

# City of Olympia Sidewalk Construction

October, 2008



## 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 to 1/2 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. Each year, \$175,000 has been dedicated to sidewalk construction.
- 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 22<sup>nd</sup> to Log Cabin

**West Bay** from Garfield to Schneider Hill

**22<sup>nd</sup>/Eastside** from I-5 to Boulevard

**Fir Street** from Bigelow to Pine

**Cooper Point** from Conger to 20<sup>th</sup>

**20<sup>th</sup>/Elliot** from Cooper Crest to Cooper Point

**14<sup>th</sup>/Walnut** from Kaiser to Division

**Kaiser** from Harrison to 6<sup>th</sup>

**Division** from Walnut to Elliot

**Elliot** from Division to Crestline

**Morse Merriman** from Hoffman to Wiggins

**Boulevard** from Log Cabin to 41<sup>st</sup>

**Pine** from Fir to Edison

**Fern** from 9<sup>th</sup> to 14<sup>th</sup>

**Decatur** from 9<sup>th</sup> to South End (partial)

**Henderson** from Eskridge to Carlyon

**Boulevard** from 22<sup>nd</sup> to 15<sup>th</sup>

**18<sup>th</sup>** from Boulevard to Wilson

**Wilson** from 22<sup>nd</sup> to 18<sup>th</sup>

**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 26<sup>th</sup>

**Miller** from Fir to Friendly Grove

**Marion** from Ethridge to Miller

**Wiggins** from Morse Merriman to Herman

**Herman** from Wiggins to trail

**26<sup>th</sup>** from Bethel to Gull Harbor

The specific planned projects for the next six-year period are listed in the City's Capital Facilities Plan, Recreation Walkways 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**

<u>Criteria</u>	<u>Points</u>
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](mailto:sstimson@ci.olympia.wa.us)  
Visit [www.ci.olympia.wa.us/publicworks](http://www.ci.olympia.wa.us/publicworks)



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