



Transportation

The CFP brings the vision of the Olympia Comprehensive Plan to reality. The Comprehensive Plan is the blueprint for the development of our transportation system, and provides guidance in these areas:

- Address system capacity by moving people—not just cars—through walking, biking and transit
- Build complete streets with features to support all modes of transportation
- Develop bus corridors with fast, frequent, and user-friendly bus service
- Increase network connectivity through more street connections and off-street pathways

Types of Projects

Our transportation system is comprised of more than 526 lane miles of streets, along with signs, markings, signals, street lights, roundabouts, bike lanes, sidewalks, and trees. A project is included in this plan because it does at least one of the following:

- Maintains and preserves the system we have
- Improves the safety and function of a street, such as adding sidewalks
- Increases the capacity of the street system, such as building a roundabout

How Projects are Added to the CFP

Projects are listed either individually, or as a set of priorities in a program. Projects are identified through planning efforts or engineering studies. A project can be added to the CFP because it is a priority defined in a plan, or it is needed based on a specific evaluation. Some of the ways a project becomes a part of the CFP are as follows:

Plans

Plans are developed to identify and quantify a specific need in our system, such as bike lanes and sidewalks. Plans like the Sidewalk Program (2004) and Bicycle Master Plan (2009) define projects, which are then added to the CFP.

Studies

Corridor or district studies evaluate issues and identify solutions and opportunities in a specific area. Projects that result from these area-specific evaluations are added to the CFP.

Advisory Boards

The Olympia Planning Commission and the Bicycle and Pedestrian Advisory Committee provide input in the development of plans and studies, and annually provide input in the development of the CFP.

Citizen requests

Throughout the year, City staff, the Council, and advisory committees receive comments about needs and priorities in our transportation system. These are evaluated when drafting the CFP.

Pavement ratings

The condition of street pavement is surveyed annually. Damaged streets are listed for repairs. Streets with some wear are resurfaced with low-cost treatments to prevent further damage and to offset the need for costly reconstruction; these are not shown in the CFP. Streets needing major reconstruction are shown in the CFP.

Capacity review

Annually, staff reviews how well the transportation system is working relative to growth in traffic volumes. Capacity projects help to reduce congestion at certain intersections or along sections of street. Capacity projects in the CFP might include street widening or changes to intersections, such as roundabouts.

Coordination for Efficiency

Within the Transportation Section programs, projects are combined for construction efficiencies. For example, bike lanes and or bulb outs may be added when a street is resurfaced. Transportation work is also coordinated with utility work. When we plan to rebuild a road, we take the opportunity to upgrade sewer and water lines under the pavement, or find a better way to manage the stormwater that flows off the pavement.

Recent Trends

Transportation projects in the CFP are funded by impact fees, grants, Transportation Benefit District fees (\$40 per vehicle) and other types of specific taxes. (e.g. Utility, Gas Tax, and Real Estate Excise Taxes (REET)).

An emphasis in this and prior CFPs continues to be pavement preservation. If the life of a street's pavement can be preserved with a low-cost treatment now, we can avoid costly resurfacing later. Keeping our pavement conditions from deteriorating will lead to future budget savings.

Another area of sustained funding is sidewalks. In 2004, Olympia voters approved the Parks and Recreation Facilities funding measure. The funding measure, referred to as "Parks and Pathways," is the primary source of funds for sidewalks — about one million dollars annually. This revenue comes from the private utility tax levied on utilities, such as cell phone and natural gas.

Impact fees are collected from new developments to help pay for additional vehicle trips that the development adds to the current street system. These fees are used for capacity projects.

The development of a Transportation Master Plan is underway and will influence the programs and projects in this chapter.

Access and Safety Improvements

Location

Various locations Citywide

Links to Other Projects or Facilities

Infrastructure Pre-Design and Planning–Stormwater

Description

The purpose of this program is to improve access and safety for all users of the transportation system:

- Hazard Elimination and Safety projects improve safety on high accident street sections or intersections. Projects may include new guardrails, railroad crossings, and intersection improvements.
- Pedestrian Crossing Improvements help pedestrians cross major streets. Improvements may include bulb-outs, crossing islands, and/or flashing crosswalk beacons.
- Street Access projects remove barriers on walkways for persons with disabilities. Projects may include ADA access ramps or audible pedestrian signals.

Project List

Hazard Elimination and Safety Projects	Cost Estimate
Martin Way and Pattison Street traffic signal. This signal will be installed in partnership with Intercity Transit	\$800,000
Wiggins Road roadway and storm drainage improvements. This project will include safety, shoulder and stormwater modification and will be designed and funded with the Stormwater Utility.	\$1,500,000
Legion Way and Adams Street traffic signal	\$1,091,800
Jefferson Street and 8th Avenue traffic signal	\$1,223,000
Harrison Avenue and Division Street right turn lane. This project is also likely needed for capacity reasons and will be recommended for future impact fee funding.	\$1,312,600
Pedestrian Crossing Improvements	
East Bay Drive and Olympia Avenue	
Martin Way and Chambers Street	
Street Access Projects: (a long-term list is maintained by staff)	
Audible pedestrian signals at Pacific and Pattison, and Plum at 8th and Legion	
Access ramps are planned on Columbia at Talcott, Columbia at 10th and on Central at Thurston	

Justification (Need/Demand)

Hazard Elimination and Safety projects are identified through an annual collision analysis. Trends are evaluated and high accident locations are identified in this analysis. Traffic signal installation is based upon signal warrants, criteria established by the Federal Highways Administration that define when a signal is needed.

Pedestrian crossing improvements are based upon requests from the public. Requests are evaluated and prioritized based upon a methodology that considers traffic volumes, number of lanes for the pedestrian crossing, speed of traffic, and any collision history.

Street Access projects are identified each year with feedback from citizens. The City is currently doing a system-wide inventory of access ramps.

Measurable Outcome/Level of Service Standard

Under Development.

Access and Safety Improvements (continued)

Comprehensive Plan and Functional Plan(s) Citations

This CFP reflects the following goals and policies of the Olympia Comprehensive Plan.

Goal Transportation 1

All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human scale, but also can accommodate motor vehicles, and encourage safe driving.

Policy Transportation 1.6

Build intersections that are safe for pedestrians, bicyclists, and motor vehicles. Use minimum dimensions (narrow lanes and crossings) for a human-scale environment, while maintaining vehicle access and safety.

Goal Transportation 23

Pedestrian crossing improvements remove barriers for walkers on major streets, especially wide streets with high vehicle volumes.

Policy Transportation 23.1

Build new streets and retrofit existing streets with crossing islands and "bulb-outs" to increase pedestrian safety.

Policy Transportation 23.2

Raise driver awareness of pedestrians at crosswalks on wide, high-volume streets using blinking lights, flags, signs, markings, and other techniques.

Policy Transportation 23.3

Add safe, mid-block crossings for pedestrians to new and existing streets. This is especially important on major streets that have long distances between stop lights and those with high-frequency transit service.

Policy Transportation 23.6

Consider the needs of the elderly and disabled in all crosswalk design and signal timing.

Capital Costs:	2019	2020-2024	Total
Pedestrian Crossing Improvements	\$100,000	\$250,000	\$300,000
Street Access	\$100,000	\$250,000	\$300,000
Total	\$200,000	\$500,000	\$700,000

Funding Sources	2019	2020-2024	Total
REET	\$200,000	\$500,000	\$700,000
Total	\$200,000	\$500,000	\$700,000

Annual Operations and Maintenance

Estimated Costs	These costs are included in the existing Public Works Transportation operating budgets. Until asset management programs are in place, specific costs are not available.
Estimated Revenues	None
Anticipated Savings Due to Project	None
Department Responsible for Operations	Public Works
Quadrant Location	Citywide

Bike Improvements

Location

Various locations Citywide

Links to Other Projects or Facilities

None

Description

The purpose of this program is to complete elements of the bicycle network:

- Bike Corridors—Low-volume, low-stress streets improved for bicycle travel.
- Other Improvements—Gaps and spot improvements in the bike lane network.

Generally, new bike lanes are added in the Street Repair and Reconstruction Program as part of Complete Street Reconstruction work.

Project List

Bike Corridor projects:

1. Southeast to Downtown Route: Sylvester Park to the I-5 bike path
2. Westside Route: Thomas/Plymouth/Decatur

Gaps and spot improvement projects:

1. Division Street and 28th Avenue widening for bike lanes
2. Lakeridge Drive re-striping for bike lane

Justification (Need/Demand)

A bike lane network on major streets provides bicyclists direct access to destinations. Bike corridors are a network of low-stress streets that serve bicyclists of all ages and abilities.

Measurable Outcome/Level of Service Standard

We are monitoring the percentage of arterials and major collectors that are “complete streets” serving all modes of transportation. Currently 59 percent of these streets have bike lanes.

Comprehensive Plan and Functional Plan(s) Citations

This CFP reflects the goals and policies of the 2009 Bicycle Master Plan and the Olympia Comprehensive Plan.

Goal Transportation 25

Bicycling is safe and inviting, and many people use their bikes to both travel and stay active.

Policy Transportation 25.1

Retrofit streets to provide safe and inviting bicycle facilities. Use the Bicycle Master Plan (2009) to guide facilities development, but look for other opportunities to provide bicycle facilities where possible.

Goal Transportation 1

All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human scale, but also can accommodate motor vehicles, and encourage safe driving.

Policy Transportation 1.1

Retrofit major streets to be human scale and include features to make walking, biking and transit use safe and inviting.

Goal Transportation 2

As new streets are built and existing streets are reconstructed, add multimodal features as specified in the City of Olympia Engineering Design and Development Standards.

Policy Transportation 2.1

Build arterial streets to serve as primary routes connecting urban centers and the regional transportation network. Include bike lanes, sidewalks, planter strips, pedestrian-crossing features, and other amenities that support pedestrian comfort and safety.

Policy Transportation 2.2

Build major collector streets to connect arterials to residential and commercial areas. Include bike lanes, sidewalks, planter strips and pedestrian-crossing features.

Bike Improvements (continued)

Capital Costs:	2019	2020-2024	Total
Bike Corridors	\$173,300	\$250,000	\$423,300
Other Improvements	\$100,000	\$250,000	\$350,000
Total	\$273,300	\$500,000	\$773,300

Funding Sources	2019	2020-2024	Total
Gas Tax - Multimodal	\$73,300	\$-	\$73,300
REET	\$200,000	\$500,000	\$700,000
Total	\$273,300	\$500,000	\$773,300

Annual Operations and Maintenance

Estimated Costs	Bike facility maintenance is incorporated in annual street sweeping program costs. Until asset management programs are in place, specific costs for bike facilities are not available.
Estimated Revenues	None
Anticipated Savings Due to Project	None
Department Responsible for Operations	Public Works
Quadrant Location	Citywide

Pre-design and Planning

Location

Various locations Citywide

Links to Other Projects or Facilities

Pre-design work for multiple projects

Description

Develop scope, schedule, and budget for multiple planned transportation projects.

Project List

The project list will be developed annually based on master plans and other program priorities.

Justification (Need/Demand)

By doing early project development, we can more efficiently scope and plan for capital projects before resources are allocated and design is initiated.

Measurable Outcome/Level of Service Standard

N/A

Comprehensive Plan and Functional Plan(s) Citations

This CFP reflects the goals and policies of the Olympia Comprehensive Plan.

Goal Transportation 2

As new streets are built and existing streets are reconstructed, add multimodal features as specified in the City of Olympia Engineering Design and Development Standards.

Goal Transportation 9

The impacts of new land-use development on the transportation system are mitigated appropriately.

Goal Transportation 12

The transportation system provides attractive walking, biking, and transit options so that land use densities can increase without creating more traffic congestion.

Goal Transportation 28

Transportation facilities and services are funded to advance the goals of the City and the region.

Capital Costs:	2019	2020-2024	Total
Pre-design and Planning	\$50,000	\$250,000	\$300,000
Total	\$50,000	\$250,000	\$300,000

Funding Sources	2019	2020-2024	Total
Gas Tax	\$50,000	\$250,000	\$300,000
Total	\$50,000	\$250,000	\$300,000

Annual Operations and Maintenance

Estimated Costs	None
Estimated Revenues	None
Anticipated Savings Due to Project	None
Department Responsible for Operations	Public Works
Quadrant Location	Citywide

Sidewalks and Pathways

Location

Various locations Citywide

Links to Other Projects or Facilities

N/A

Description

The purpose of this program is to:

- Maintain and repair sidewalks and pathways.
- Construct pathways for pedestrians and bicyclists. Pathways are non-motorized short-cuts that link streets to parks, schools, trails, and other streets.
- Construct new sidewalks based upon the 2004 Sidewalk Program. The program focuses on building sidewalks on at least one side of arterials, major collectors, and neighborhood collectors.

The Transportation Master Plan, which is under development, will update the 2004 Sidewalk Program and evaluate the Neighborhood Pathways program. New prioritization systems and project lists are anticipated to be proposed in the Transportation Master Plan.

Project List

Sidewalk and pathway repair and maintenance will be identified annually.

Pathways are determined on an annual basis.

These sidewalk projects are derived from the prioritized 2004 Sidewalk Program and will be constructed with Voted Utility Tax revenues. These four projects are high priority due to new pedestrian destinations, land use density changes, or sub area planning work that was recently done.

1. Fern Street from 9th Avenue to 14th Avenue—\$500,000
2. Eastside Street/22nd Avenue from Fir Street to I-5—Estimated cost: \$4,042,000
3. Elliott Avenue from Division Street to Crestline Boulevard
4. Boulevard Road from 15th Avenue to 22nd Avenue

These sidewalk projects are also derived from the 2004 Sidewalk Program. City funds and grants are needed for these projects:

5. 4th Avenue from Pacific Avenue to Phoenix Street
6. Martin Way from Pattison Street to Lilly Road

Justification (Need/Demand)

The need for sidewalk and pathway repair and maintenance continues to grow.

Pathways provide bicyclists and pedestrians more safe and direct off-street routes within neighborhoods.

By completing sidewalks on major streets, people are safer and more comfortable walking for transportation and recreation.

Measurable Outcome/Level of Service Standard

We are monitoring the percentage of arterials and major collectors that are "complete streets" serving all modes of transportation.

Currently 76% of these streets have sidewalks on at least one side. Our target is 100%.

Comprehensive Plan and Functional Plan(s) Citations

This CFP reflects the goals and policies of the 2004 Sidewalk Program and the Olympia Comprehensive Plan.

Goal Transportation 6

Pathways enhance the transportation network by providing direct and formal off-street routes for bicyclists and pedestrians.

Policy Transportation 6.1

Establish and improve pathways in existing built areas.

Goal Transportation 21

Walking is safe and inviting, and more people walk for transportation.

Policy Transportation 21.3

Build new streets and retrofit existing streets to be more inviting for walking with sidewalks, crossing improvements, and streetscape enhancements.

Sidewalks and Pathways (continued)

Comprehensive Plan and Functional Plan(s) Citations (continued)

Goal Transportation 22

Sidewalks make streets safe and inviting for walking.

Policy Transportation 22.2

Focus City sidewalk construction on major streets, where heavy traffic volumes and speeds make it difficult for walkers to share space with motor vehicles. Prioritize sidewalk construction projects based upon street conditions, transit routes, and the proximity to destinations such as schools.

Capital Costs:	2019	2020-2024	Total
Maintenance	\$55,400	\$250,000	\$305,400
Pathways	\$175,000	\$875,000	\$1,050,000
Sidewalks	\$940,000	\$4,500,000	\$5,440,000
Total	\$1,170,400	\$5,625,000	\$6,795,400

Funding Sources	2019	2020-2024	Total
Gas Tax - Sidewalk	\$5,400	\$-	\$5,400
Stormwater Utility Rates (asphalt overlay)	\$150,000	\$750,000	\$900,000
Voted Utility Tax - Sidewalks	\$990,000	\$4,750,000	\$5,740,000
Voted Utility Tax - Parks	\$25,000	\$125,000	\$150,000
Total	\$1,170,400	\$5,625,000	\$6,795,400

Annual Operations and Maintenance

Estimated Costs \$50,000 per year has been identified for sidewalk repair and pathway maintenance.

Estimated Revenues None

Anticipated Savings Due to Project None

Department Responsible for Operations Public Works

Quadrant Location Citywide



Street Repair and Reconstruction

Location

Various locations Citywide

Links to Other Projects or Facilities

Asphalt Overlay Adjustments—Drinking Water and Wastewater sections

Description

This program addresses:

- Complete Street Reconstruction projects address streets with pavement in the worst condition. These reconstruction projects may add bicycle and pedestrian facilities at the time the street is reconstructed.
- Maintenance projects that are beyond the capacity of City maintenance crews. Examples include repairing and replacing striping, guardrails, railing, signals, and lighting.
- Major Resurfacing projects are repaving projects that may include other elements such as ADA access ramps, bulb-outs for pedestrians at intersections, and bike facilities.
- Street Preservation is an on-going effort to preserve the condition of our streets and delay major reconstruction. Examples include chip sealing streets and sealing cracks.

Project List

Complete Street Reconstruction project timing is based upon the pavement condition rating. Because these projects have a larger scope than just resurfacing, they will require grant funds and/or other funding sources to be completed.

- Mottman Road from Mottman Court to West of South Puget Sound Community College—includes an asphalt overlay, as well as bike lanes and sidewalk, planter strip, and street lighting on one side. \$ 5,714,500 (Legislative Transportation Funding anticipated 2023-2027.)

Maintenance projects include:

- Maintenance projects will be identified annually

Major Resurfacing projects in this six-year period are focused on downtown streets:

1. Franklin Street from Legion Way to State Avenue
2. Legion Way from Water Street to Franklin Street
3. Capitol Way from Legion Way to State Avenue
4. Washington Street from Legion Way to Olympia Avenue

Street Preservation work is identified annually based upon pavement condition ratings and are not shown here.

Justification (Need/Demand)

The City uses a pavement condition rating system to evaluate the condition of our street surfaces. Depending upon the level of deterioration, a project may require minor preservation work such as chip sealing, a simple resurfacing, or full reconstruction. A major emphasis in this program is to preserve the condition of a street before it deteriorates to a point that more costly full reconstruction is needed.

Currently our backlog of deferred maintenance is approximately \$48,000,000. Addressing this backlog would bring the streets in our system that are in poor condition up to fair and good condition.

Measurable Outcome/Level of Service Standard

The pavement condition is rated on every street in the City, ranging from 0-100 (with 0 being the worst and 100 being the best). A segment of street with a rating of 49 or below is poor; 50-69 is fair, and; 70-100 is good. The average pavement condition rating target is 75. The current system rating is 66.

Street Repair and Reconstruction (continued)

Comprehensive Plan and Functional Plan(s) Citations

This CFP reflects the goals and policies of the Olympia Comprehensive Plan.

Goal Transportation 29:

The transportation system is maintained at the lowest life-cycle cost to maximize the City's investment in its infrastructure.

Policy Transportation 29.1:

Schedule regular maintenance of the City's transportation system for efficiency and greater predictability, and to reduce long-term cost.

Policy Transportation 29.2:

Protect street pavement by resurfacing streets with low-cost treatments before they deteriorate to a point that requires major reconstruction.

Policy Transportation 25.1:

Retrofit streets to provide safe and inviting bicycle facilities. Use the Bicycle Master Plan (2009) to guide facilities development, but look for other opportunities to provide bicycle facilities where possible.

Capital Costs:	2019	2020-2024	Total
Maintenance	\$100,000	\$500,000	\$600,000
Major Resurfacing	\$1,537,000	\$6,735,000	\$8,272,000
Street Preservation	\$1,378,000	\$6,890,000	\$8,268,000
Total	\$3,015,000	\$14,125,000	\$17,140,000

Funding Sources	2019	2020-2024	Total
Gas Tax	\$225,000	\$1,125,000	\$1,350,000
REET	\$1,100,000	\$5,500,000	\$6,600,000
Transportation Benefit District (TBD)	\$1,690,000	\$7,500,000	\$9,190,000
Total	\$3,015,000	\$14,125,000	\$17,140,000

Annual Operations and Maintenance

Estimated Costs	This project helps minimize the need for additional maintenance funds.
Estimated Revenues	None
Anticipated Savings Due to Project	None
Department Responsible for Operations	Public Works
Quadrant Location	Citywide

