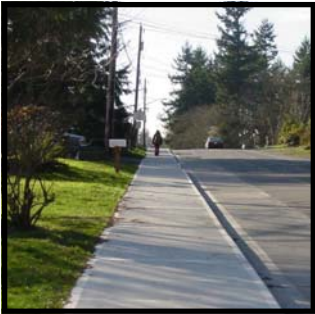




City of
OLYMPIA



City of Olympia Sidewalk Program

Accepted by the Olympia City Council
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INTRODUCTION

The *Olympia Comprehensive Plan* (Comp Plan) defines a community where walking¹ is a safe and convenient mode of transportation and recreation. In order to promote walking, the City builds sidewalks in locations where the highest concentrations of pedestrians exist and where the lack of a sidewalk poses the greatest threat to the pedestrian.

This proposed new Sidewalk Program defines the construction of sidewalks on existing streets throughout the City. While streets built today are required to include sidewalks, many of the existing streets in the City were built without sidewalks.

This proposed program focuses on streets with the highest vehicle speeds and volumes—Arterials, Major Collectors, and Neighborhood Collectors. On Local Access streets (smaller neighborhood streets) where vehicle volumes are lowest, pedestrians and motor vehicles can more adequately share space. While Local Access streets are not included in this program, a program to address sidewalk needs on these streets is planned.

This report describes the process by which this Sidewalk Program was developed. Process steps included:

1. Conducting an inventory of missing sidewalk segments on Arterial, Major Collector, and Neighborhood Collector streets;
2. Developing a scoring system to rank the missing segments;
3. Creating a list of ranked sidewalk projects;
4. Developing planning level cost estimates for the sidewalk projects;
5. Defining and evaluating funding sources; and
6. Evaluating implementation issues.



The Bicycle and Pedestrian Advisory Committee (BPAC) played a key role in developing this program. The inventory was conducted by BPAC members and community volunteers, and the development of the scoring system was led by the BPAC. This program represents an excellent example of how the involvement of citizens can significantly advance City programs.

¹ Where the term “walking” is used in this report, wheelchair use is included. All new construction is required to be fully accessible under the Americans with Disabilities Act.

This proposed new program represents the most comprehensive inventory of missing sidewalks for the City. The project list resulting from the inventory totals 259 projects. The projects are estimated to equate to \$54 million (2003 dollars). There is a total of 156 miles of Arterials, Major Collectors, and Neighborhood Collectors in the City. The sidewalk inventory found 84 miles of missing sidewalk on these streets, meaning 72 miles of sidewalk currently exist on these street classes. Arterials, Major Collectors, and Neighborhood Collectors represent 43 percent of the City's street system; the remaining 57 percent are Local Access streets. It is unknown how many of these are missing sidewalks.

In January 2003, the City Council accepted the scoring system defined in this report. In June 2003, the City Council's Budget Committee reviewed the funding sources information presented in this report and confirmed this was appropriate information from which to make future funding decisions during development of the Capital Facilities Plan (CFP). At the end of this report, a funding recommendation from staff and the BPAC is summarized.

Council acceptance of this report will allow long-term sidewalk planning and construction to occur. The prioritized project list defined in this Sidewalk Program will be used to update the City's six-year Capital Facilities Plan (CFP) and as information in other planning and construction efforts.



BACKGROUND

A Comprehensive Pedestrian Strategy

In 1998, the BPAC and Public Works staff outlined the elements of a Comprehensive Pedestrian Strategy that would implement the vision and goals of the Comp Plan. Sidewalks are one element of the strategy; other elements are described below:

- Pedestrian Crossing Improvements: intersection enhancements such as bulbed-out sidewalks and in-pavement lighting in crosswalks. A Pedestrian Crossing Improvement Program has been developed.

- Neighborhood Connections: short pathways linking streets, schools, and parks. A Neighborhood Connections study has been completed, but has not yet been implemented.
- Education and encouragement: efforts to promote walking. While some education and encouragement efforts have taken place, a long-term work plan has not been defined.
- Enhanced enforcement: enforcement of traffic laws as they relate to pedestrian safety. While a long-term campaign has not been developed, the Police Department periodically places emphasis on pedestrian safety-related laws.

The Sidewalk Program is the most fully developed aspect of the overall strategy. The strategy is a tool to address the pedestrian elements of the Comp Plan. A future action would be to integrate all elements of the strategy into one plan. A draft outline of the strategy is included in Appendix A.



History of the Sidewalk Program

In the past, the City created short-term lists of sidewalk projects. Priority locations for sidewalk construction were school walking routes or neighborhood walking routes requested by the public, as reported by residents through surveys conducted by the City.

Funding for the Sidewalk Program has come from the City's Capital Improvement Program (CIP) and grants. CIP funds are composed of property and sales taxes, among other revenue sources. For the past 10 years, \$150,000 to \$175,000 in CIP funds were annually dedicated to sidewalk construction. State and federal grants are sought to augment City funds. On average, the Sidewalk Program has constructed approximately a half-mile of sidewalk per year since 1997.

The Sidewalk Program is not the only way sidewalks are constructed. Sidewalks are also constructed as part of major roadway construction or re-construction projects, and by new development as part of frontage improvement requirements.

This proposed new Sidewalk Program embodies a comprehensive understanding of sidewalk needs and includes a long-term listing of priority sidewalk projects. This program is necessary in order to:

- Address City-wide sidewalk needs objectively and comprehensively;
- Plan for grant funding;
- Coordinate sidewalk construction with other roadway work;
- Insure efficient use of City funds; and
- Build more sidewalks more quickly.

With a long-term list of sidewalks to be built, better coordination can occur and an aggressive funding strategy can be pursued. This Sidewalk Program is similar to the City's Bicycle Facilities Program in that it defines a long-term vision, strategy, and project list for the construction of facilities, and includes a funding recommendation.



SECTION 1: INVENTORY AND SCORING SYSTEM

Inventory Process

The BPAC led an inventory of sidewalk needs on the three major types of streets in the City: Arterials, Major Collectors and Neighborhood Collectors. The inventory focused on streets with higher vehicle speeds and volumes. The inventory did not include Local Access streets, which are smaller neighborhood streets, because pedestrians and motor vehicles can more adequately share space on these streets.

To conduct the inventory, the City was divided into zones, and teams of BPAC members and citizen volunteers surveyed the streets and recorded information on inventory forms developed by the BPAC and staff. Information about both sides of the street was collected, to the minimum specificity of one block face. For example, within one block face (i.e., one side of the street on a particular block); there was either an entire length of sidewalk, partial sections of sidewalk, or an entire section of missing sidewalk. The data, totaling over 259 missing sidewalk segments, was entered into a spreadsheet. An example of the inventory form is included in Appendix B.

Scoring System

Because there is a great need for sidewalks throughout the City, a scoring system is needed to objectively rank sidewalk projects². The Sidewalk Program scoring system is based on street characteristics and the vision and goals of the Comp Plan. The scoring system was designed to be easy to use, but thorough in its assessment of need.

Comp Plan Goals

Walking is the most accessible mode of transportation, and studies have shown that walking is the most common recreational activity in the nation. The Comp Plan defines a built environment that makes walking safe and inviting for transportation and recreation. The Comp Plan guidance resulted in a scoring system that places priority on places where people walk, such as high density corridors and transit routes, as well as specific destinations for pedestrian trips, such as schools. Described below are the criteria that reflect Comp Plan goals. Comp Plan citations are provided in Appendix C.

² A "project" is a segment of street that is one or more block faces long and is missing sidewalk entirely or partially.

Priority is placed on completing sidewalks in close proximity to these pedestrian trip generators:

- Schools
- Parks
- Public Buildings
- Churches/Places of Worship
- Shops/Malls
- Community and Senior Centers



Points are also awarded to projects located in densely populated areas where walking is a viable mode of transportation and where the greatest number of people can benefit from sidewalks:

- High Density Corridors
- Downtown
- School Walking Routes (As defined by the City of Olympia and the Olympia School District)
- Transit Routes

Street Characteristics

The characteristics of the street also influence a project's priority relative to other streets. The following features are scored:

- Street Classification: Points were awarded based on the classification of street. Street classification indicates relative vehicle volume and speed, both of which can create an unsafe or uncomfortable environment for pedestrians when there is no sidewalk. The highest class of street is an Arterial, followed by Major Collector and Neighborhood Collector. Because Arterials have higher vehicle volumes, a pedestrian's need for a sidewalk is greater. Therefore, more points are awarded to projects on Arterials, followed by Major Collectors, then Neighborhood Collectors.
- Presence of Bike Lane or Shoulder: The presence of a bike lane or shoulder reduces the exposure of the pedestrian to motor vehicles by providing an alternate space for walking. Points are awarded to streets with no bike lane or shoulder to ensure that those projects are addressed before projects with a bike lane or shoulder. However, it is important to note that bike lanes and shoulders do not provide the same protection to the pedestrian as a sidewalk does, and do not serve as alternatives to sidewalks.

- Missing Link: If a short segment of sidewalk (less than 400 feet) is missing on a route that is otherwise complete, additional points are added for this “missing link.”
- Special Consideration for Sidewalks Missing on Both Sides: All criteria are given a single point value, except for the condition of missing sidewalk on both sides of the street. Special priority is given to a street if it is missing sidewalks on both sides, because the complete absence of sidewalk means no safe walking facility is available on either side of this street, and the street warrants attention before a street with sidewalks on one side. If a street is missing sidewalk on both sides, the scores for both sides of the street are added together to obtain a final project score. This allows streets with no sidewalks on either side to be of higher priority, while preserving their relative priority to one another based on all the other criteria.

Street characteristic criteria were added to Comp Plan criteria to create the final scoring system. A summary of the scoring system is provided in Table 1. This system is intended to objectively rank missing sidewalk segments, is easy to use, and thorough in its assessment of need.

Mapping

Manual mapping of the missing sidewalk segments was done to quantify points. For both sides of the street, each length of missing or partially missing sidewalk was mapped. The same map of missing sidewalks was layered with information about each of the features or designations listed in the scoring system, above. For destinations like schools and parks, a shaded area depicting a quarter- or half-mile radius was shown on the map to easily determine the proximity of the project to the destination. Points were totaled in a spreadsheet, based on a visual assessment of the project’s proximity to the scored elements. Maps showing the locations of the projects are provided in Appendix D.



Table 1: Summary of Final Scoring System

Feature	Point Value	
Walking Destination Criteria (Comp Plan)		
High Density Corridors (HDC)	20	
Downtown	15	
School Walking Route	25	
Transit Route	10	
Pedestrian Trip Generators	¼ Mile Radius	½ Mile Radius
Schools	20	10
Churches	5	0
Public Buildings	10	5
Public Parks	20	15
Shops/Malls	15	10
Community/Senior Centers	20	15
Street Characteristic Criteria		
Arterial	15	
Major Collector	10	
Neighborhood Collector	5	
No bike lane or shoulder on roadway	10	
Missing Links	10	
Final Calculation		
For streets with no sidewalks on either side, scores are calculated for both sides of the street and added together for a final score.		

Resulting Projects Lists

The final project list contains 259 projects, on 160 streets, ranked in priority order. This represents the most comprehensive list of sidewalk needs the City has ever had. Annually, the six-year CFP will be updated with the prioritized projects from the list. The project list is included in Appendix E.

The project list presents the sidewalk projects from high to low score based on the scoring system. If a street is missing sidewalks on both sides, each side is shown separately. A premise of past sidewalk programs is that, if a

street is missing sidewalks on both sides, the City typically only builds the sidewalk on one side at a time. With a great need for sidewalks in the City, this allows sidewalk funds to be used to complete sidewalks on one side of as many streets as possible.

Because the ranking system awards points if a street is missing sidewalk on both sides, once a missing segment is completed, the opposite side of the street re-appears in the list with a new lower score that accounts for the completed sidewalk on the other side of the street. When a street is missing sidewalks on both sides, staff has made a judgment as to which side provides the most benefit and should be constructed first. The judgment is based on pedestrian destinations and the location of connecting sidewalks. (Over time, as changes along a street occur, the judgment as to which side of the street provides the most benefit may change.)

Shaded Projects

The project list contains projects that have been shaded, which will be removed in the development of final project lists for the CFP. They remain in the list for informational purposes only. These projects will be removed if they are:

- Adjacent to property that is likely to be redeveloped in the near future (meaning the City should not construct the sidewalk if it is likely to be built as frontage improvements);
- Located on State property;
- Part of a larger transportation project the City is planning; or
- On a County roadway, within the Urban Growth Area.

Planning Level Estimates

Planning level estimates were developed for each sidewalk project. Staff created two types of construction categories for cost-estimating purposes:

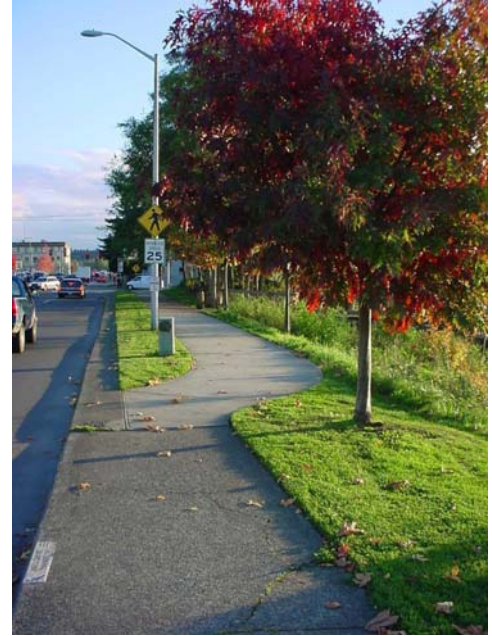
- Basic at-grade sidewalk construction.
- Complex construction, which may include right-of-way acquisition, utility pole and landscaping relocation, and work in areas where drainage ditches must be addressed.

A unit cost was developed for each category, based on the construction costs of past sidewalk projects. For each project, staff determined if construction would be basic or more complex and a cost estimate was

calculated, based on the unit cost for that category and the length of the missing segment. A cost factor was added, based on the length of the segment, for costs associated with stormwater conveyance and treatment, resulting from new impervious surfaces.

Planning-level cost estimates allowed the total funding need to be articulated—\$54 million, in 2003 dollar values. At the current funding level, approximately 28 projects (or 11 percent of the total program need) can be accomplished in 20 years.

Once projects are included on a CFP project list, formal scoping and cost estimating will be completed.



SECTION 2: IMPLEMENTATION

Implementation considerations for this program include maintaining the project list, evaluating construction techniques, and integrating the Sidewalk Program with other City plans and programs.

Using and Maintaining the Project List

The project list will be a living document, serving as a resource to City staff in project planning. The list is intended to provide the City with an extensive list of prioritized sidewalk needs; however, it is not prescriptive. Some project shuffling is expected to occur in order to coordinate with other projects and opportunities. City staff will draw from this list when updating the CFP and applying for grants or coordinating sidewalk construction with other roadwork. A lower-priority project may be built before a high-priority project because of an opportunity for construction, cost savings, or unique issue that is not captured in the scoring system.

The completeness of a walking route in a particular area will be considered and may cause the projects in the list to be shuffled. If the effectiveness of a new sidewalk project is diminished by the absence of a particular section, a project to complete the missing link in the route may be moved forward for construction. This type of evaluation will be made annually with the update of the CFP.

Changes to the list may occur as projects are completed, due to City roadway construction or the construction of street frontage improvements associated with private development. Changes to project scoring may occur, as conditions change and the location of schools, parks, and transit routes are changed. City staff should update the list annually, prior to updating the CFP.

Evaluating Construction Techniques

Continue with “Ribbon” Sidewalks where Appropriate

The City’s standards for all new streets include a curb, planter strip, sidewalk, and street lighting, although specific design varies (i.e., sidewalk width varies from one street classification to another). See Photo 1 for an example of the street standard. While the sidewalks installed as part of the Sidewalk Program are built to the width defined in the street standard, the projects do not include construction of the other improvements.

**Photo 1:
Full Street Standard Sidewalk**



Mud Bay Road, NW

**Photo 2:
At-grade "Ribbon" Sidewalk**



Bigelow Avenue, NE

Past Sidewalk Program projects have not included construction of all elements of the street standard because the intent of the program is to cost-effectively address pedestrian safety needs on as many streets as possible. In addition, sidewalks constructed through the Sidewalk Program are often built on streets where some sidewalk already exists. In these retrofit areas, sidewalks are built to match visually and functionally with sidewalk that is already in place, which may not reflect the current street standard. (See Photo 2.)

Full-frontage improvements to meet the street standard are more expensive and are typically built with major street reconstruction. Full-frontage improvements to meet the street standard can expand the scope and cost of a sidewalk project because of right-of-way restrictions, stormwater improvements, topography, and impacts to fences, trees, landscaping and utility poles,

After evaluating the site conditions, sidewalks constructed in this program are built at the street edge with a curb, or built at-grade, and set back from the street edge, which is referred to as "ribbon" sidewalk. (See Photo 2.) In order to separate the pedestrian from motor vehicle traffic, a sidewalk is located at least five feet from the edge of pavement. This

provides the same buffer effect as a planter strip. If the sidewalk must be placed at the edge of the pavement, a curb is built to grade-separate the pedestrian from motor vehicle traffic, to increase pedestrian safety.

If a street is scheduled to be widened to the ultimate cross-section within the six-year time frame of the CFP, the Sidewalk Program project may not be done or the sidewalk would be constructed at the ultimate location.

Previous direction from the City Council has been in support of constructing sidewalks in this program without meeting the full-street standard. This program will continue with the practice of constructing ribbon sidewalks, and this was assumed in the development of the planning level estimates.

Use of Pervious Concrete

The City is currently exploring the appropriateness of pervious concrete in sidewalk construction. Pervious concrete allows rainwater to permeate through the sidewalk and reduces the need to build stormwater conveyance and storage facilities to accommodate rain runoff. While the need for a stormwater facility is reduced with pervious concrete, a sidewalk built with pervious concrete must be cleaned regularly to maintain effective porousness. With the use of pervious concrete, investment in a maintenance program would be necessary.

Pervious concrete has been used in two locations in the City as pilot projects: 5th Avenue between Quince and Eastside; and North Street between Cain Road and Henderson Boulevard. City staff have conducted evaluations of these pilot locations over time and tested maintenance techniques. Criteria for the appropriate use of pervious concrete and a maintenance program needs are being developed by City staff. It is anticipated that a formal decision on the use of pervious concrete will be made by the Public Works Department in late 2003 or early 2004.

Other construction techniques will continue to be explored to provide the City with least-cost sidewalk construction and maintenance methods.

Integrating the Sidewalk Program with other City Plans and Programs

The objectives of coordination with other City plans and programs is to construct sidewalks as quickly as possible, seek cost efficiencies, create an effective walking network, and meet City transportation goals.

On an annual basis, this Sidewalk Program will be coordinated with the Neighborhood Traffic Management, Bicycle Facility, Pedestrian Crossing Improvement, and Neighborhood Connection Programs to coordinate construction and comprehensively address neighborhood mobility. Some shifting of priorities may be done in order to address one neighborhood effectively. Staff may adjust sidewalk project timing to complement and enhance the effectiveness of projects from these programs.

Rationale for program coordination and specific considerations are described below:

Neighborhood Traffic Management Program (NTMP)

A neighborhood may feel that motor vehicle traffic is too fast if, as pedestrians walking on the street, they feel exposed because there is no sidewalk. On streets like this, a sidewalk would possibly increase real and perceived safety. City staff will annually review the sidewalk and NTMP lists. If a street is missing sidewalks on both sides, it is recommended the neighborhood be consulted regarding the advantages a sidewalk may offer over installation of other NTMP devices. Sidewalk should be considered as an option in the NTMP.

Pedestrian Crossing Improvement Program

If a crossing is perceived to be unsafe and viewed as an obstacle to walking, a short walking trip may not be made on foot or a sidewalk facility may not be as useful to a pedestrian. If a missing sidewalk segment is within two blocks of an identified pedestrian crossing, the projects should be combined.

Parks Planning

Because walking is the nation's most popular form of recreation, sidewalks are vital to recreation as well as transportation. Sidewalks close to parks are given high priority in the scoring system. Just as public or private development would include sidewalks in their frontage improvements, construction of parks should include construction of adjacent sidewalks.



Trails Planning

There may be situations where trails are planned parallel to a street. Trails parallel to streets should not be considered alternatives to sidewalks. Sidewalks along the roadway are needed to directly access buildings and transit.

Bicycle Facilities Planning

The most common type of bicycle facility constructed by the City is a bike lane. Bike lanes function as walking areas on streets with no sidewalks. The ranking system recognizes that streets with bike lanes provide a space for pedestrians, which is better than no space. Therefore, it places priority on streets without bike lanes and shoulders. However, bike lanes do not provide the same amount of safety and comfort to the pedestrian as a sidewalk and should not be considered alternatives to sidewalks. When widening roads for bike lanes, consider adding space for future sidewalk construction; when constructing sidewalks, consider adding space for future bike lanes.

Neighborhood Connections

Neighborhood connections are short walking and bicycling paths between streets and schools, parks, and other streets. Neighborhood connections can make a trip that would otherwise be too long become a reasonable walking distance. If a sidewalk is planned near a neighborhood connection on public property, the neighborhood connection should also be constructed to increase the usefulness of the sidewalk.

SECTION 3: FUNDING

Sidewalk Program Funding Levels

Based on the planning-level estimates described earlier in this report, a total program cost can be quantified. The program's 207 projects total \$54 million in 2003 dollar values (not including the shaded projects that will be removed from the project list). Program costs will change over time due to inflation, construction of sidewalks by private development as frontage improvements, and potential construction efficiencies in materials and project scheduling.

In the past seven years, the City has received an average of \$125,000 per year in grant funds for sidewalks. Anticipated grant funds for a 20-year period is \$2.5 million. Grant funding would not likely be increased with additional City dollars to use as matching funds because matching funds have not been a limitation in previous years. For any enhanced funding level, the same amount of grant funding in a 20-year period is anticipated to be the same—approximately \$2.5 million.

Table 2 illustrates different Sidewalk Program funding levels. The table starts with a 20-year funding level, subtracts the amount anticipated to be provided by grants for the 20-year period, then shows the 20-year funding need to accomplish a particular amount of the program. The 20-year need is then shown as an annual funding need.

Table 2: Sidewalk Program Funding Levels

	Percent of Sidewalk Program				
	11%*	30%	50%	80%	100%
Total 20-year Funding	\$6 million	\$16.2 million	\$27 million	\$43.2 million	\$54 million
Anticipated 20-year Grant Funds	\$2.5 million	\$2.5 million	\$2.5 million	\$2.5 million	\$2.5 million
Remaining 20-year Funding Need	\$3.5 million	\$13.7 million	\$24.5 million	\$40.7 million	\$51.5 million
Annual Funding Need	\$175,000	\$685,000	\$1,225,000	\$2,035,000	\$2,575,000
Number of Projects Completed	28	72	121	176	207
Miles Completed	9	25	42	67	84

* Current Funding Level

As the table shows, at the current funding level, a 20-year program would complete approximately 28 projects, or 9 miles of sidewalk. The current funding level shows an annual amount of \$175,000. To address 50 percent of the program in 20 years, an annual funding of \$1,225,000 is needed, after subtracting anticipated grant funding. For a more aggressive Sidewalk Program funding strategy, it is assumed CIP funding would be available at some level, and additional funds from other sources would be sought.

Potential Funding Sources

Summary of Sources

To date, the Sidewalk Program has been funded with CIP funds and grants. As demonstrated, the current funding level would fund 11 percent of the new program in 20 years. New funding sources for sidewalk construction are outlined here, should the City Council choose accelerated implementation of this program beyond the current funding level.

Sources for sidewalk funding include new or increased taxes, bonds, and loans. Some sources can be sought by a Council decision, some must be voter-approved; others require participation of the County to implement. The following are the sources that were examined in making a recommendation on Sidewalk Program funding. These sources are defined more fully in Appendix F.



Table 3: Funding Sources

Type	Source	Description
Current	Capital Improvement Program funds	City funds comprised of taxes and other City revenues.
	Grants	State and federal grants are available for sidewalks. City staff will continue to seek the maximum possible grant funds for sidewalks in the future.
Bonds	Councilmanic Bonds	Bonds the Council decides to issue for a particular project. Debt service must come from current taxing authority.
	Voter-approved Bonds	Voters are asked to increase their property tax for a designated period of time in order to pay debt service on a bond of a particular amount.
Taxes	Private Utility Tax	This is a tax on phone, gas, and electric service. The tax is currently at the statutory maximum of six percent.
	Property Tax Levy Lid Increase	With 50 percent voter approval, property tax can be raised from the current rate of \$2.93 up to the maximum rate of \$3.10 (per \$1,000 of assessed value).
	Business and Occupation Tax Increase Up to 2/10ths of One Percent	A tax on businesses up to 2/10ths of one percent. A simple majority of Council can raise this tax.
	Business and Occupation Tax Increase Beyond 2/10ths of One Percent	With 50 percent voter approval, this tax can be raised beyond 2/10ths of one percent.
	Commercial Parking Tax	A tax on commercial parking revenues.
	City Utility Tax	A tax on the City's own utilities of water, sewer, stormwater, and solid waste services. The current tax rate is seven percent.
Loans	Public Works Trust Funds Loans	Low-interest loans to local governments to maintain and improve essential public works systems.
Others	Local Improvement Districts	A mechanism whereby property owners choose to participate in pay for the improvements in a particular district.
	Year-end Savings	Unspent capital and operating funds could be dedicated to sidewalks.
	Motor Vehicle License Fee	The County Commissioners can decide to implement this fee on registered vehicles within the County.
Ineligible Sources	Real Estate Excise Tax	The City currently collects the maximum 0.5 percent ability. This funding is already dedicated to capital expenditures.
	Impact Fees	Impact fees cannot be used to fund independent sidewalk projects, only as part of transportation capacity expansion projects.
	Revenue Bonds	These are only eligible for projects that generate revenue through fees, such as a golf course, parking garage, or sports complex.

Sidewalk Funding Needs in Context

Sidewalk Program funding should be considered in the context of other City funding needs, such as street tree planting, parks needs, and street repair and reconstruction. Funding should also consider future sidewalk-related funding needs, such as a possible future sidewalk repair program.

City-wide Future Funding Needs

- Parks Plan Implementation: A combination of private utility tax and Councilmanic bonds are proposed to be used. An increase in the utility tax may be proposed to the voters in 2004. The increase in the utility tax would be used to pay debt service on a bond.
- Street Tree Program: Funding for the Street Tree Master Plan would require \$1 million a year for seven to eight years.
- City Facility Space Needs: The City is currently spending \$350,000 per year on leases and has the need for additional space.
- Pavement Management: Currently, \$1.2 million above the annual commitment is going to pavement management. The funding level beyond 2004 is uncertain because there is no dedicated funding source.
- Regional Justice Center: A \$100 million project is planned to be presented for voter approval in 2004. In addition to the capital cost, additional funds will be needed for operations.
- Arts and Conference Center Funding: Additional operating funds may be needed.
- Downtown Mixed-use Housing: Funds to develop downtown market-rate housing will be needed.

While the funding need has not yet been defined, the two sidewalk-related areas that will likely require funds in the future are as follows:

- Sidewalk Repair: By City code, sidewalk repair is the responsibility of the property owner. The City does some spot repairs using an annual budget of approximately \$25,000. A 2003 City Council goal is to

address sidewalk repair through new a policy and/or program. New funding may be needed to understand the extent of needed repairs and to fund the repairs beyond the amount currently dedicated.

- Sidewalk Needs on Local Access Streets: In January of 2003, the City Council provided preliminary direction to staff to develop a program to address sidewalks on Local Access Streets. Local Access streets are smaller, lower volume neighborhood streets. While the safety risks to the pedestrian on these streets are typically not as great as on Arterials, Major Collectors and Neighborhood Collectors, there are some Local Access streets with a unique need for sidewalks. There is currently no funding for sidewalks on Local Access streets. (This Sidewalk Program only addresses sidewalks on Arterials, Major Collectors and Neighborhood Collectors).

Funding Source Evaluation

Base Funding Sources

Staff proposes that base funding sources for the Sidewalk Program continue to be CIP funds and grants. An increase in CIP funds is recommended. Staff believes the maximum grant funding for sidewalks has been sought in the past and will continue to be sought in the future.

Additional Recommended Sources

With the \$54 million Sidewalk Program need, a sustainable and predictable new revenue source is recommended, over financing mechanisms. In addition to CIP funds and grants, two other funding sources are recommended:

- Business and Occupational Tax to 2/10th of One Percent: Currently at 1/10ths of one percent for most types of commerce, this tax can be raised to 2/10ths of one percent by a vote of the City Council. This increase could generate approximately \$2 million per year. This is the last remaining taxing authority for the City, and is considered a potential funding source for other future City needs.
- Property Tax Levy Lid Increase: Property taxes can be raised from the current rate of \$2.93 to \$3.10 (per \$1,000 of assessed value) with a 50 percent majority vote of the public. This increase would generate about \$530,000 per year.

Financing Mechanisms

Financing mechanisms are ultimately not new revenues, but can provide one-time funds for a project or program to be completed quickly.

- Property Tax with Voter Approved Bond: Voters would be asked to approve a property tax increase to fund a \$10 million bond for sidewalks. A 60 percent voter approval rate is needed and the money must be spent within two years. On a \$175,000 house, a \$10 million bond issue would translate to approximately \$30 higher taxes per year. Design work would need to be completed prior to seeking the bond, so the projects would be ready to construct within the two-year period. Because the bond funds must be spent in two years, it would be difficult to develop a construction schedule for a bond much greater than \$10 million.
- Public Works Trust Funds Loans: State-issued, low-interest loans for public works projects. Loans must be applied for and compete against other proposals in the State. Design work would need to be completed prior to seeking the loan, in order to have the projects ready to construct within the four-year period.
- Councilmanic Bonds: Bonds the Council decides to issue. Like a loan, there must be a revenue source for debt service.

For bonds and loans, principle and interest, or debt service would need to be paid off over an extended period of time. For large one-time construction projects like the 4th Avenue Bridge, financing mechanisms are valuable. Using one-time financing mechanisms for an on-going Sidewalk Program may not be ideal. While financing mechanisms may play a role in funding the Sidewalk Program, they are not recommended in lieu of a new source.

Long-term Recommended Sources

The Motor Vehicle License Fee and a Sales Tax increase could be implemented in the future, but would require County participation. The City would need to coordinate with the County in order to prepare to implement the fee or tax increase.

Optional Additional Sources

While not a reliable funding source, the year-end savings in the General Fund could be dedicated to sidewalks. Currently, these funds support pavement management. In addition, a Commercial Parking Tax could be added to any funding strategy although it may not generate a substantial amount of money.

Sources Not Recommended

Among the full range of potential funding sources, the following are not recommended:

- The City Utility Tax is not recommended because it is difficult to increase this tax for other purposes when rate increases are needed for utilities.
- A Private Utility Tax is not recommended because it is planned to be used for Parks Plan funding.
- A Business and Occupation Tax increase beyond 2/10ths of one percent requires voter approval. An increase up to 2/10ths is a recommended source.
- Local Improvement Districts (LIDs) can be difficult and time consuming to administer, relative to funding generated. LIDs could be more appropriate for a future Local Access street sidewalk program for neighborhoods that would directly benefit from sidewalks.

Recommended Sidewalk Program Funding Scenarios

Staff propose that funding for the Sidewalk Program come from the CIP and grants, at a minimum. It is recommended that annual CIP funding be increased from \$175,000 to \$225,000. Grant funding is anticipated to average about \$125,000 per year. In total, base funding is proposed to be \$350,000 per year, which equals \$7 million for a 20-year period.

One of two additional sources is proposed to supplement this base funding. The following scenarios illustrate base funding and additional sources.

Proposed Base Funding: Increased Capital Improvement Program (CIP) and Grant

Amount generated:	\$350,000 (\$225,000 CIP and \$125,000 grant)
Timing:	Annual spending of \$350,000
Repayment:	None
Matching funds:	\$25,000 per year for grants
Total interest paid:	None
20-year funding level:	\$7 million
Percentage of program need:	13 percent

Base funding is assumed to be added to each of the following scenarios. The total amount generated in a 20-year period, including base funding, is identified in each scenario.

Scenario 1: Property Tax Levy Lid Increase (50 percent voter approval required)

Source:	Property Taxes Levy Lid Increase
Amount generated:	Approximately \$530,000 per year
Timing:	New revenue could be spent as needed
Repayment:	None
Matching funds:	None
Total interest paid:	None
20-year funding level:	Approximately \$10 million
With base funding:	Approximately \$17 million
Percentage of program need:	31 percent

Pros:

- The general public, who directly benefit from the sidewalk improvements, would fund the program through property taxes.
- Property taxes are deductible from federal income taxes.

Cons:

- The State and schools do not pay property taxes yet benefit from sidewalks.
- This source does not meet the full-funding need.

Scenario 2: Business and Occupational (B&O) Tax Increase

Source:	Raise the B&O tax from 1/10th to 2/10ths of one percent
Amount generated:	Approximately \$2 million per year
Timing:	New revenue could be spent as needed
Repayment:	None
Matching funds:	None
Total interest paid:	None
20-year funding level:	\$40 million
With base funding:	\$47 million
Percentage of program need:	87 percent

Pros:

- This source comes close to meeting the full-funding need.
- A tax on businesses for this program could be viewed as appropriate because this program focuses on major streets where commercial activity takes place, and businesses will benefit more from these sidewalks, relative to a sidewalk program that focuses on neighborhood streets.

Cons:

- This is the last tax to be raised to the statutory limit. Committing this source to sidewalks limits its use for other large City funding needs.
- Additional financial impact on Olympia businesses.

Scenario 3: B&O Tax Increase Dedicated to Sidewalks for Five Years

Source:	Raise B&O taxes from 1/10 to 2/10
Amount generated:	Approximately \$2 million per year
Timing:	Use \$2 million per year for first five years then reduce amount for sidewalks to \$500,000 for 15 years, allowing revenues to be dedicated to other City needs.
Repayment:	None
Matching funds:	None
Total interest paid:	None
20-year funding level:	\$17.5 million
With base funding:	\$24.5 million
Percentage of program need:	45 percent

Pros:

- A tax on businesses for this program could be viewed as appropriate because this program focuses on major streets where commercial activity takes place, and businesses will benefit more from these sidewalks, relative to a sidewalk program that focused on neighborhood streets.
- Allows other City funding needs to be addressed with these revenues.
- Once the program is jump started with the B&O tax, the public may realize the benefits of the program and be willing to fund continued progress, through a voter-approved property tax increase.

Cons:

- Additional financial impact on Olympia businesses.
- By only committing a portion of these revenues, the full-funding need is not met.

Funding Decisions

This report provides recommended scenarios for Sidewalk Program funding but is not intended to be prescriptive. Council decisions during the annual budget process will establish sidewalk program funding.

The funding scenarios propose the use of new revenues from either a property tax levy lid increase or an increase in the B&O tax. Additional minor sources can be added to these scenarios, such as year-end CFP

savings and a commercial parking tax. In later years, more complex funding sources can be sought with County coordination, such as the motor vehicle license fee and a sales tax increase. Financing mechanisms, such as bonds, can be used if an accelerated design and construction schedule is determined to be viable. Financing mechanisms are not recommended in-lieu of new sources.

Appendix G is an example of the Sidewalk Program six-year project list based on the proposed base funding. This list is proposed for inclusion in the 2004/2009 Capital Facilities Plan.



SECTION 4: CONCLUSIONS AND RECOMMENDATIONS

The Sidewalk Program pursues the Comp Plan goals of promoting walking for transportation and recreation.

The Sidewalk Program provides a comprehensive understanding of sidewalk needs in the City of Olympia. A long-term comprehensive program is necessary in order to:

- Address sidewalk needs objectively and comprehensively City-wide;
- Plan for grant funding;
- Coordinate sidewalk construction with other roadway work;
- Insure efficient use of City funds; and
- Build more sidewalks more quickly.

With a comprehensive program, better coordination can occur and an appropriate funding strategy can be pursued.

The program is based on an inventory of 259 missing sidewalk segments on Arterials, Major Collectors and Neighborhood Collectors. The new program totals 84 miles and is estimated to cost \$54 million in 2003 dollars.



The program ranks sidewalk projects using a scoring system that is based on the vision and goals of the Comp Plan and street characteristics. The scoring system is a fair but simple way to assess need, and allows the City to address to the most needed projects first.

Implementation considerations for the program are as follows:

- A focus on constructing sidewalks on one side of the street first, in order to provide a walking facility on at least one side of streets (consistent with prior programs).
- Construct at-grade ribbon sidewalks or grade-separated sidewalks, in order to cost effectively retrofit many streets and develop a more comprehensive walking route network (consistent with prior programs).
- Use pervious concrete, if determined effective, and other construction efficiencies, where possible.

- Consider sidewalk construction in lieu of Neighborhood Traffic Management Program (NTMP) devices, because sidewalks affect pedestrian safety, and pedestrian safety may be the reason for a neighborhood's need to slow motor vehicle traffic.
- Construct neighborhood connections on public property and pedestrian crossing improvements in conjunction with sidewalks, where feasible, in order to increase the usefulness of the sidewalk and create a comprehensive walking route network.
- Trails and bike lanes should be constructed with consideration for sidewalks but should not be considered alternatives to sidewalks.
- Parks construction should include sidewalks immediately adjacent to the park, because walking is a form of recreation and walking to parks should be encouraged.

Funding for the Sidewalk Program is recommended to be CIP funds and grants, as is currently used. An increase in annual CIP funding from \$175,000 to \$225,000 is recommended. In addition to this base funding, two additional sources are recommended:

- Business and Occupational Tax increase up to 2/10ths of one percent. This source can generate about \$2 million per year.
- Property Tax Levy Lid increase requiring 50 percent voter approval. This source can generate approximately \$530,000 per year.

Financing mechanisms, such as bonds or Public Works Trust Fund Loans, can be used, but with a \$54 million need, financing mechanisms are not recommended in-lieu of a new funding source.

Once implementation of this plan is underway, options for a Local Access Street Sidewalk Program will be developed. The Local Access program would include a separate funding and prioritization methodology. A Sidewalk Repair strategy is being explored and may require funding. Both the Sidewalk Repair strategy and Local Access Street Sidewalk Program complement this Sidewalk Program, meeting the overall intent of creating a walkable community.



Appendix A
Comprehensive Pedestrian Strategy
(Drafted 1998)

I. Goal

Promote and improve walking as a safe and inviting mode of travel through a comprehensive 10- and 20-year walking program of capital facilities and programmatic activities.

II. Vision

- Increase the number of commuters walking or using transit to get to work.
- Increase the number of students walking to school or riding the bus.
- Increase transit use in the community.
- Foster strong public awareness about the rights and responsibilities of pedestrians.
- Support walking as a recreational activity.

III. Strategies

A. Develop a comprehensive facilities development program that:

- Builds on current inventory information, includes an assessment of needs, defines multi-year improvements to meet deficiencies, considers maintenance needs, and outlines funding needs.
- Explore the beneficial application of other types of walking facilities in addition to sidewalks, such as asphalt paths, urban trails, shoulders, and bike/pedestrian neighborhood connections.
- Consider the different potential for walking among different users, such as students, commuters, “errand” walkers, recreational walkers, and those who are differently-abled.

B. Develop a funding strategy for capital and non-capital projects and maintenance needs that optimizes the use of funds and identifies promising sources of new funding, including bonds and grants.

C. Educate the public about the rights and responsibilities of pedestrians, and the benefits of walking to the individual and the community. Improve compliance with pedestrian-related laws through enforcement and education.

D. Ensure that land use and development regulations create environments that are conducive to pedestrians. Explore the effects of land uses and design features on pedestrian comfort, perceived safety, and perceived distances.

E. Develop additional policies, programs, procedures, and standards, if necessary. Develop target outcomes for use in the CFP.

- F. Involve multiple players in the walking program development and implementation including: Public Works; Police; Community Planning and Development; Parks, Art and Recreation; Olympia School District; the business community; the development community; and citizen interest groups.

IV. Elements of the Program

- A. Walking Facilities Improvements on Roadways
- Review 1995 sidewalk work.
 - Define what additional inventory information is needed.
 - Define deficiency, levels of deficiencies.
 - Identify deficiencies in current facilities, primarily sidewalks.
 - Define strategies for meeting deficiencies, existing and new.
 - Develop cost estimates.
 - Develop elements of a funding strategy.
 - Define on-going maintenance issues and needs.
- B. Crossing Issues: Facilities, Enforcement, Public Awareness
- Define problem areas and conditions, and prioritize crossing issues.
 - Explore the use of treatments such as bulb-outs, mid-block crossings, medianization, and lighting.
 - Explore use of crossing guards and safety flags.
 - Develop trial projects.
 - Define education and enforcement needs relating to crossings.
- C. Enforcement
- Define problem areas and situations such as marked and unmarked crosswalks, mid-block crossings, right turns on red, and speeding.
 - Define downtown-specific issues such as bicycling on sidewalks.
 - Work with the Police Department to define strategy and develop focus areas.
- D. Education and Encouragement
- Review existing school and adult education and encouragement programs.
 - Consider new programs, such as a walking program for seniors, walking pools for commuters, etc.
 - Explore pedestrian supportive end-of-trip facilities in commercial land uses.
 - Consider funding needs and partnerships with other community organizations.
- E. Development Requirements. Review issues relating to:
- Development standards.
 - Sidewalk and walkway requirements.
 - Easements and pedestrian connections in all land uses.
 - End-of-trip facilities.
 - Awnings and other urban-area amenities.
 - Transit stop rain protection.

- Design review.
 - Waivers and deferrals.
 - No protest LIDs.
 - Downtown sidewalk uses, such as dining, bike racks, signs, newspaper stands.
- F. Neighborhood Connections
- Map existing formal and informal connections.
 - Identify needed/potential connections.
 - Address improvements, maintenance, and signing.
- G. Urban Trails
- Assess overlapping needs and projects.
 - Look for funding efficiencies.
- H. Urban Design Improvements
- Develop high-density corridor improvement projects that promote transit, walking for errands, and walking to work, and that connect commercial areas.
 - Projects may combine street trees, lighting, awnings, building frontage features, transit shelters, public telephones, public art, and businesses with active street uses.
 - Explore other similar projects on arterials that reduce perceived walking distance and increase the attractiveness of walking.
 - Develop elements of a funding strategy.
- V. Funding Strategy for Capital and Non-capital Projects. Consider the following:
- Stand-alone walking facility projects.
 - Maintenance costs.
 - Education, enforcement, and encouragement program costs.
 - Projects in conjunction with other CFP projects.
 - Cooperative projects with other public and private entities.
 - Grants.
 - Requirements of development.
 - LIDs.
 - Bonds.
- VI. Policy and Procedural Recommendations
- Develop a philosophy for consideration of pedestrians in all City work.
 - Consider program development and staffing issues.
- VII. Schedule and Timing Considerations
- Annual budget process.
 - Comprehensive plan amendments.
 - Unified development code revisions.
 - Grant application deadlines.

SIDEWALK INVENTORY FORM

*Please enter information for one block per form
unless conditions are consistent for more than one block.*

Street Name: _____

Your name: _____

Starting Cross Street: _____

Ending Cross Street: _____

Side of street: ___ N ___ S ___ E ___ W

Side of street: ___ N ___ S ___ E ___ W

Presence of sidewalk: ___ present ___ partial ___ missing

Presence of sidewalk: ___ present ___ partial ___ missing

Location(s) of missing/partial sections (use street addresses):

Location(s) of missing/partial sections (use street addresses):

Width of sidewalk (including curb): _____ feet

Width of sidewalk (including curb): _____ feet

Sidewalk type: ___ at street grade (no curb) ___ raised with curb

Sidewalk type: ___ at street grade (no curb) ___ raised with curb

Planter strip between the sidewalk and street? ___ yes ___ no

Planter strip between the sidewalk and street? ___ yes ___ no

If no sidewalk, please identify shoulder type:

If no sidewalk, please identify shoulder type:

___ None ___ Gravel/Grass ___ Paved ___ Bike Lane

___ None ___ Gravel/Grass ___ Paved ___ Bike Lane

Curb cuts at intersections: ___ present ___ missing

Curb cuts at intersections: ___ present ___ missing

If missing, which corner? ___ NE ___ NW ___ SE ___ SW

If missing, which corner? ___ NE ___ NW ___ SE ___ SW

Storm drain conditions: ___ clear ___ clogged

Storm drain conditions: ___ clear ___ clogged

Location of clogged drain _____ (use street addresses)

Location of clogged drain _____ (use street addresses)

Storm grate type: ___ wide slots parallel to street ___ narrow slots at angle
(See diagram on reverse)

Storm grate type: ___ wide slots parallel to street ___ narrow slots at angle
(See diagram on reverse)

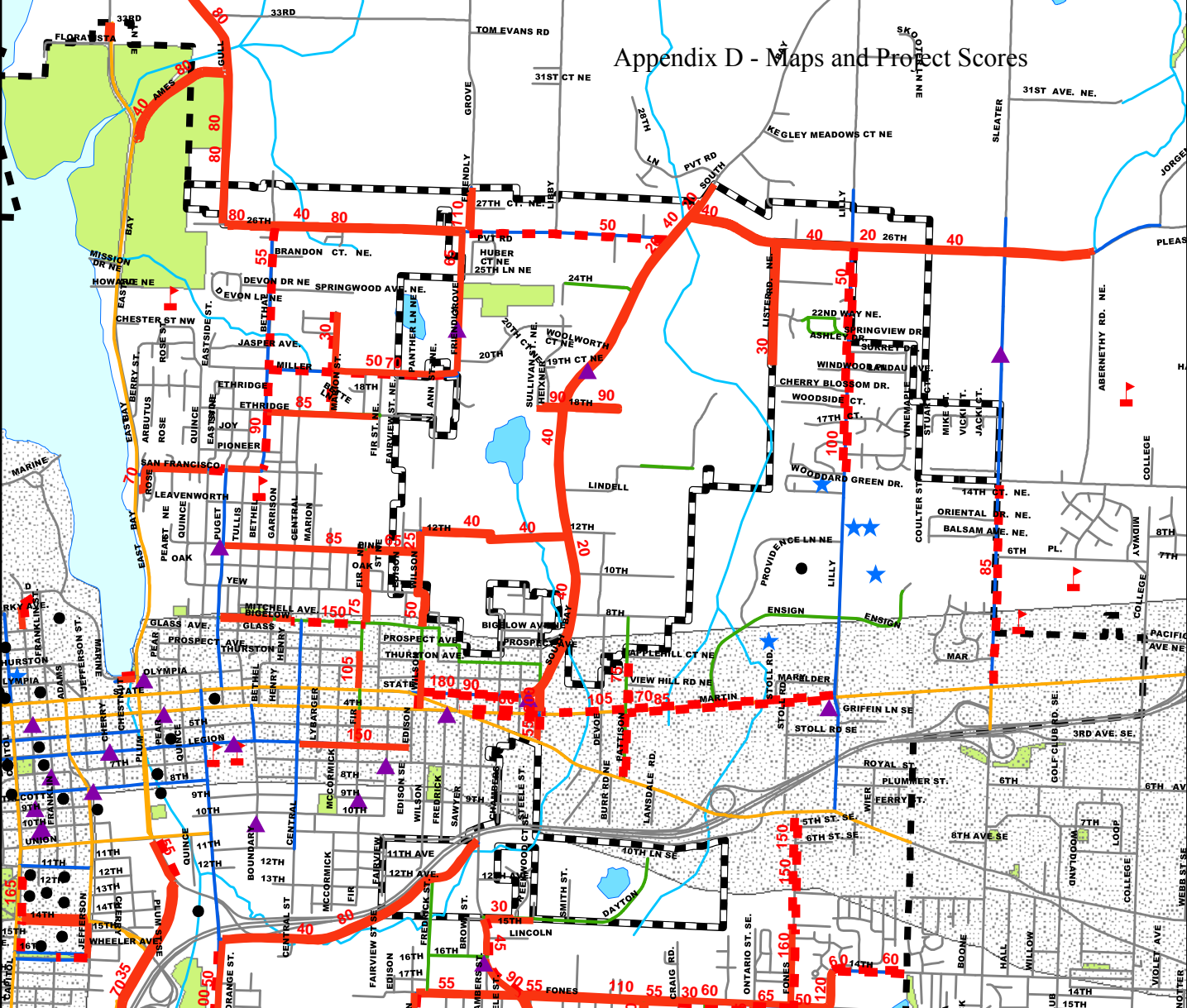
Does vegetation or other obstruction block sidewalk? If yes, describe where (use street addresses and other landmarks): _____

Other notes: _____

Appendix C
Olympia Comprehensive Plan Guidance

Comprehensive Plan Goals and Policies	Sidewalk Program Guidance
<p><u>Transportation Section:</u></p> <p>T 1.12 – In downtown and along High Density Corridors, priority shall be given to building pedestrian-friendly streets.</p> <p>T 1.13 – Bike routes and pedestrian improvements on streets that serve high density areas shall be given high priority for improvements that will encourage the use of alternatives to commuters driving alone. Other criteria to determine the sidewalk network priority improvements include school walking routes, transit routes, missing links, and high pedestrian use areas.</p>	<p>These policies provided guidance that the priority areas for sidewalks include:</p> <ul style="list-style-type: none"> • High Density Corridors • Downtown • School Walking Routes • Transit Routes • Missing Links • High Pedestrian Use Areas
<p><u>Public Facilities Section:</u></p> <p>PF 23.2 – Elementary schools should be centrally located in their service areas, on a site allowing children to walk safely to school, and on or convenient to a neighborhood collector street to minimize the impact of school bus traffic.</p> <p>PF 23.4 – High schools should be easily accessible to vehicular, as well as pedestrian traffic, because of the traffic generated by student drivers, school personnel, and interscholastic events. They should be located on Arterials and Major Collectors.</p>	<p>These policies provide further guidance that safe walking routes to school are a priority.</p>

Comprehensive Plan Goals and Policies	Sidewalk Program Guidance
<p><u>Land Use Section:</u></p> <p>LU 17.3 – Provide for type, configuration and density of development that will entice pedestrians to frequent the High Density Corridors; encourage pedestrian traffic between businesses; provide a larger customer base for area businesses; facilitate efficient mass transit; and require less reliance on automobiles.</p> <p>LU 14 – To make commercial areas easily accessible and inviting to transit riders, pedestrians and bicyclists, as well as motorists.</p> <p>GOAL LU17 – To transform the arterial corridors into vital, attractive, mixed-use districts that appeal to pedestrians, as well as motorists, and enhance the community’s image.</p>	<p>These policies and goal statement provided more guidance that High Density Corridors, downtown, Arterial streets and transit routes are a priority for sidewalks.</p>
<p><u>Olympia Future Vision:</u></p> <p>Page 11—“...enhance opportunities to walk, bike or transit to the places they go.”</p> <p>Page 12—neighborhood centers—15 minutes walking (approx ¼ mile).</p>	<p>These vision statements lead to criteria that place priority on destinations (“the places they go”) for pedestrian improvements.</p>



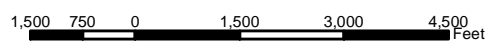
City of Olympia Sidewalk Inventory NE Section

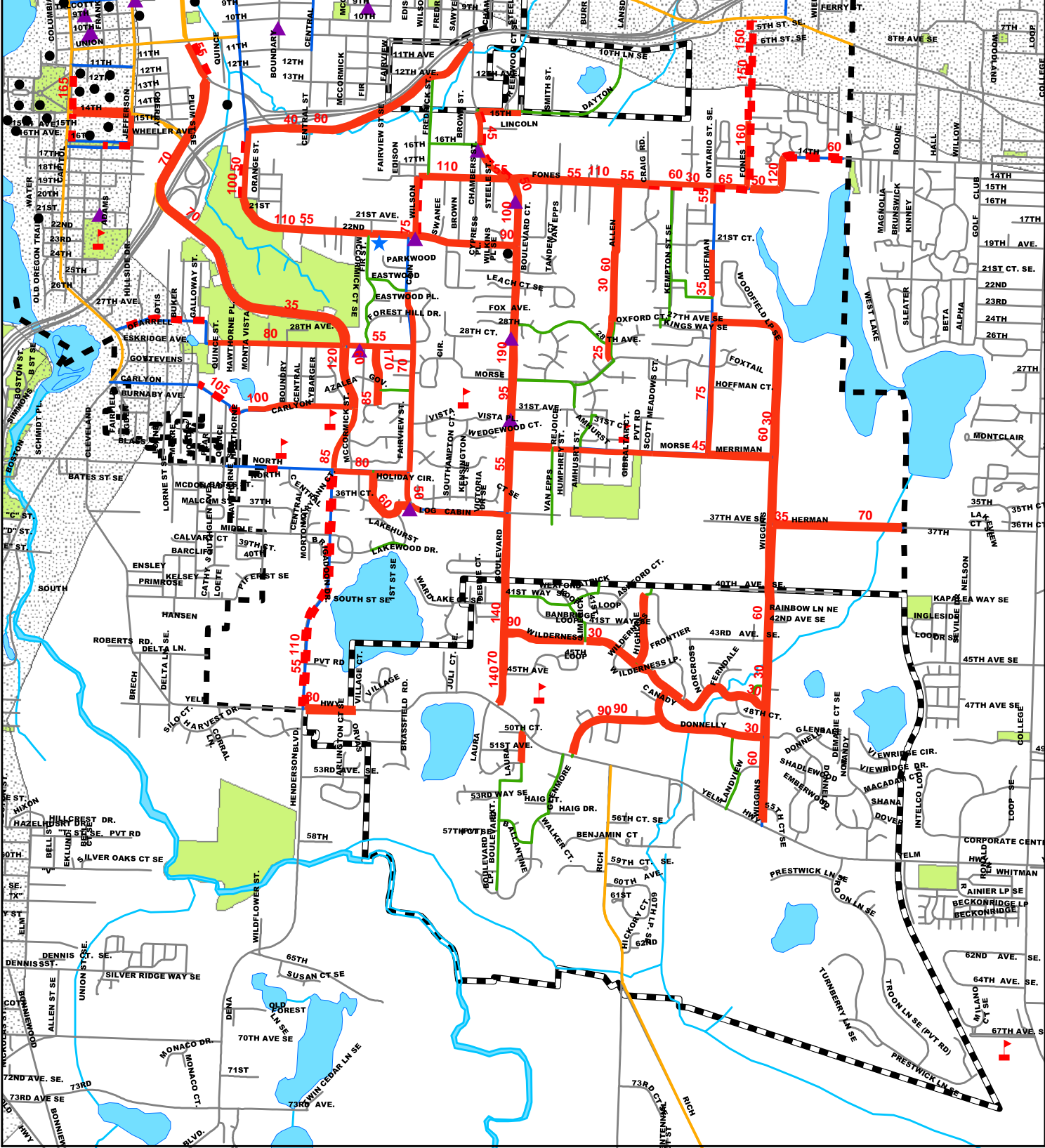
- Public Buildings
- ▲ Schools
- ★ Senior Centers & Living
- Parks
- ▲ Churches/Places of Worship

- Arterial
- Major Collector
- Neighborhood Collector
- Local Access Streets

- High Density Residential Corridors
City Centers and Core Areas
- Olympia City Limits
- Urban Growth Boundary

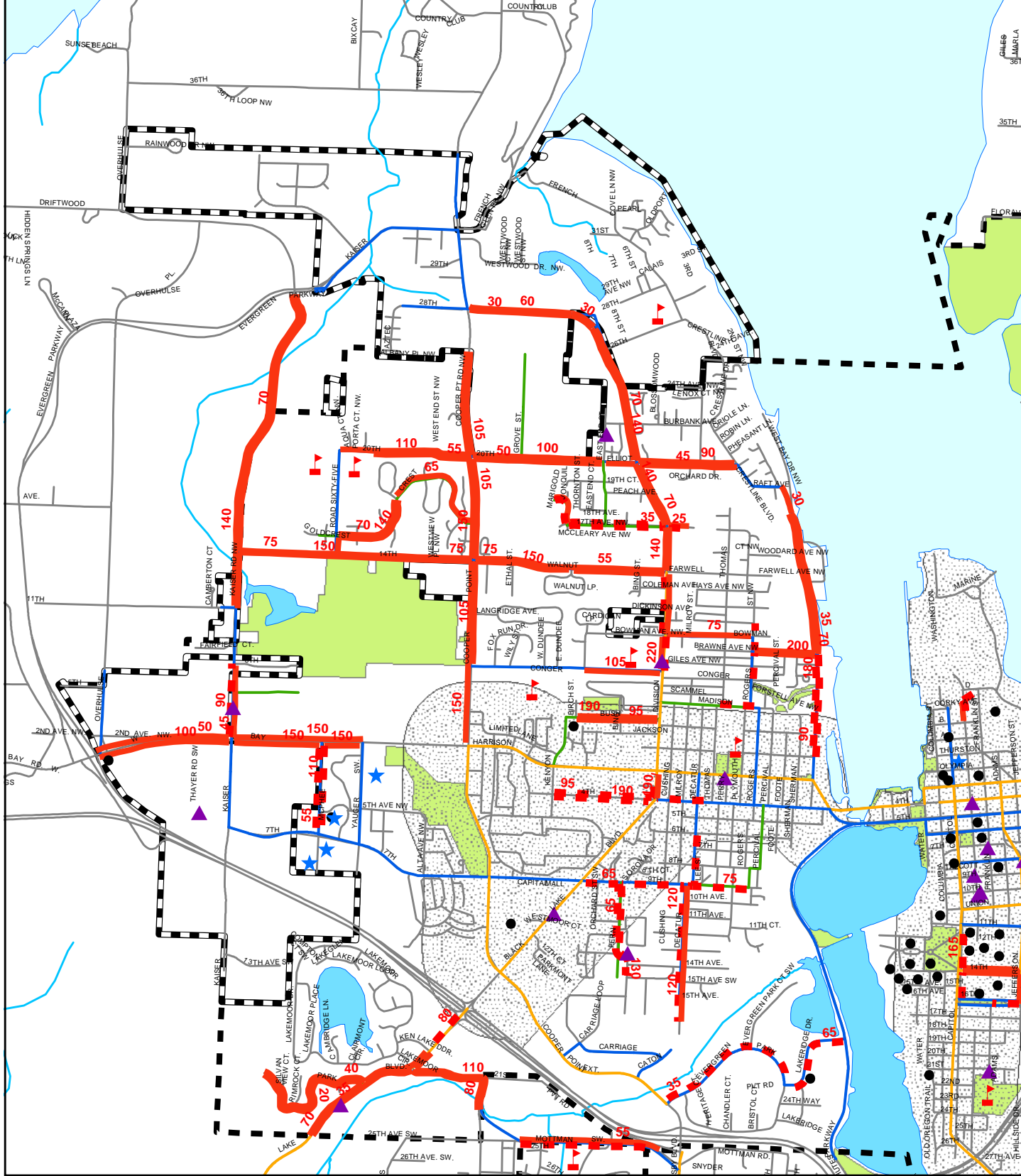
- Sidewalks
- Missing
- Partially Missing





City of Olympia Sidewalk Inventory SE Section

<ul style="list-style-type: none"> ● Public Buildings 🏫 Schools ★ Senior Centers & Living 🌳 Parks ⚪ Churches/Places of Worship 	<ul style="list-style-type: none"> — Arterial — Major Collector — Neighborhood Collector — Local Access Streets 	<ul style="list-style-type: none"> ▨ High Density Residential Corridors City Centers and Core Areas ▭ Olympia City Limits ▭ Urban Growth Boundary 	<ul style="list-style-type: none"> — Sidewalks — Missing — Partially Missing
<p>1,500 750 0 1,500 3,000 4,500 Feet</p>			



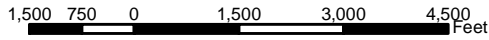
City of Olympia Sidewalk Inventory W Section

- Public Buildings
- ▲ Schools
- ★ Senior Centers & Living
- Parks
- ▲ Churches/Places of Worship

- Arterial
- Major Collector
- Neighborhood Collector
- Local Access Streets

- High Density Residential Corridors
City Centers and Core Areas
- Olympia City Limits
- Urban Growth Boundary

- Sidewalks
- Missing
- Partially Missing



Proposed Sidewalk Program
October 14, 2003

APPENDIX E

Final Score	Area of City	Street Name	From	To	Side of street	Cost Estimate	Cumulative Total Cost
230	W	Division St	Bowman Ave	Walnut Rd	W	139,338	139,338
230	NE	Bigelow Ave	Puget St	Garrison St	N	121,365	260,703
220	W	Division St	Conger Ave	Bowman Ave	W	83,200	343,903
210	NE	San Francisco Ave	Eastside St	Puget	N	39,600	383,503
200	NE	Phoenix St	South Bay Rd	Martin Way	E	30,000	413,503
200	W	Brawne Ave	West Bay Dr	Rogers St	S	172,518	586,020
190	W	Division St	Harrison Ave	4th Ave	E	59,800	645,820
190	W	Bush Ave	Birch St	Division St	N	229,200	875,020
190	W	4th Ave West	Kenyon Steet	Black Lake Blvd	S	122,748	875,020
190	SE	Boulevard Rd	Morse-Merryman Rd	22nd Ave	W	507,083	1,382,103
180	NE	State Ave	Wilson St	Steele St	N	97,500	1,479,603
180	W	West Bay Dr	Garfield Ave	Brawne Ave	E	222,288	1,479,603
180	SE	22nd Ave	Boulevard Rd	Cain Rd	S	277,588	1,757,190
170	NE	Pattison St	Martin Way	Pacific Ave	E	52,200	1,809,390
170	NE	Martin Way	Pattison St	Lilly Rd	N	366,068	2,175,458
170	SE	Fir St	Eskridge Blvd	Centerwood Dr	E	146,250	2,321,708
165	SE	Capitol Way	11th Ave	Maple Park	E	189,661	2,321,708
160	SE	Morse-Merryman Rd	Boulevard Rd	Van Epps St	N	92,300	2,414,008
160	SE	Fones Rd	S end Home Depot	18th Ave	E	176,250	2,414,008
160	SE	Fones Rd	S end Home Depot	18th Ave	W	129,660	2,414,008
160	NE	4th Avenue	Pacific	Phoenix	N	153,163	2,567,170
150	NE	Olympia Ave	East Bay Rd	Chestnut St	N	32,250	2,567,170
150	NE	Olympia Ave	East Bay Dr	Chestnut St	S	47,403	2,567,170
150	SE	Fones Rd	Pacific Ave	s end Home Depot	W	102,570	2,567,170
150	SE	Fones Rd	Pacific Ave	s end Home Depot	E	61,380	2,567,170
150	NE	Fir St	Bigelow Ave	Pine Ave	E	165,605	2,732,775
150	W	Harrison Ave	Yauger Way	Kaiser Rd	S	333,852	2,732,775
150	W	Harrison Ave	Yauger Way	Kaiser Rd	N	362,601	2,732,775
150	W	Cooper Point Rd	Harrison Ave	North City Limits	W	1,066,794	3,799,569
150	NE	Bigelow Ave	Garrison St	Central St	N	39,028	3,838,598
150	NE	Bigelow Ave	Central St	Fir St	S	64,980	3,903,578
150	W	14th Avenue	Kaiser Rd	Walnut Rd (1000'E of	S	896,873	4,800,451
150	SE	Wilson St	22nd Ave	18th Ave	E	131,596	4,932,046
150	SE	Legion Way	Central St	Edison St	S	243,776	5,175,823
145	W	4th Ave West	Black Lake Blvd	Thomas St	N	32,025	5,207,848
140	NE	Washington St	Market St	B Ave	E	24,840	5,207,848
140	NE	Washington St	Market St	B Ave	W	65,321	5,207,848
140	W	Kaiser Rd	11th Ave	Evergreen Prkwy	W	913,066	6,120,913
140	W	Goldcrest Dr.	Road Sixty Five	Goldcrest Heights	S	233,565	6,354,478
140	W	Division St	Walnut Rd	28th Ave	W	679,260	7,033,738
140	SE	Morse-Merryman Rd	Hoffman Rd	Wiggins Rd	S	183,578	7,217,315
140	SE	Maple Park Dr	Franklin St	Jefferson St	N	-	7,217,315
140	SE	Boulevard Rd	Yelm Hwy	Log Cabin Rd	E	502,371	7,719,686
140	SE	22nd Ave	Cain Rd	Fir St	N	87,349	7,807,035
130	NE	Pine Ave	Fir St	Wilson St	N	119,938	7,926,973
130	NE	Market St	Washington St	Franklin St	S	33,120	7,926,973
130	W	Fern St	9th Ave.	15th Ave.	W	88,270	8,015,243
130	W	Decatur St	6th Ave	9th Ave	E	58,320	8,073,563
130	SE	O'Farrell Ave	Capital Blvd	Galloway St	N	31,500	8,105,063

Proposed Sidewalk Program
October 14, 2003

APPENDIX E

Final Score	Area of City	Street Name	From	To	Side of street	Cost Estimate	Cumulative Total Cost
125	SE	Jefferson St	14th Ave	Maple Park Dr	W	73,385	8,105,063
120	SE	14th Ave tunnel	Capitol Way	Jefferson St	S	161,936	8,105,063
120	SE	14th Ave tunnel	Capitol Way	Jefferson St	N	159,618	8,105,063
120	W	Rogers St	Conger Ave	Langridge Ave	E	126,204	8,231,267
120	W	Decatur St	9th Ave	South End	W	393,994	8,231,267
120	W	Decatur St	9th Ave	South End	E	348,497	8,231,267
120	SE	Holiday Dr/Way	North St	Cain/Log Cabin Rd	E	194,017	8,425,285
120	SE	Henderson Blvd	Eskridge Blvd	Carlyon Ave	W	168,680	8,593,965
120	SE	Elizabeth St	18th Ave	14th Ave SE	S	71,840	8,665,805
120	SE	Allen Road	28th	30th	E	31,875	8,697,680
115	NE	Bigelow Ave	Puget St	Garrison St	S	128,278	8,825,958
115	W	Division St	Bowman Ave	Walnut Rd	E	153,163	8,979,120
115	SE	Fir St	Legion Way	4th Ave	W	35,226	9,014,346
110	SE	18th Ave	Boulevard Rd	Wilson St	N	222,771	9,237,118
110	SE	18th Ave	Boulevard Rd	Craig Rd	N	379,218	9,616,336
110	NE	Phoenix St	Martin Way	Pacific Ave	W	54,092	9,670,428
110	NE	Friendly Grove Rd	26th Ave NE	UGB	W	81,190	9,670,428
110	NE	Friendly Grove Rd	26th Ave NE	UGB	E	85,628	9,670,428
110	W	Walnut Rd	14th Ave	Division St	S	250,149	9,920,577
110	W	Mottman Rd	Mottman Court	E City Limits at Crosb	S	194,361	10,114,938
110	W	Mc Phee Rd	Harrison Ave	Capital Mall Dr	E	185,098	10,300,036
110	W	Madison Ave	Rogers St	Thomas St	N	32,580	10,332,616
110	W	Elliot Ave	East School Edge	Cooper Pt. Rd	N	259,324	10,591,940
110	W	Division St	Conger Ave	Bowman Ave	E	36,000	10,627,940
110	W	21st Ave	Black Lake Rd	RW Johnson	S	201,466	10,627,940
110	W	21st Ave	Black Lake Rd	RW Johnson	N	190,005	10,627,940
110	SE	Plum St	Union	Henderson Blvd	E	74,620	10,702,560
110	SE	Henderson Blvd	North Street	Yelm Hwy	W	407,681	11,110,241
110	SE	Boulevard Rd	Log Cabin	Morse Merryman Rd	W	180,508	11,290,749
110	SE	22nd Ave	Fir St	Eastside St	S	362,907	11,653,656
105	NE	SanFrancisco Ave	Eastside St	Puget	S	28,800	11,682,456
105	NE	Martin Way	Phoenix St	Pattison St	N	71,460	11,753,916
105	NE	Fir St	State Ave	Prospect Ave	W	42,030	11,795,946
105	W	Cooper Point Rd	Conger Ave	North City Limits	E	839,069	12,635,015
105	W	Conger Ave	Cardigan St	Division St	S	214,150	12,849,165
105	SE	Carlyon Ave	Hoadly St	Oly High W driveway	N	158,278	13,007,443
100	SE	18th Ave	Fones Rd	Elizabeth St	N	71,406	13,078,849
100	NE	Phoenix St	South Bay Rd	Martin Way	W	64,800	13,143,649
100	NE	Lilly Rd	Woodard Green Dr	26th Ave NE	W	162,702	13,306,351
100	W	Mud Bay	Kaiser Rd	UGA	S	369,115	13,675,465
100	W	Elliot Ave	Cooper Pt	East End St.	N	358,459	14,033,925
100	W	Brawne Ave	West Bay Dr	Rogers St	N	165,605	14,199,530
100	SE	Eastside St	I-5 bridge	22nd Ave	W	191,734	14,391,264
100	SE	Carlyon Ave	Oly High W driveway	Henderson Blvd	N	233,486	14,624,750
100	SE	Boulevard Rd Ext	Yelm Hwy	Laura St	W	63,100	14,624,750
100	SE	Boulevard Rd Ext	Yelm Hwy	Laura St	E	71,411	14,624,750
100	SE	Boulevard Rd	22nd Ave	18th Ave	W	186,236	14,810,986
95	NE	San Francisco Ave	Puget St	Bethel St	N	36,108	14,847,093
95	W	Road Sixty Five	14th Ave. NW	Goldcrest Dr.	E	51,417	14,898,510

Proposed Sidewalk Program
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APPENDIX E

Final Score	Area of City	Street Name	From	To	Side of street	Cost Estimate	Cumulative Total Cost
95	W	Division St	Harrison Ave	4th Ave	W	-	14,898,510
95	W	Bush Ave	Birch St	Division St	S	227,818	15,126,328
95	W	4th Ave West	Kenyon Steet	Black Lake Blvd	N	157,310	15,283,638
95	SE	Galloway St	O'Farrell Ave	Eskridge Blvd	E	17,460	15,301,098
95	SE	Boulevard Rd	Morse-Merryman Rd	22nd Ave	E	345,330	15,646,428
90	SE	22nd Ave	Boulevard Rd	Cain Rd	N	266,528	15,912,955
90	NE	Wilson St.	4th Ave	Thurston Ave	E	50,558	15,963,513
90	NE	Wilson St.	4th Ave	Thurston Ave	W	64,620	16,028,133
90	NE	State Ave	Wilson St	Steele St	S	136,573	16,164,706
90	NE	San Francisco Ave	East Bay Dr.	Eastside St	S	186,215	16,350,921
90	NE	18th Ave NE	Sullivan St	East End	S	193,189	16,350,921
90	NE	18th Ave NE	Sullivan St	East End	N	186,497	16,350,921
90	W	West Bay Dr	Garfield Ave	Brawne Ave	W	-	16,350,921
90	W	Kaiser Rd	Harrison Ave	11th Ave	W	173,900	16,524,821
90	NE	Boston Harbor Rd	North City Limits	Flora Vista	E	51,341	16,576,162
90	W	Elliot Ave	Division St	Crestline Blvd.	N	254,872	16,831,034
90	NE	Bethel St	San Francisco Ave	Miller Ave	E	211,089	17,042,123
90	SE	Wilderness Dr	Boulevard Rd	Limerick St	S	221,049	17,042,123
90	SE	Wilderness Dr	Boulevard Rd	Limerick St	N	221,488	17,042,123
90	SE	Donavan Dr	Yelm Hwy	Donnelly	S	276,640	17,042,123
90	SE	Donavan Dr	Yelm Hwy	Donnelly	N	281,876	17,042,123
90	SE	Boulevard Rd	18th Ave	15th Ave	W	192,983	17,235,106
85	NE	Sleater Kinney Rd	Martin Way	15th Ave.	E	27,000	17,262,106
85	NE	Pine Ave	Puget St	Fir St	S	299,426	17,561,532
85	NE	Pattison St	Martin Way	Pacific Ave	W	100,100	17,661,632
85	NE	Martin Way	Pattison St	Lilly Rd	S	404,778	18,066,409
85	NE	Ethridge Ave	Bethel St	Fir St	S	257,237	18,323,647
85	SE	Henderson Blvd	Carlyon Ave	North	E	168,819	18,492,466
85	SE	Fir St	Eskridge Blvd	Centerwood Dr	W	143,485	18,635,951
80	NE	Wheeler Ave	Eastside St	Boulevard Rd	N	693,865	19,329,815
80	NE	26th Ave NE	Gull Harbor Rd	Friendly Grove Rd	S	548,107	19,877,922
80	NE	Gull Harbor Rd.	26th Ave NE	36th Ave NE	W	750,712	19,877,922
80	NE	Gull Harbor Rd.	26th Ave NE	36th Ave NE	E	761,073	19,877,922
80	W	RW Johnson	21st Ave	RR Tracks	S	68,678	19,877,922
80	W	RW Johnson	21st Ave	RR Tracks	E	84,406	19,877,922
80	W	Black Lake Blvd.	SR 101	Ken Lake Dr	W	44,460	19,922,382
80	SE	Yelm Hwy	Henderson Blvd	1000' East	S	134,281	19,922,382
80	SE	Yelm Hwy	Henderson Blvd	1000' East	N	141,384	19,922,382
80	SE	North St	Henderson Blvd	Cain Rd	S	185,151	20,107,533
80	SE	Morse-Merryman Rd	Boulevard Rd	Van Epps St	S	93,600	20,201,133
80	NE	Ames Rd.	Gull Harbor Rd	East Bay Dr	S	285,058	20,486,191
80	SE	Eskridge Blvd	Galloway St	Henderson Blvd	N	357,692	20,843,883
80	NE	4th Avenue	Pacific	Phoenix	S	97,500	20,941,383
75	NE	Pattison St	AppleHill Crt.	Martin Way	E	46,575	20,987,958
75	NE	Fir St	Bigelow Ave	Pine Ave	W	169,753	21,157,711
75	W	Bowman Ave	Rogers St	Division St	N	225,696	21,383,406
75	W	9th Ave.	Decatur St	Percival St	S	15,300	21,398,706
75	W	14th Avenue	Kaiser Rd	Walnut Rd (1000'E of	N	897,916	22,296,622
75	SE	Wilson St	22nd Ave	18th Ave	W	161,326	22,457,948

Proposed Sidewalk Program
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APPENDIX E

Final Score	Area of City	Street Name	From	To	Side of street	Cost Estimate	Cumulative Total Cost
75	SE	Morse-Merryman Rd	Van Epps St	Scotch Meadows Ct	S	255,944	22,713,892
75	SE	Hoffman Rd	Morse-Merryman Rd	Montrose Ct	E	366,635	23,080,527
70	SE	22nd Ave	Cain Rd	Fir St	S	90,720	23,171,248
70	NE	San Fransisco Ave	East Bay Dr.	Eastside St	N	196,349	23,367,596
70	NE	Miller Ave.	Bethel St	Friendly Grove Rd	S	410,031	23,777,627
70	W	West Bay Dr	Brawne Ave	Schneider Hill Rd	W	397,472	24,175,099
70	W	Kaiser Rd	11th Ave	Evergreen Prkwy	E	912,696	25,087,795
70	W	Goldcrest Dr.	Road Sixty Five	Goldcrest Heights	N	216,664	25,304,459
70	W	Division St	Walnut Rd	28th Ave	E	666,357	25,970,816
70	W	Black Lk. Blvd	Ken Lake Dr.	South City Limits	W	400,718	26,371,534
70	W	17th Ave.NW	Jasmine St	East End	N	40,800	26,412,334
70	SE	Morse-Merryman Rd	Hoffman Rd	Wiggins Rd	N	183,578	26,595,911
70	SE	Log Cabin Rd	Cain Rd	Boulevard Rd	S	215,099	26,811,010
70	SE	Herman Rd	Wiggins Rd	C/W trail	N	357,880	27,168,890
70	SE	Henderson Blvd	Eskridge Blvd	Plum St	E	1,051,265	28,220,155
70	SE	Cain Rd	North St	22nd Ave	E	463,669	28,683,824
70	SE	Boulevard Rd	Yelm Hwy	Log Cabin Rd	W	509,649	29,193,473
65	SE	18th Ave	Hoffman Rd	Fones Rd	S	54,720	29,193,473
65	NE	Pine Ave	Fir St	Wilson St	S	125,975	29,319,449
65	NE	Friendly Grove Rd	Miller Ave	26th Ave NE	W	328,886	29,319,449
65	W	Lakeridge Dr.	Evergreen Park Dr.	Deschutes Pkwy.	S	189,799	29,509,247
65	W	Goldcrest Dr.	Goldcrest Hts.	Cooper Pt. Dr	N	312,667	29,821,914
65	W	Fern St	9th Ave.	15th Ave.	E	81,770	29,903,684
65	W	9th Ave.	Black Lake Blvd	Decatur St	S	195,882	30,099,566
65	SE	North St	Pifer St	Central St	S	32,100	30,131,666
60	SE	18th Ave	Craig Rd	Hoffman Rd	N	179,335	30,311,001
60	SE	15th Ave	Boulevard Rd	Creekwood Ct	N	36,247	30,347,247
60	SE	14th Ave	Elizabeth St	Lacey city limits	S	151,365	30,498,613
60	SE	14th Ave	Elizabeth St	Lacey city limits	N	57,850	30,556,463
60	NE	Marion St.	Ethridge	N End of Road	W	47,775	30,604,238
60	W	28th Ave	City Limits	Cooper Pt Rd	N	288,713	30,892,950
60	W	28th Ave	Division St	City limits	S	58,547	30,951,497
60	SE	Wiggins Rd	Yelm Hwy	27th Ave	W	1,305,528	32,257,026
60	SE	Holiday Dr/Way	North St	Cain/Log Cabin Rd	W	202,077	32,459,102
60	SE	Highline	Wilderness Dr	North End	W	197,324	32,459,102
60	SE	Highline	Wilderness Dr	North End	E	197,472	32,459,102
60	SE	Henderson Blvd	Eskridge Blvd	Carlyon Ave	E	172,279	32,631,381
60	SE	Elizabeth St	18th Ave	14th Ave SE	N	69,977	32,701,358
60	SE	Allen Road	18th Ave	Oxford Ct	E	319,063	33,020,421
55	SE	18th Ave	Hoffman Rd	Fones Rd	N	78,106	33,020,421
55	SE	18th Ave	Boulevard Rd	Wilson St	S	222,914	33,243,335
55	SE	18th Ave	Boulevard Rd	Craig Rd	S	341,021	33,584,356
55	NE	Phoenix St	Martin Way	Pacific Ave	E	9,900	33,594,256
55	W	Walnut Rd	14th Ave	Division St	N	263,319	33,857,575
55	W	Mottman Rd	Mottman Court	E City Limits at Crosb	N	433,810	34,291,385
55	W	Mc Phee Rd	Harrison Ave	Capital Mall Dr	W	182,748	34,474,133
55	W	Elliot Ave	East School Edge	Cooper Pt. Rd	S	267,882	34,742,014
55	W	Elliot Ave	Road Sixty Five	East School Edge	N	73,332	34,815,346
55	NE	Bethel St	Miller	26th	E	329,846	35,145,192

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APPENDIX E

Final Score	Area of City	Street Name	From	To	Side of street	Cost Estimate	Cumulative Total Cost
55	SE	Plum St	Union	Henderson Blvd	W	96,151	35,241,344
55	SE	Hoffman Rd	Ashwood Downs Apts	18th Ave	W	46,096	35,287,440
55	SE	Henderson Blvd	North Street	Yelm Hwy	E	405,884	35,693,323
55	SE	Eskridge Blvd	Henderson Blvd	Cain Rd	N	172,490	35,865,813
55	SE	Boulevard Rd	Log Cabin	Morse Merryman Rd	E	177,078	36,042,891
55	SE	22nd Ave	Fir St	Eastside St	N	370,096	36,412,987
50	SE	18th Ave	Fones Rd	Elizabeth St	S	72,868	36,485,854
50	NE	Wilson St.	Bigelow Ave	12th Ave.	W	230,358	36,716,212
50	NE	26th Ave NE	South Bay Rd	Friendly Grove Rd	S	471,276	37,187,487
50	NE	Miller Ave.	Marion St	Friendly Grove Rd	N	296,337	37,483,825
50	NE	Lilly Rd	Woodard Green Dr	26th Ave NE	E	402,566	37,886,390
50	W	Mud Bay	Kaiser Rd	UGA	N	371,291	38,257,682
50	W	Elliot Ave	Cooper Pt	East End St.	S	360,842	38,618,524
50	W	Elliot Ave	East End St.	Division St	S	41,627	38,660,151
50	SE	Eastside St	I-5 bridge	22nd Ave	E	230,997	38,891,148
50	SE	Cain Rd	North St	Log Cabin Rd	W	95,588	38,986,736
50	SE	Boulevard Rd	22nd Ave	18th Ave	E	170,210	39,156,946
45	W	Kaiser Rd	Harrison Ave	11th Ave	E	348,095	39,505,041
45	NE	Boston Harbor Rd	North City Limits	Flora Vista	W	52,120	39,557,161
45	W	Elliot Ave	Division St	Crestline Blvd.	S	263,296	39,820,457
45	SE	Morse-Merryman Rd	Scott Meadows Ct	Hoffman Rd	S	153,452	39,973,909
45	SE	Boulevard Rd	18th Ave	15th Ave	E	186,343	40,160,252
40	NE	26th Ave NE	South Bay Rd	Pleasant Glade Rd	S	932,594	41,092,845
40	SE	15th Ave	Creekwood Ct	Parrot St	S	47,702	41,140,548
40	NE	Wheeler Ave	Eastside St	Boulevard Rd	S	684,047	41,824,595
40	NE	South Bay Rd.	Steele St	UGB	N	1,291,582	43,116,177
40	NE	26th Ave NE	Gull Harbor Rd	Friendly Grove Rd	N	575,579	43,691,756
40	NE	12th Ave	South Bay	Wilson St	S	359,030	43,691,756
40	W	Park Dr. SW	Black Lake Blvd.	west end	N	415,692	44,107,448
40	NE	12th Ave	South Bay	Wilson St	N	358,659	44,107,448
40	NE	Ames Rd.	Gull Harbor Rd	East Bay Dr	N	289,895	44,397,343
40	SE	27th Ave	Hoffman Rd	Wiggins Rd	S	150,841	44,548,184
35	W	West Bay Dr	Brawne Ave	Schneider Hill Rd	E	404,357	44,952,542
35	W	Muirhead Ave	East End St.	Division St	N	173,209	45,125,750
35	W	Evergreen Park Dr. nor	Cooper Pt. Rd	Lakeridge Dr.	N	47,025	45,172,775
35	W	Black Lk. Blvd	Ken Lake Dr.	South City Limits	E	399,025	45,571,800
35	W	17th Ave.NW	Jasmine St	East End	S	68,760	45,640,560
35	SE	Hoffman Rd	Montrose Ct	22nd Ave	W	124,038	45,764,598
35	SE	Herman Rd	Wiggins Rd	C/W trail	S	356,967	46,121,565
35	SE	Henderson Blvd	Eskridge Blvd	Plum St	W	1,066,903	47,188,468
30	SE	18th Ave	Craig Rd	Hoffman Rd	S	163,531	47,352,000
30	SE	15th Ave	Boulevard Rd	Creekwood Ct	S	34,166	47,386,166
30	NE	Marion St.	Ethridge	N End of Road	E	230,280	47,616,446
30	NE	Lister Rd	26th Ave NE	S End of Road	E	280,612	47,897,058
30	W	Schneider Hill Rd	Raft Ave	West Bay Dr	E	71,185	47,968,243
30	W	28th Ave	City Limits	Cooper Pt Rd	S	287,547	48,255,790
30	W	28th Ave	Division St	City limits	N	64,004	48,319,794
30	SE	Wilderness Dr	Limerick St	Wiggins Rd	S	563,415	48,319,794
30	SE	Wilderness Dr	Limerick St	Wiggins Rd	N	533,640	48,319,794

Proposed Sidewalk Program
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APPENDIX E

Final Score	Area of City	Street Name	From	To	Side of street	Cost Estimate	Cumulative Total Cost
30	SE	Wiggins Rd	Yelm Hwy	27th Ave	E	1,340,318	49,660,112
30	SE	Donnelly Dr	Wilderness Dr	Wiggins Rd	S	360,165	49,660,112
30	SE	Donnelly Dr	Wilderness Dr	Wiggins Rd	N	363,812	49,660,112
30	SE	Allen Road	18th Ave	Oxford Ct	W	319,063	49,979,175
25	NE	Wilson St.	Bigelow Ave	12th Ave.	E	230,932	50,210,107
25	W	Muirhead Ave	East End St.	Division St	S	179,292	50,389,398
25	W	Jasmine St	17th Ave	Marigold St	W	50,325	50,439,723
25	SE	Allen Road	Oxford Ct	30th	W	54,375	50,494,098
20	NE	26th Ave NE	South Bay Rd	Pleasant Glade Rd	N	958,875	51,452,973
20	NE	South Bay Rd.	Steele St	UGB	S	1,332,897	52,785,870
20	W	Park Dr. SW	Black Lake Blvd.	west end	S	415,845	53,201,714
20	SE	27th Ave	Hoffman Rd	Wiggins Rd	N	153,536	53,355,251
15	NE	Lister Rd	26th Ave NE	S End of Road	W	290,653	53,645,904

Appendix F
Sidewalk Program Funding Sources

Funding Source	Pros	Cons
<p>Capital Improvement Program (CIP)</p> <p>Currently through the CFP, \$175,000 is allocated annually for sidewalk construction. CIP funds are derived from taxes and fees the City collects.</p>	<ul style="list-style-type: none"> • This has been the primary source of sidewalk funds. • CIP dollars are relatively predictable. 	<ul style="list-style-type: none"> • Many City programs depend of CFP dollars. • No dedicated funding source.
<p>Grants</p> <p>Local, state and federal grants for sidewalk construction are available on an annual basis. Grants are an assumed element to the funding strategy, regardless of other funding approaches. Among the grant programs for sidewalks are:</p> <ul style="list-style-type: none"> • Arterial Improvement Program • Pedestrian Safety and Mobility Program • Surface Transportation Program (STP): Hazard Elimination and Safety, Regional Allocation, Statewide Competitive, Transportation Enhancement 	<ul style="list-style-type: none"> • Grants can speed up sidewalk construction. In the last seven years, the City received an average of \$125,000 per year in grant funds for sidewalk construction. 	<ul style="list-style-type: none"> • Time consuming to prepare applications. • Not a predictable source of revenue.
<p>Councilmanic Bonds</p> <p>Non-voted, general obligation bonds are backed by the “full faith and credit” of the City. Debt service is paid out of the current taxing authority. The City Council may decide to issue Councilmanic debt.</p>	<ul style="list-style-type: none"> • Voter approval is not needed. 	<ul style="list-style-type: none"> • Need to find funds from the current Operating Budget to pay for the annual debt service.
<p>Voter-Approved Bonds</p> <p>Voter-approved or unlimited general obligation bonds are backed by the “full faith and credit” of the City but require approval by 60 percent of the voters with a minimum turnout of 40 percent of voters from last general election.</p> <p>This type of bond increases property taxes. The City has ample debt capacity available.</p>	<ul style="list-style-type: none"> • Voter approval is needed. • Property taxes are deductible for those who itemize federal income tax. (Utility and B&O taxes are not deductible from personal income taxes). 	<ul style="list-style-type: none"> • Projects must appeal to the majority of the public.

Funding Source	Pros	Cons
<p>Public Works Trust Fund Loan (PWTF)</p> <p>Low-interest loans to local governments to maintain and improve essential public works systems. Projects must be needed to serve the existing population and cannot be growth-related.</p> <p>Construction program loans have interest rates that vary from 1 to 3 percent, depending on local match, with a minimum match of 10 percent. Applications are accepted annually. Loan limit is up to \$7 million per biennium for jurisdictions with a population of 100,000 or less. City can submit up to four applications per biennium. Loan term is 20 years.</p> <p>Olympia used PWTF loans to repair Black Lake Boulevard in 1991, and for the 4th Avenue Bridge project.</p>	<ul style="list-style-type: none"> • Low interest loan. Lower interest rates than bonds. • Works well to complete a large number of projects, because funds can be provided all at once. • Can pay back with CFP funds. • Does not require voter approval. 	<ul style="list-style-type: none"> • Loan does not have level debt service. • Current revenues would have to pay debt service.
<p>Property Tax</p> <p>With the passage of Referendum 747, there is a limit to property tax increases to 1 percent (1 percent of the total dollars collected of the general levy). The City can increase the rate above 1 percent with a 50 percent majority vote of the public as long as the rate is below \$3.10. The rate is currently at \$2.93.</p> <p>Any increase requires voter approval. An increase of \$2.90 to \$3.10 requires a 50 percent voter approval.</p> <p>A \$.17 increase (\$2.93 to \$3.10) is a 5.8 percent increase in the levy rate and would generate \$528,000 per year in this year's dollars (based on a \$3 billion assessed value).</p>	<ul style="list-style-type: none"> • Only requires 50 percent approval from voters. • Personal property tax is deductible from federal income taxes. 	<ul style="list-style-type: none"> • The property tax continues to be subject to voter referendums. • Difficult to get necessary votes. • State government and schools are exempt from property tax but are users of the sidewalk system.
<p>Private Utility Tax</p> <p>This is a private utility tax on phones, electricity, and gas. The utility tax is currently at 6 percent (the statutory maximum). A 50 percent voter approval is needed for any increase to the tax. There is no limit to how high the tax can go with voter approval. Of the 300 cities in Washington, only two have gone beyond the statutory limit.</p>	<ul style="list-style-type: none"> • All consumers pay tax. 	<ul style="list-style-type: none"> • Parks is planning on going to a vote for an increase in the utility tax in 2004 (increase amount unknown as yet). • Not much precedence for voter approval.

Funding Source	Pros	Cons
<p>Business and Occupational Tax</p> <p>Currently, this tax is at 1/10 of 1 percent (for everything but service industries, which is 2/10 percent). With a simple majority of Council, the tax can be raised to 2/10 of 1 percent. To raise the tax above 2/10 of 1 percent, a 50 percent voter approval is needed. This could raise a relatively large amount of money, but the tax has not been increased since it was initiated in 1959.</p>	<ul style="list-style-type: none"> • City Council can approve an increase of 2/10 of 1 percent. 	<ul style="list-style-type: none"> • Additional financial burden on businesses in Olympia could be detrimental to business climate. • Last remaining revenue option available to the Council.
<p>Commercial Parking Tax</p> <p>The City can decide to use this tax, although it can be repealed by voters through referendum.</p> <p>Tax may be either on the commercial parking business, based on gross proceeds or on the number of stalls, or on the customer, similar to an admissions tax.</p> <p>Communities that have implemented this tax and the revenue it generated in 1997 are: Lynden (\$28,000), Bainbridge Island (\$95,000), Sea Tac (\$2,400,000) and Douglas County (\$83,000).</p>	<ul style="list-style-type: none"> • A tax on users of the transportation system. • A new tax makes more money available in the General Fund. 	<ul style="list-style-type: none"> • Likely to be a minor revenue source.
<p>Year-End Savings for Sidewalks</p> <p>Annually, there are some funds that have gone unspent or additional revenues collected. Any Public Works project or program surpluses could be committed to sidewalks.</p>	<ul style="list-style-type: none"> • Use of end-of-year surpluses does not directly affect other programs. 	<ul style="list-style-type: none"> • Unpredictable source of funds. • In the past, these excess funds have gone to pavement management and the 4th Avenue bridge project.
<p>Local Improvement District (LID)</p> <p>Property owners fund improvements. A LID is a collaborative process between the City and affected property owners. A LID can be initiated by the City or by a petition of the affected property owners. A LID results in the issuance of debt in order to finance a project. The defeasance occurs through annual payments by property owners. Property owners who benefit from the improvements are assessed at proportionate levels to pay for improvements. There is wide discretion in establishing the boundaries of a LID, but property owners who do not benefit from the project cannot be assessed.</p>	<ul style="list-style-type: none"> • Conserves City funds. • Those who benefit most help fund improvement. 	<ul style="list-style-type: none"> • Administratively burdensome. • Increasingly more difficult legally—must prove benefit to property owners.

Funding Source	Pros	Cons
<p>Motor Vehicle License Fee</p> <p>Implementation of this revenue mechanism requires a majority approval by the County Commissioners. Once approved, use of the funds is determined by the participating agencies according to provisions established upon implementation. A maximum rate is \$15 per eligible vehicle registered in Thurston County. This fee is currently used in Douglas, King, Pierce, and Snohomish counties. Based on estimates from the Regional Transportation Plan Update, this fee could generate \$22 million between 2000 and 2007 or \$2.5 million annually for the County. Revenue is distributed to jurisdictions on a per capita basis. The average driver would pay about \$19 per year (owns 1.3 cars).</p>	<ul style="list-style-type: none"> • Consistent revenue stream. 	<ul style="list-style-type: none"> • County may not be prepared with a plan to use the funds or be willing to impose the fee. • Vehicle fees may be challenged.

Appendix G
Proposed Base Funding Six-year Sidewalk Program

Proposed Base Funding

Annual funding: \$350,000 (\$125,000 Grant and \$225,000 CIP Funds)
Six-year Program funding: \$2,100,000

Six-Year Sidewalk Program

Source of Project	Year	Street	From	To	Cost Estimate	Cumulative Total
Remaining projects from past Sidewalk Program	2004	Bowman	Division	Jefferson Middle School	129,000 ¹	129,000
	2004	Percival	8 th	9 th	27,000 ¹	156,000
Identified through Emphasis Area Program; rank high in new program	2005	Boulevard	Morse-Merriman	31 st	183,000 ²	339,000
	2005	Morse-Merriman	Boulevard	Van Epps	Contained in project above.	339,000
	2005	Division	Conger	Bowman	79,000 ²	418,000
New Sidewalk Program	2006	Bigelow	Puget	Garrison	122,000	540,000
	2006	Division	Bowman	Walnut	140,000	680,000
	2006	San Francisco	Eastside	Puget	40,000	720,000
	2006	Phoenix	South Bay	Martin Way	30,000	923,000
	2007	Brawne	West Bay	Rogers	173,000	893,000
	2007	Bush	Birch	Division	229,000	1,275,000
	2008	Division	Harrison	4 th	60,000	1,335,000
	2008	State	Wilson	Steele	98,000	1,711,000
2009	22 nd	Boulevard	Cain	278,000	1,613,000	

¹ Funds allocated to project in 2003.

² Grant funding has been sought for these projects.

Two projects were removed due to planned private development or a larger roadway project.

- 4th Avenue W, from Kenyon Street to Black Lake Boulevard
- West Bay Drive, NW, from Garfield Avenue to Brawne Avenue

Appendix H
Excerpt from Minutes of January 28, 2003, City Council Study Session

Sidewalk Study

The proposed Sidewalk Program is a 20-year program defining sidewalk construction throughout the City. The current nine-year sidewalk program is nearly complete. Staff and the Bicycle and Pedestrian Advisory Committee (BPAC) have been developing a new program, based on a proposed new scoring system and a recent inventory of missing sidewalks on Arterials, Major Collectors and Neighborhood Collectors.

The purpose of the Study Session was to:

- Share the results of the inventory
- Seek acceptance of the scoring system
- Seek concurrence on implementation assumptions
- Seek guidance on next steps

Scoring System: BPAC Member Jim Rioux presented the scoring system. The scoring system is based on comprehensive plan goals and street characteristics. After discussion, City Council accepted the scoring system.

Project list: Ms. Sophie Stimson shared the list of prioritized projects resulting from the scoring system. There are 159 streets missing sidewalks, totaling about 85 miles. Council members asked questions about the project list. No Council direction was needed or provided with regard to the project list. The plan will provide a general prioritization of which projects to address first, but will be altered by grant opportunities, emerging partnerships with developers and others, and the ability to reduce costs by coordinating with other public projects.

Implementation assumptions affecting the completion of the program were discussed, as follows:

- Ribbon Sidewalk Assumption: Staff asked about the assumption that the City would continue to construct with ribbon sidewalks where appropriate. After staff's evaluation, a sidewalk project may be constructed as a ribbon sidewalk, as opposed to building the curb and planter strip as called for in the City's development standards. A ribbon sidewalk will meet the width defined in the development standards and will be separated by a minimum of five feet from the edge of the street pavement. Previous direction from Council has been in support of the use of ribbon sidewalks as a cost-effective way to "retrofit" streets to meet pedestrian safety needs.

Staff will provide the Council with a list of ribbon sidewalks that have been constructed in the last six years, along with some photos of these sidewalks. Staff will also describe the considerations that were used in deciding to build a ribbon sidewalk instead of full frontage improvements.

- One Side Assumption: This assumption is that when the City constructs a sidewalk in the sidewalk program, it is built on one side of the street only. This is done to provide a minimum facility to meet pedestrian safety needs on as many streets as possible. Council concurred with this assumption.

Guidance on the next steps will help staff and the BPAC complete the program. These two next steps were discussed:

- Local Access Street Issue: The sidewalk program focuses on Arterials, Major Collectors and Neighborhood Collectors. In the development of the program, staff and the BPAC realized there would continue to be requests from the public for sidewalks on Local Access streets, which are not addressed in the program. City Council's guidance on the Local Access street issue is to return with a proposed program at a later date, separate from this program, and to consider neighborhood funding for Local Access streets as one option.
- Funding Options: City Council asked staff to prepare a list of funding tools, with pros and cons, using a format similar to a document compiled by TRPC on regional funding tools. City Council will develop a strategy based on the tools and options presented by staff.

Other funding comments from Council members were: to share sidewalk funding needs information with the City's lobbying team to influence the State Legislature's discussions of a proposed street utility tax; seek partnerships with the School District and area churches; and "Think big."

In summary, the next steps in the development of the Sidewalk Program are for staff to:

1. Compile a list of tools for a funding strategy;
2. Present the funding tools to the Budget Committee;
3. Allow Council to decide on a final funding strategy;
4. Share the projects and the funding strategy in a final plan with the public through the CFP process or other process, to be defined.

**CITY OF OLYMPIA
BUDGET COMMITTEE
MINUTES
June 26, 2003**

Members Present: Laura Ware, Chair; Stan Biles; Curt Pavola

Funding for Sidewalks

Ms. Sophie Stimson, TDM Planner, and David Riker, Transportation Division Manager, reviewed a detailed list of sidewalk needs based on an inventory of missing sidewalk segments on arterials, major collectors, and neighborhood collectors. The list totals 209 projects with an estimated cost of \$53 million. The inventory found 83 miles of missing sidewalks. The new sidewalk program addresses construction of missing sidewalk segments. It does not address repair or maintenance of existing sidewalks. The Council had asked staff to prepare a financing plan for the program. Ms. Stimson and Mr. Riker walked the Committee through a very extensive matrix of funding options. Mayor Biles asked if all possibilities for expanding the value of the dollars had been considered, such as bidding together, using asphalt instead of concrete, or geographic groupings. Ms. Stimson explained the projects were grouped together by the number of points assigned. Mayor Biles also asked for some sense of the magnitude for voter approved debt – what would it cost the owner of a \$150,000 home? Councilmember Ware asked how we will integrate the Parks Comp Plan and the sidewalk plan or neighborhood connectors. Ms. Simpson explained the Parks Comp Plan does not address sidewalks. Mayor Biles noted a recommendation is missing. Mr. Steve Hall said there would be a staff recommendation as well as a City Manager recommendation as we deal with this issue during the CFP/Budget process.

Agenda for the Mid Year Budget Review

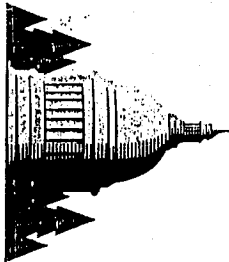
Ms. Jane Kirkemo, Administrative Services Director, discussed a proposed agenda for the Mid Year Review. Ms. Kirkemo explained the process would be very similar to last year. She suggested using the Council survey results from last year for the 2004 Operating Budget. The Committee agreed to forward that recommendation to the Council. Ms. Kirkemo explained that departments have been told there is no increase below the labor line accounts. Also, departments have been requested to prepare 5% cuts. The Committee asked to see the impact that would come from 5% cuts. Staff will review with the Committee the impact from any cuts later in the Budget process. Mayor Biles asked that a discussion of the Outside Agency funding be included on the agenda.

Use of Asset Forfeiture Fund

The Police Department requested to use \$5,000 of the asset forfeiture fund for training. Currently there is \$322,150 available. The Committee agreed this was an appropriate use of the funds and recommended to move to the full Council.

Other

Committee member Pavola distributed a staff report from the City of Tumwater concerning Equal Benefits in contracting and requested a discussion of the topic be scheduled for a future Budget Committee meeting. Ms. Kirkemo agreed to schedule for a future meeting.



MONDAY, OCTOBER 20, 2003

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Sidewalks end with 84 miles to go

Many of city's streets lack their pedestrian-friendly companions

BY KATHERINE TAM
THE OLYMPIAN

OLYMPIA — Rhonda Murphy tries to distance herself from passing cars by sticking to the side of the road when walking near her home. There are blocks where there are no sidewalks.

"This is a walking neighborhood. My church is two blocks up the road, and there are a lot of kids on bikes or walking," said Murphy at her Division Street home. "Cars go by, and they tend

to weave and sideswipe us."

City officials hope to make streets safer and promote walking in a car-dependent culture with a new program that will make changes a few blocks at a time. The city has completed its first comprehensive catalog of missing sidewalks, and it found 84 miles of absent concrete, said project manager Sophie Stimson. The inventory focuses on arterials and main streets that feed into neighborhoods; it does not include the smaller roads

Who's responsible? You are

Under existing Olympia ordinances, residents whose property abuts sidewalks are responsible for:

- Repairs if a street commissioner deems it unsafe
- Cleaning
- Keeping the pavement free from snow, ice, mud or other obstructions

City officials are considering changing the ordinances and plan to review them.

growing list of capital projects the City Council will be trying to find a way to fund on a limited budget in the coming months.

"There are a number of significant project proposals," said Mayor Stan Biles. "There is a sidewalk construction joins a

within neighborhoods, called local access streets.

To build the missing sidewalks will cost \$54 million, a price that officials hope to spread out over 20 years. But

hundreds during election campaigns, said he isn't surprised by the amount of missing sidewalks.

"Doing that on foot, you realize very quickly where you don't have sidewalks," he said. "Your feet get dirty, you're trying to avoid cars, you're slipping and sliding."

Stimson said it can cost anywhere from \$75 to \$130 per linear foot for a 6-foot width of sidewalk.

"It's a bitter pill to swallow, but it's the reality out there," said Jim Rioux, vice chairman of the Bicycle and Pedestrian Advisory Committee. "That's the committee we need."

Even if sidewalks can't be built immediately, Rioux said, the catalog provides the city with a written inventory of where work is needed. Having a plan also makes it easier to compete for grants, he said.

SIDEWALKS

Continued from Page One

Staff examining sidewalks are exploring ways to raise funds. Aside from allocating more from the capital improvement budget, the options include increasing business and occupation taxes to two-thirds of 1 percent, which could generate about \$2 million a year. Lifting the lid on the property-tax levy, which requires voter approval, could generate \$330,000 a year.

Where sidewalks are missing, pedestrians walk along the side of the road or in the street next to passing cars. Some avoid walking altogether and choose to drive.

There's no question that sidewalks make streets safer by separating pedestrians and cars by a curb or about five feet of space, Stimson said. They provide a smooth surface for wheelchair users and a more inviting setting that officials hope will encourage people to leave their cars at home.

"More people would walk if they had a safe way to do it," Stimson said. "A lot of trips we make are short and walkable. What the city can do is remove the barriers."

The Bicycle and Pedestrian Advisory Committee and other volunteers walked 156 miles of streets to develop the inventory. The report breaks down the missing sidewalk into 259 projects, each one given priority points based on factors such as traffic volume and proximity to schools and parks.

Didi Chaffeur lives on Bigelow Avenue, which fronts Bigelow Park and ties with Division Street for top priority on the list. She said children often walk on the side of the narrow road, where Intercity Transit and school buses also travel.

"Cars go around them, and it's a really narrow street," she said. "Sidewalks would be fantastic. It would make it safer and more pleasant to go out for a walk and not dodge traffic."

Biles, who has walked roadsides while canvassing neighbor-

hoods during election campaigns, said he isn't surprised by the amount of missing sidewalks.

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Katherine Tam covers the city of Olympia for The Olympian. She can be reached at 360-704-6869 or katherine@olympian.gannett.com.

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FROM PAGE ONE

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Missing sidewalks

Olympia has listed its missing sidewalks in order of priority. Ranking is based on how many priority points each project is given. Point factors include traffic volume, proximity to a school, park or community center and whether a bike lane or shoulder exists. Sidewalks with an equal number of points are listed together.

- 1. Bigelow Avenue between Puget and Garrison streets
- 2. Division Street between Conger and Bowman Avenue and Walnut Road
- 3. San Francisco Avenue between Eastside and Puget streets
- 4. Brawne Avenue between West Bay Drive and Rogers Street
- 5. Boulevard Road between Morse-Merryman Road and 22nd Avenue
- 6. 22nd Avenue between Boulevard and Cain roads
- 7. Fir Street between Estridge Boulevard and Centerwood Drive
- 8. Capital Way between 11th Avenue and Maple Park

- 9. State Avenue between Wilson and Steele streets
- 10. Martin Way between Patterson Street and Lilly Road
- 11. Patterson Street between Martin Way and Pacific Avenue
- 12. Capital Way between 11th Avenue and Maple Park

For more information on the Sidewalk Program Report 2003, call project manager Sophie Stimson at 360-753-8497.