










## 1. What we did

- a. We focused largely, but not exclusively, on projects proposed in the CFP in the 7-10 year time frame, because we thought that's where we could have the most impact. Projects for the next six years seem relatively fixed given the six-year financial plan (see definition on pg. 254 of the CFP), and projects more than 10 years out seem like they're far enough in the future to influence in another year
- b. We analyzed 7-10 year CFP projects in two buckets—transportation, and non-transportation projects (though sometimes they are interconnected, like a non-transportation project will be bundled with a transportation one)—and asked, are these consistent with the goals in the comprehensive plan?
- c. Izi performed a Census analysis to ask whether projects in the 7-10 year time frame in the CFP are equitably distributed throughout the city.
  - a. Used Remix, a mapping software that overlays census and survey data on maps. Remix is primarily used to analyze transit service areas and public transit lines for efficient and equitable service. Using the Transit Master Plan and the Preliminary Capital Facilities Plan, I drew points on the map that illustrate the projects in the 7-20 year lists of the CFP.
  - b. After explaining the icons and data used, below will be images of the projects on the map that I want to highlight. **During our meeting I can present the overall map to everyone and we can explore it together.**  
Note: drawing definitive conclusions is difficult using this method. The goal is to use this overarching view of the projects and census data to bring attention to vulnerable communities.
    - i. Highways 101 Kaiser Road off ramps, Multimodal Street Reconstruction
      1. How is the city going to ensure multiple modes of travel and protect pedestrians?
    - ii. Connecting neighborhoods adjacent to corridor improvements
      1. Martin way corridor project
      2. Capitol Mall Area/Black Lake triangle
  - c. Below is the key to icons used on the map to represent the types of projects listed in the CFP. I also included reference to the TMP because that document includes detailed maps.

ICON	DESCRIPTION	NOTES
	<b>Safety Projects</b> Projects to address safety at specific locations. CFP pgs 89-90 TMP pgs 102-106	Includes a variety of improvements to intersections, crosswalks, curb ramps, sidewalks, etc.
	<b>Bike Network (Low Stress)</b> Point illustrations roads that are going to be added to the low-stress bike network, so that no one is more than a quarter mile from another. CFP pg 94 TMP pgs 76-83	This was a limitation with Remix, drawing with points does not illustrate the network well. Please refer to the maps included in the TMP for more details.
	<b>Multimodal Street Reconstruction</b> Combines bike lanes, sidewalks, enhanced crosswalks, curb ramps, intersection improvements, resurfacing, landscaping, and lighting CFP pg 101 TMP pgs 84-88	Again, a point was difficult to illustrate the area affected by the street reconstruction project.
	<b>Intersection Improvements</b> Roundabout locations highlighted as priority. CFP pg 97 TMP pgs 96-101	The TMP only seemed to mean Roundabouts as the intersection improvements.
	<b>Sidewalks</b> Points on streets that are missing sidewalk and have been marked as priority to add to the network. CFP pgs 105-107 TMP pgs 56-61	I attempted to center the points along the section of road between the start and end points listed in the project. For example, on Cooper Point between 28th and Walnut.

	<b>Pathways</b> Points where paved pathways are planned to be added to link between locations and streets. CFP pgs 105-107 TMP pgs 68-74	The CFP lumps both sidewalk and pathway projects in one section. I chose to differentiate them because of the different experiences pedestrians and bicyclists have using either mode.
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1. Data used:  
American Community Survey 2023-2019 <https://www.census.gov/programs-surveys/acs/> Remix methodology with ACS data: <https://help.remix.com/en/articles/10509105-2023-american-community-survey-acs-5-year-estimates>

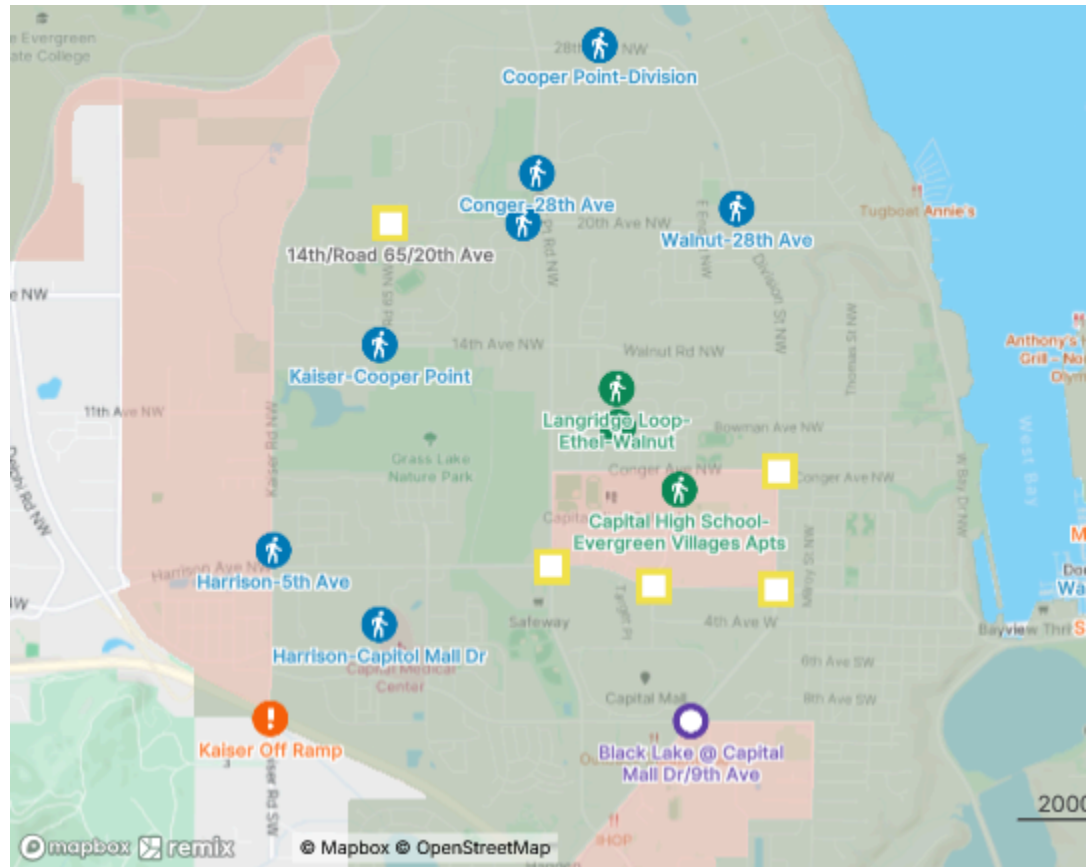
ACS Subcategory	Description	Scale and Color reference
People Living with Disabilities	People per square mile who have a disability, by census tract.	<div> <div>PEOPLE / MI<sup>2</sup></div> <div>Rescale</div>  <div>0 182 266 339 471 651 816</div> </div>
Income by Family Type, created by Drew Goffeney	Layer looks at vulnerable census block groups (BGs) by those with above median proportion of residents below the poverty threshold <b>and</b> those with above median number of households with children.	<div> <div>BG's in the melon color (notated Yes) are vulnerable according to both metrics while the green (notated No) may be vulnerable according to <b>one or none</b> of these measuring standards.</div>  </div>
Poverty	People per square mile falling below the [poverty threshold]( <a href="https://www.census.gov/topics/income-poverty/poverty/guidance/poverty-measures.html">https://www.census.gov/topics/income-poverty/poverty/guidance/poverty-measures.html</a> ), by block group.	<div> <div>PEOPLE</div> <div>Rescale</div>  <div>0 80 174 252 491 820 883 883</div> </div>

## 2. What we found

### a. In general, we feel like the projects reflect policy. Great job!

- i. Projects already underway, like the Martin Way Corridor project and Capitol Mall Triangle, are going to impact communities with high rates of poverty in our area, families, and people living with disabilities. It is important that these areas are prioritized because these are the folks that

will most likely be using multimodal transportation. (Izi)



- ii. Everything else good things: **\*\*possibly remove?\*\*** the City's vision for a more walkable, bikeable, transit-friendly city is apparent in the CFP, although it appears most vividly in transportation projects. There are several non-transportation projects which could impact less obvious BPAC-related goals. These are listed below.

## b. Here are some things that could maybe improve

- i. **Non-transportation projects** were analyzed with a BPAC lens to identify opportunities for concurrent bike and pedestrian improvements.
  1. *Armory Creative Campus - Phase 1 Improvements (pg 62)*  
Does the project include adequate bike parking? Will any additional parking be built for this?
  2. *Yelm Highway Community Park - Phase 1 Construction (pg 65)*  
There will be a much greater demand to access this location, which is not a pleasant journey by bike or foot. Needs adequate bike parking, perhaps a bike maintenance station? Is the city working with IT for a new bus stop? What can we do to reduce VMT to this new destination?
  3. *Japanese Garden Relocation (pg 66)*  
Has the new location been determined? Will the new location be easily accessed via bike/ped/transit? It will need bike parking.
  4. *Bigelow Park Improvements (pg 68)*  
Should include new bike racks.
  5. *Decatur Woods Playground Replacement (pg 68)*  
Should include new bike racks if not already present.
  6. *Kaiser Woods Park Improvements (pg 73)*
  7. This is primarily a bike park, so people may opt to ride here. The main routes to get here pass through US 101 interchange, which due to the SPUI design has very long crossing times and is generally unpleasant to navigate via walking or rolling. The City should consider the increased bike/ped traffic when doing any work in the Black Lake Blvd corridor.

8. *Rebecca Howard Park Master Plan (pg 60)*  
Plan should include bike parking/racks.
9. *Small Diameter Water Pipe Replacement (pg 139)*  
If streets are torn up for pipe replacement, can they be repaired with revised lane alignments whenever possible?
10. *Martin Way and Eastside St/Henderson Blvd Water Mains (pg 142)*  
If streets are torn up for pipe replacement, can they be repaired with revised lane alignments whenever possible?
11. *4th Ave and Jefferson St Pipe Capacity Upgrades (pg 175)*  
If streets are torn up for pipe replacement, can they be repaired with revised lane alignments whenever possible?
12. *Pipe Replacements at Pacific and Chambers, Capitol Way and A Ave (pg 189)*  
If streets are torn up for pipe replacement, can they be repaired with revised lane alignments whenever possible?
13. *Wiggins Road Ditch Reconstruction (pg 190)*  
Will this also address the narrow/nonexistent shoulder on Wiggins Rd? It is currently exceptionally dangerous to walk/bike on Wiggins.
14. *Cooper Pt and Black Lake Storm Conveyance Construction (pg 191)*  
This is a large project (\$3.6M) so hopefully there is room to reconfigure this intersection for better bike/ped connectivity, especially considering many potential users of Kaiser Woods will pass through here on bike.

- ii. **Transportation Projects** were analyzed for consistency with the TMP, and policy
  1. US-101 West Olympia access project

### **Multimodal Street Reconstruction**

Combine bike lanes, sidewalks, enhanced crosswalks, curb ramps, intersection improvements, resurfacing, landscaping, and lighting. pg 101 in CFP. In TMP pg 84-88

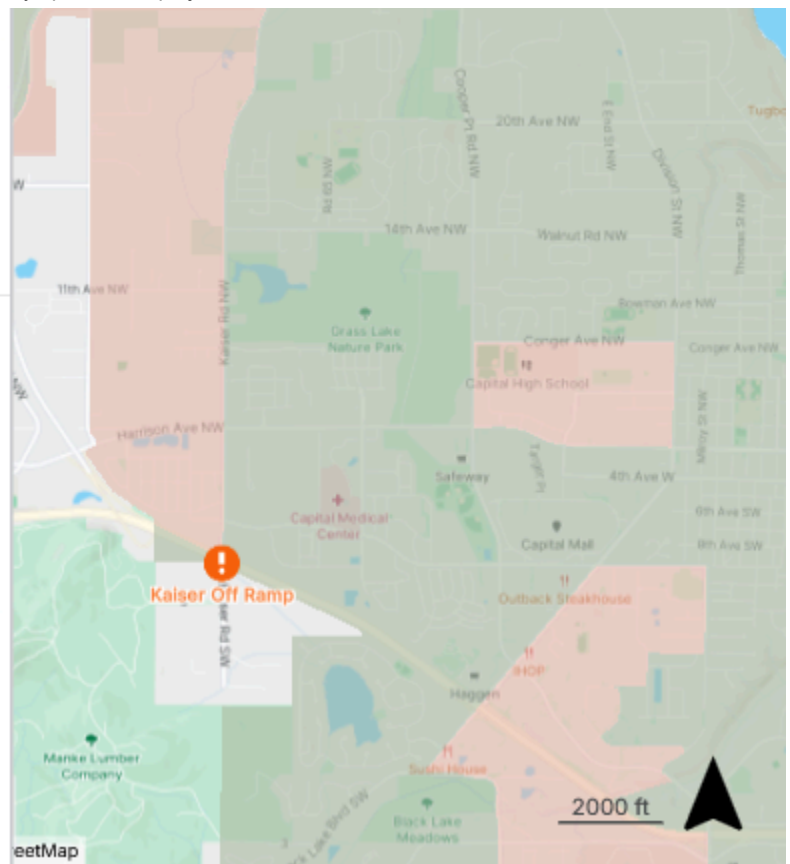
### **Income by Family Type**

Layer looks at vulnerable census block groups by those with above median proportion of residents below the poverty threshold and those with above median number of households with children. BG's in the melon color are vulnerable according to both metrics while the green maybe vulnerable according to one or none of these measuring standards.

**HIGH POVERTY & HIGH PROPORTION OF FAMILIES**

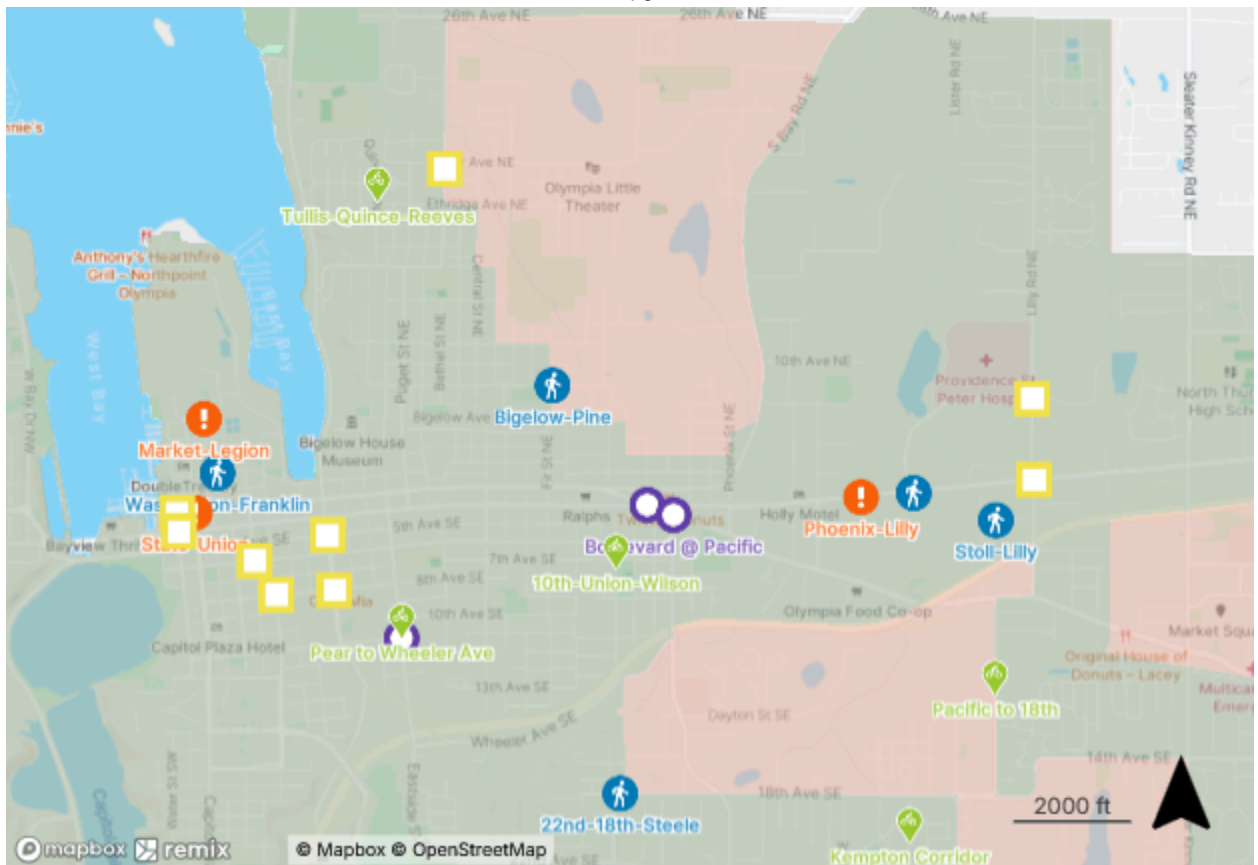
 No



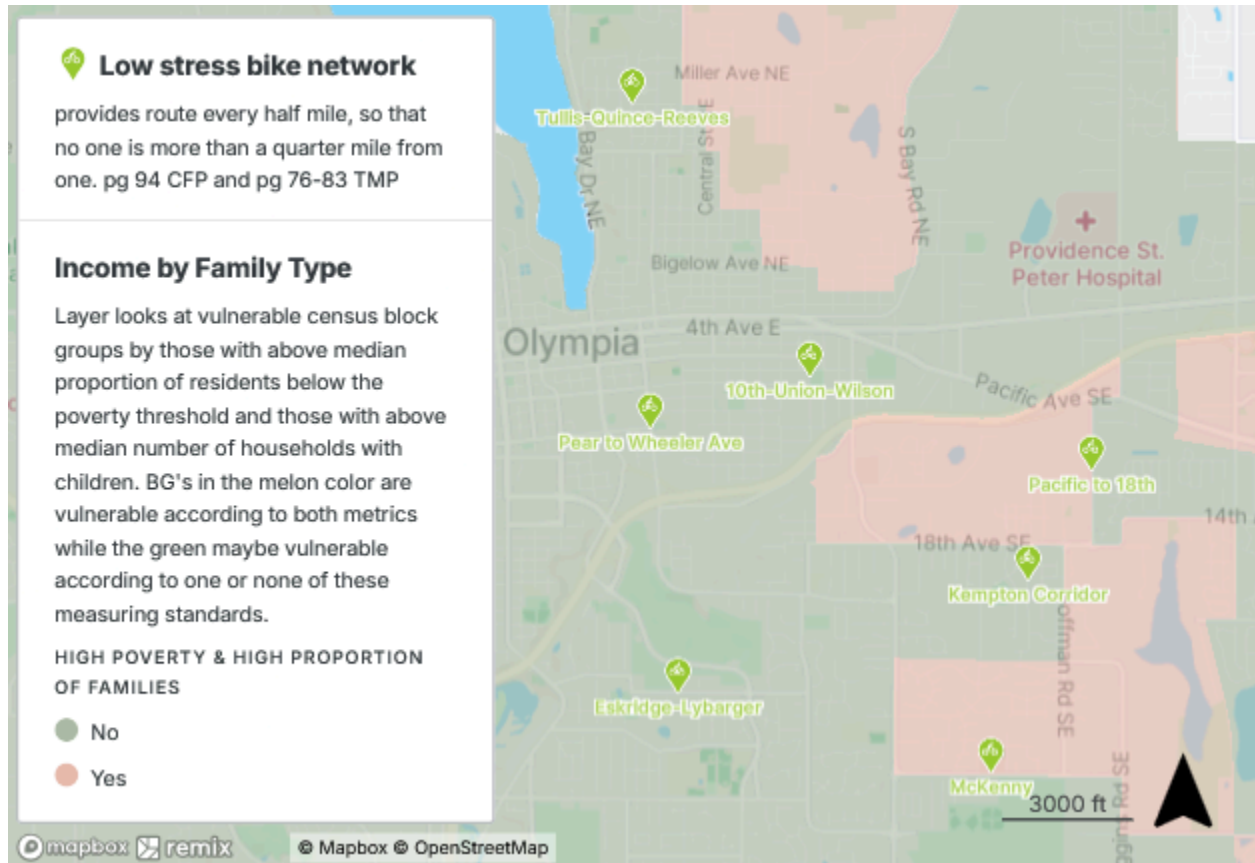
- a. The map illustrates how the Kaiser road off ramp project will directly impact a census block group that includes an above median proportion of residents below the poverty threshold and those with above median number of households with children. Surrounding block groups may have one or none of those measuring standards.

- b. The CFP on pg. 101 describes the city's plan in the 7-20 year time frame to add new access ramps and lanes to US 101 in West Olympia.
  - b. Adding additional lanes and exits for cars will not contribute to making Olympia a "model sustainable city," (comprehensive plan public services goal 21).
  - c. It MAY contribute to needed safety and accessibility needs. That said, given the reality of highway expansion documented by various studies (if you build, they will come—expand highways, and more cards follow), it may do the opposite. To prevent this, we ask City Council to ensure human-scale multimodal improvements accompany the car-centric infrastructure project, as described on pg. 181 of TMP, such as: "Design of the ramps and associated improvements should improve bicycle, pedestrian and transit access across US 101, better integrating west Olympian neighborhoods and commercial areas."
2. Traffic calming in isolation, such as Bethel Street and Road 65 and 20<sup>th</sup> (pg. 88 of CFP)
  - a. While we applaud traffic calming measures, we question the efficiency of prioritizing projects that are being made in isolation from other projects, and projects that are entirely car-centric. That is, is it consistent with good policy to focus on calming traffic without adding bicycle or additional infrastructure, or any other multi-modal investment? Consistent with policy to do this now, and then have to improve/add more later?
  - b. No detail in CFP or TMP about what these specific investments will be or why they're needed.
  - c. As an example, could calming traffic accompany installing additional sidewalks, since Bethel street is identified as a high priority missing sidewalk location on pg. 60 of TMP?



3. Lilly & 12<sup>th</sup> enhanced crosswalk (pg. 88)

- a. Not the highest priority level on pg. 55 of TMP, but prioritized in CFP on pg. 88
- 4. Other inconsistencies between TMP and CFP, that may not signal diverging from policy, but are worth reviewing
  - a. Olympia, Prospect, Fir Bike Corridor
    - i. Is identified as a 20-year project in the TMP, but a 2026-2027 project in the CFP



- b. Things that are in the TMP, but not the CFP (that we can tell)
  - i. Northwest Neighborhood bike corridor and Southwest Neighborhood bike corridor on pg. 77 of TMP
  - ii. 4<sup>th</sup> from Sawyer to Phoenix sidewalk
  - iii. The following bike corridors/connections
    1. 7<sup>th</sup> Ave SE bike
    2. Boundary street bike corridor connection
    3. Fir-forest-hill bike corridor connection
    4. Brown-beacon
    5. Morse-30<sup>th</sup>
    6. Nut tree-Brown
    7. Squaxin Park to 26<sup>th</sup>
    8. Alta