

Types of Improvements

Bulbouts: Extensions of the sidewalk into the parking lane, in order to shorten the crossing distance. Bulbouts make the pedestrian more visible to drivers and cars more visible to pedestrians.



Lighting Systems: These warn motorists that a pedestrian is present. Most commonly, flashing beacons are installed on either end of the crosswalk and are activated by a pedestrian.



Low-profile lights along the edges of the crosswalk are also sometimes used. Lights are activated by a push button, or passively when a pedestrian passes between two bollards.

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

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



Olympia's Pedestrian Crossing Improvements makes street crossings safer for pedestrians by:

- Alerting drivers to pedestrians
- Making pedestrians visible to drivers
- Allowing pedestrians to cross half the road at a time
- Shortening the crossing distance for pedestrians

Improvements include bulbed-out sidewalks, lighting systems, pedestrian islands, signing and striping, and other devices. Improvements can be made mid-block or at intersections without signals.

The *Capital Facilities Plan* defines the crossing projects that will be addressed in the next six years. Grant funds are used to augment City funds for these improvements. Many improvements are also made at the time of a larger reconstruction project.

Program Priorities

Requests from the public are used to identify locations of pedestrian crossing improvements.

The relative safety of a pedestrian crossing location is evaluated, based on motor vehicle volumes and speeds, and the number of lanes a pedestrian must cross. Based on this evaluation, crossing locations fall into one of three categories. See the reverse for project lists.

First Priority

Crossing locations where a crosswalk alone is insufficient and may put pedestrian at a high risk. If a crosswalk is provided at this location, it must be enhanced with other treatments such as a beacon, refuge island or bulb out.

Second Priority

Locations where the pedestrian's risk may be higher if a crosswalk is added without other treatments.

Third Priority

Locations that are appropriate for marked crosswalks. The City's crosswalk procedural statement evaluates pedestrian counts to determine whether or not a crosswalk should be marked.



Project Lists

These projects are planned for future construction using grant funds, City funds when available, or by adding the project to a larger construction project.

First Tier Projects

- Capitol Way and 8th, 10th, and Union Avenues
- Pacific Avenue and Devoe Street (2016/17)
- Pacific Avenue and Lansdale Drive (2016/17)
- Martin Way and Chambers Street
- Martin Way and Pattison Street
- Pacific Avenue between Lilly Road and Sleater-Kinney
- Cooper Point Road and 14th Avenue
- Cooper Point Road and 12 Avenue
- Cooper Point Road and Goldcrest Drive
- Capitol Way and O'Farrell Avenue (flashing beacons)

Second Tier Projects

- East Bay Drive and Olympia Avenue
- Henderson Boulevard and Eskridge Boulevard
- Boulevard Road and Morse-Merryman Road
- Boulevard Road and 30th Avenue
- East Bay Drive and San Francisco Avenue
- East Bay Drive (between Glass Street and Berry Street)
- State Avenue and Turner Street
- 4th Avenue and Puget Street
- Lilly Road near 12th Avenue
- Division Street and Walnut Road



Completed Projects

First Tier Completed:

- Capitol Way and 7th Avenue
- Capitol Way and 9th Avenue
- Capitol Way and Tivoli Fountain
- Capitol Way and O'Farrell Avenue (island)
- Division Street and 4th Avenue
- Capitol Way and 18th Avenue
- Martin Way and Chehalis Western Trail
- Black Lake Boulevard and 12th Court
- Boulevard Road and Log Cabin Road (roundabout)
- Cooper Point Road at Westhills Office Park
- Capital Mall Drive and Archwood Drive
- Harrison Avenue at Decatur
- Harrison Avenue and and Rogers

Second Tier Completed:

- 4th Avenue and Fairview Street
- State Avenue and Wilson Street
- 4th Avenue and Jefferson Street
- Fones Road and Woodland Trail
- Division Street and Conger Avenue
- 4th Avenue and Chestnut Street
- Mottman Road and SPSCC entrance
- Henderson Boulevard and Carlyon Avenue

In addition, many pedestrian crossing improvements are built as part of a larger reconstruction project or as part of a transit stop improvement. Crossing improvements were built as part of:

- Harrison Avenue overlay and restripe
- Cooper Point Road overlay and restripe
- Gateway Corridor Project
- Sleater-Kinney overlay and restripe
- Legion Way streetscape project
- Union Avenue overlay project
- 18th Avenue corridor project
- Yelm Highway reconstruction
- Boulevard and Log Cabin roundabout
- Capitol Way overlay project
- Boulevard and 22nd roundabout

For more information, contact:

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