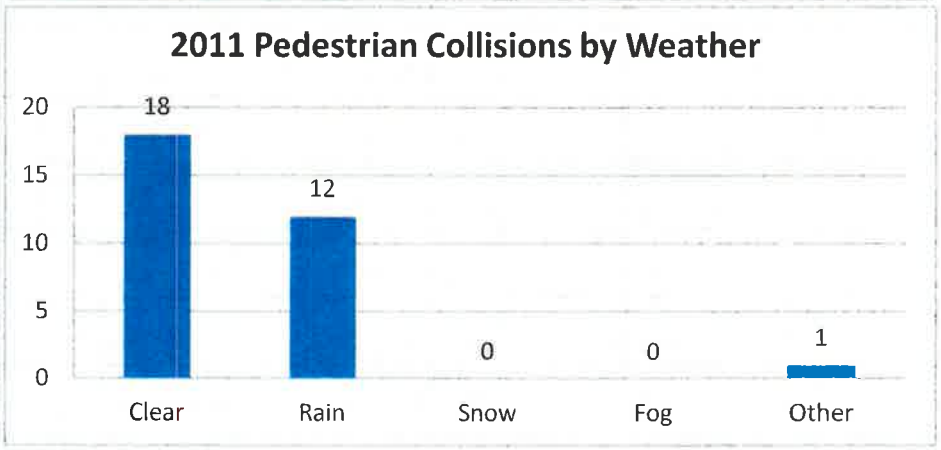
CITY OF OLYMPIA PUBLIC WORKS TRANSPORTATION LINE OF BUSINESS









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6/22/2012

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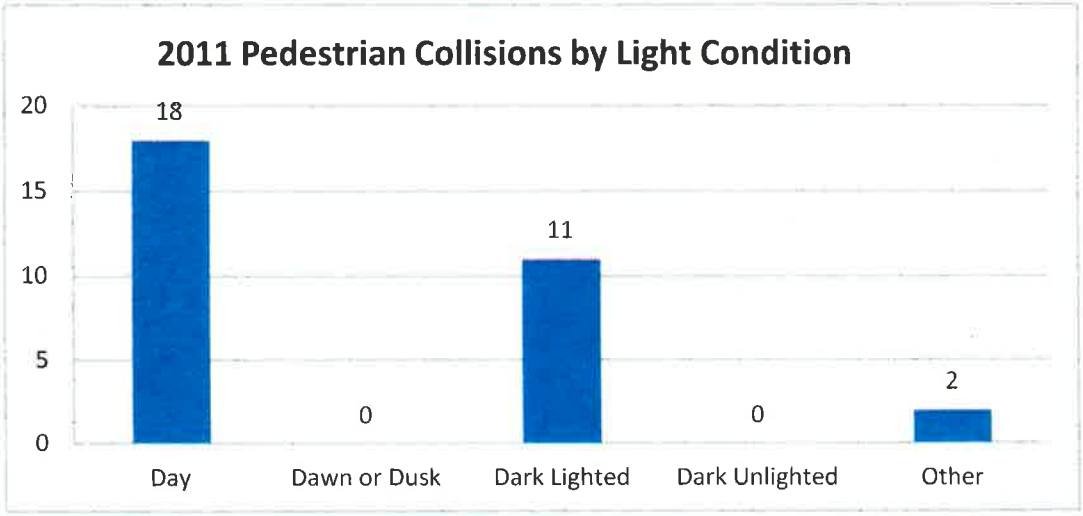

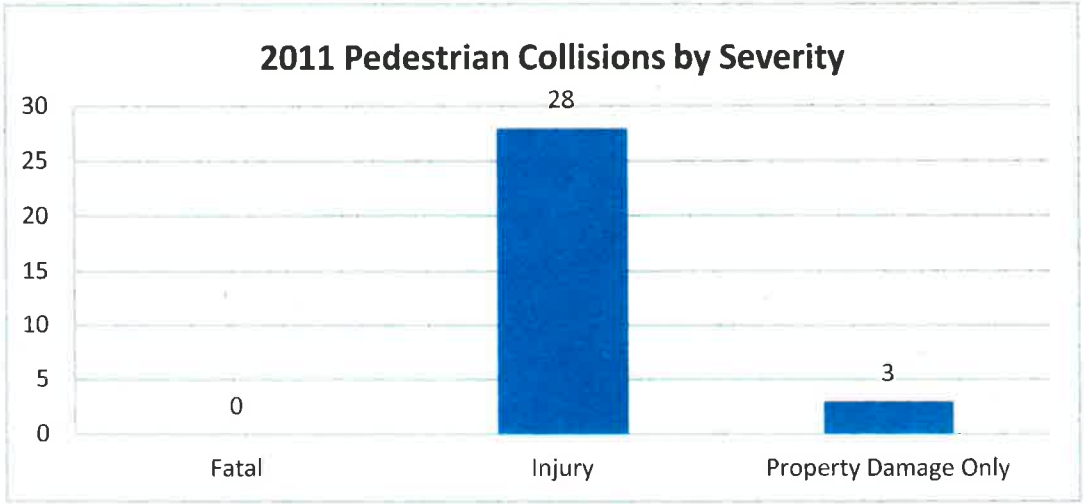

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6/22/2012

CITY OF OLYMPIA PUBLIC WORKS TRANSPORTATION LINE OF BUSINESS

Prepared 6/22/2012

Road Number: Bicycle | Location: City Wide | Reporting Period: 01/01/2011 - 12/31/2011

Month	#	Day of Week	#	Road Conditions	#	Weather	#	Light Conditions	#	Accident Type	#	Year & Severity	#
Jan	1	Sun	4	Dry	26	Clear	28	Day	29	Right Angle		Fatal	0
Feb	3	Mon	7	Wet	4	Rain	2	Dawn or Dusk	1	Left Turn		Injury	28
Mar	0	Tue	3	Snowy	0	Snow	0	Dark Lighted	0	Rear End		Property Damage Only	2
Apr	3	Wed	2	Icy	0	Fog	0	Dark Unlighted	0	Head On			
May	2	Thur	9	Other	0	Other	0	Other	0	Side Swipe			
Jun	5	Fri	1							Parked Vehicle			
Jul	2	Sat	4							Backing			
Aug	7									Fixed Object			
Sept	5									Bicycle	30		
Oct	1												
Nov	1												
Dec	0												
Total	**30**		**30**		**30**		**30**		**30**		**30**		**30**

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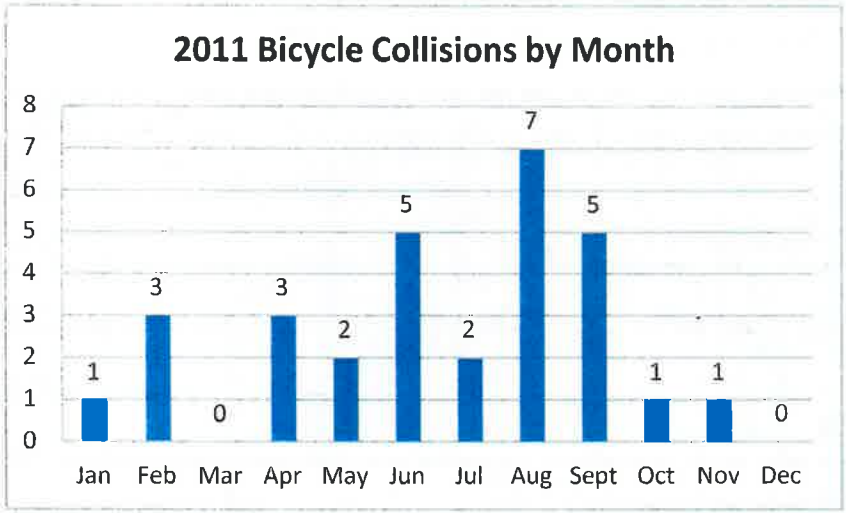
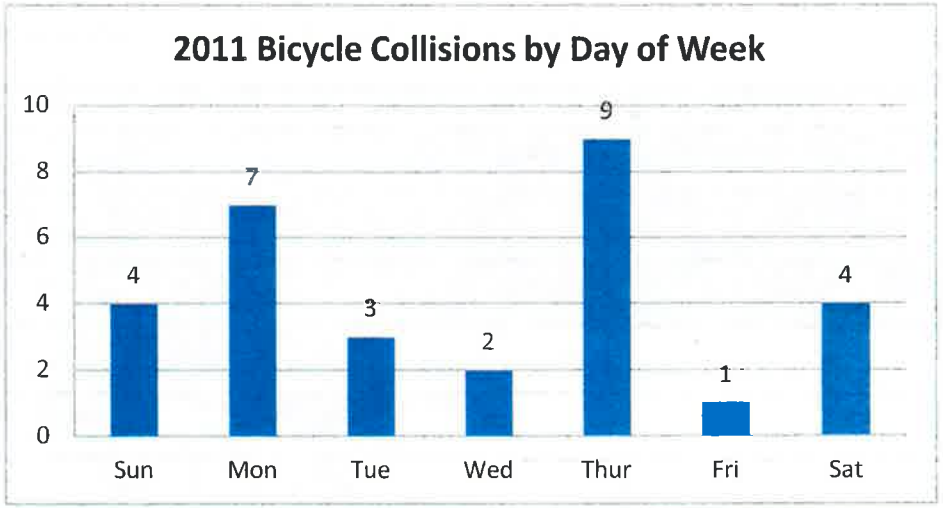
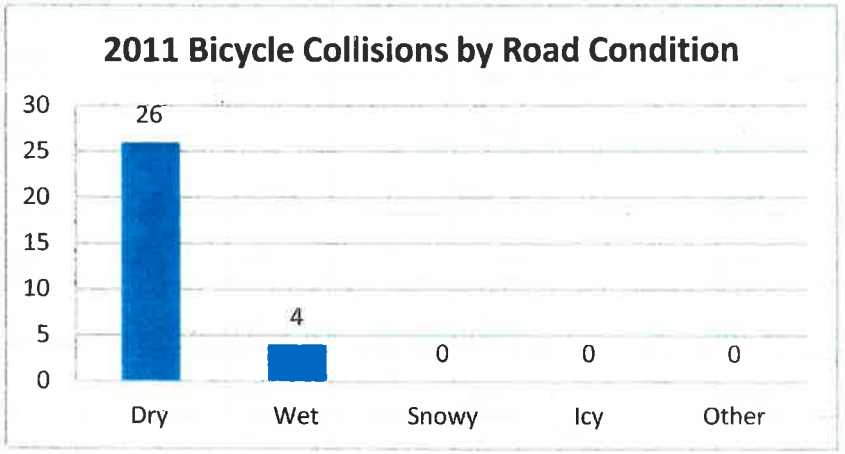
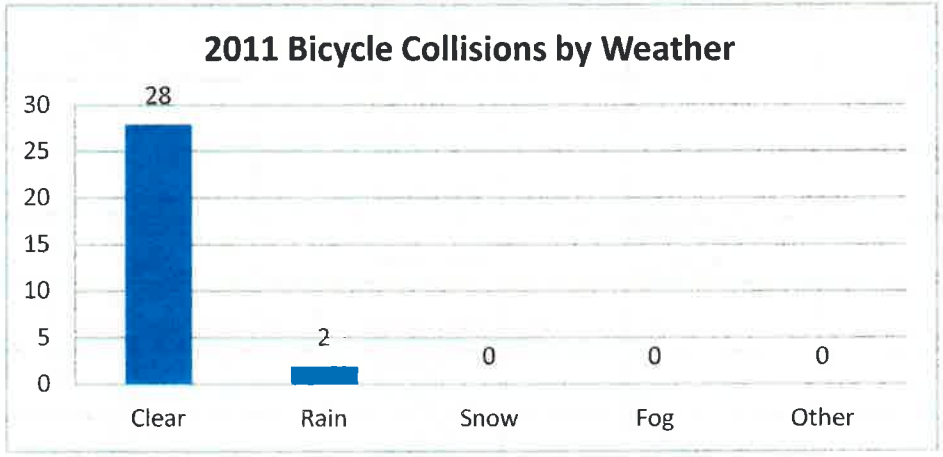
CITY OF OLYMPIA PUBLIC WORKS TRANSPORTATION LINE OF BUSINESS









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6/22/2012

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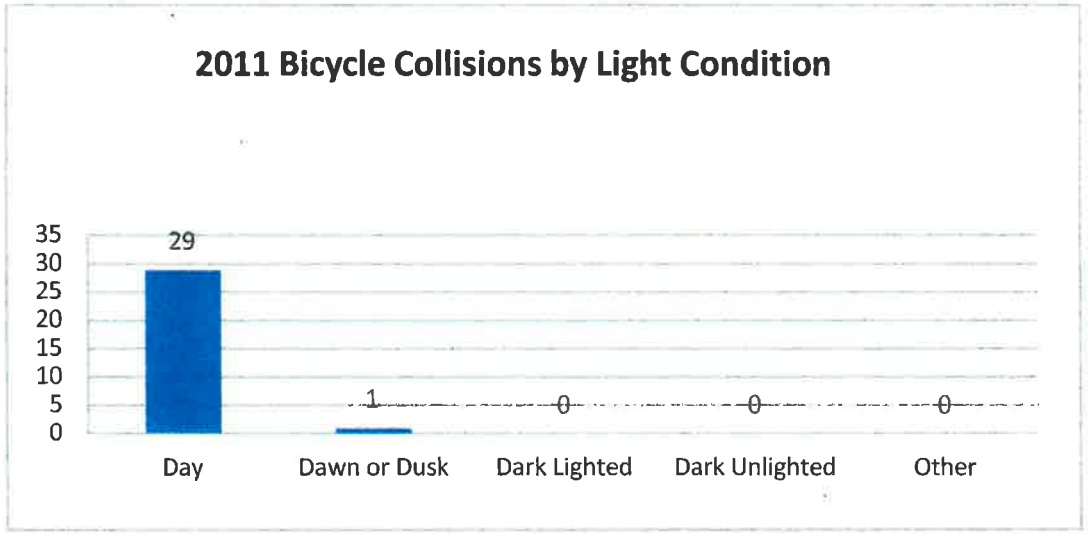

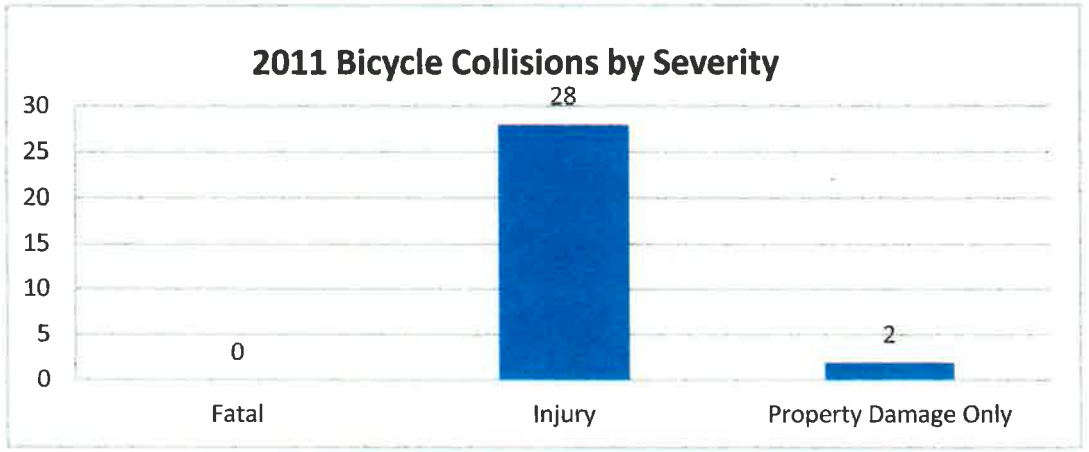

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6/22/2012

Amy Buckler

From: Roger Horn <rogerolywa@yahoo.com>
Sent: Tuesday, September 17, 2013 1:09 PM
To: Randy Wesselman
Cc: Jane Kirkemo; Mark Russell; Amy Buckler
Subject: Re: CFP Question Concerning Key Result Measure

Thanks Randy. This helps clarify the difference between the two measures you use for street repair/reconstruction: average condition rating and "fair or better" percentage. I think I understand now.

Roger

From: Randy Wesselman <rwesselm@ci.olympia.wa.us>
To: "rogerolywa@yahoo.com" <rogerolywa@yahoo.com>
Cc: Jane Kirkemo <jkirkemo@ci.olympia.wa.us>; Mark Russell <mrussel@ci.olympia.wa.us>; Amy Buckler <abuckler@ci.olympia.wa.us>
Sent: Tuesday, September 17, 2013 11:17 AM
Subject: CFP Question Concerning Key Result Measure

Roger:

This is a follow up to our conversation yesterday concerning the Street Repair and Reconstruction Program in the Preliminary 2014-2019 Capital Facilities Plan (CFP). Specifically, you inquired about the difference between the chart in the handout, Street Repair Reconstruction Program (dated September 2013), referring to the Average Condition Rating and the Key Result Measure referred to in the CFP.

As we discussed, here is a chart showing the key result measure for pavement management: 100% of lane miles in fair or good condition.

Please contact me if you have further questions or need additional information.

Thanks,
Randy

Randy Wesselman
Transportation Engineering and Planning Manager
Olympia Public Works Department, Transportation
(360) 753-8477
FAX (360) 709-2797
P.O. Box 1967, Olympia, WA 98507-1967
601 4th Avenue E
rwesselm@ci.olympia.wa.us
City Website: www.olympiawa.gov

Pavement Management

MEASURE:

100% of lane miles in fair or good condition

Currently 85% in fair or good condition.