

Walkable Olean
North Union Complete Street Transformation
Olean, New York

TIGER5-FY13
CFDA 20.933

**Prepared by the City of Olean, New York
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I. PROJECT DESCRIPTION

I.1 Existing Conditions

The City of Olean, New York has beautiful, accessible natural scenery, a thriving college and university, and a grand American main street in North Union Street. The city has the ingredients to restore its civic life, its vitality, and recover its property value.

North Union Street is the primary commercial street for the City of Olean. It is also the center of both civic and commercial activity within the community. North Union Street is where the community comes together for parades and other community celebrations. Each December North Union Street is transformed into “Santa Claus Lane”. The North Union Complete Street Transformation project was commissioned to develop a preferred concept to transform North Union Street to a “Complete Street”, providing safe and attractive accommodations for all its users.

Nestled in the “Enchanted Mountains” of southwestern New York, Olean is the main commercial center for the southern New York and northern Pennsylvania. While the City of Olean has a population of 14,000 and is considered a non-urbanized area according to the U.S. Census, more than 50,000 people live within 50 miles of Olean, and it is home to the Olean General Hospital, St. Bonaventure University, and major internationally known industries such as Dresser Rand and Cutco Corporation.





Within the project area, the current configuration of North Union Street includes four travel lanes, (two at 12 feet and two at 14 feet) and 15 foot diagonal parking on either side, for a total curb-to-curb width of 82 feet. The average daily traffic on North Union Street is less than 11,000 vehicles, which can easily be accommodated in two lanes. The wide lanes encourage speeding, and there are seven signalized intersections within the project area, forcing vehicles to either make frequent stops or try to avoid red lights by speeding. The end result is a main street that is not conducive to a thriving Central Business District (CBD). There are no medians or refuge islands, forcing pedestrians to negotiate up to 82 feet of roadway when crossing the street. There are no bike lanes in the current layout, the lighting is inappropriate, sidewalks are in disrepair and current pedestrian amenities are lacking. The accident rate on North Union Street is 4.6 times the statewide average for similar facilities in New York. There have been 195 accidents on North Union Street during the past five years,

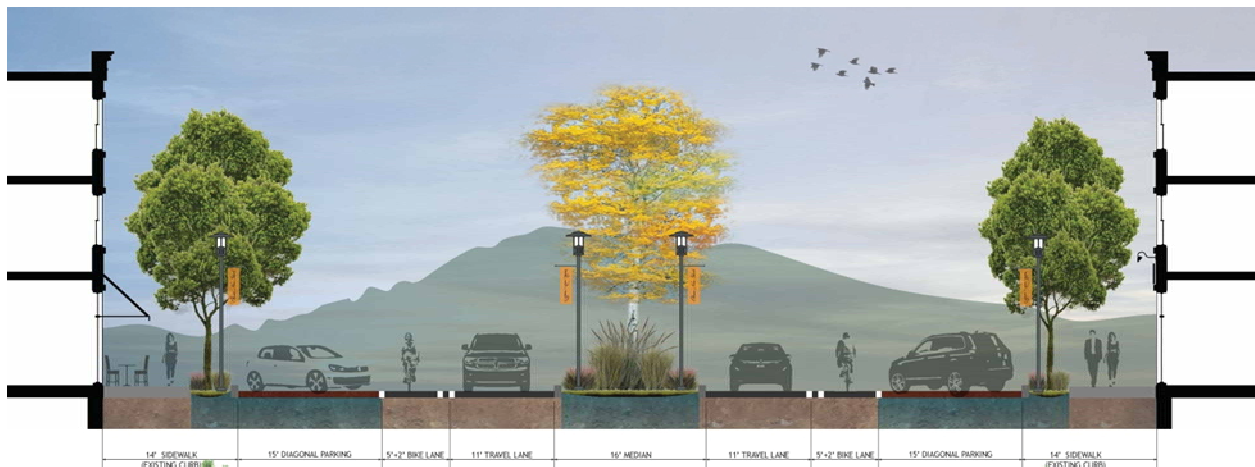




I.2 Proposed Improvements

The North Union Complete Street Transformation project will address all of the above issues by rebuilding it as a *Complete Street*. An in-depth public input and design process has yielded a preliminary preferred alternative with budgetary guidance. These are the features and benefits shown in the street section rendering.

1. The new street cross-section maintains current sidewalk width and curb locations, acknowledging that these features are actually very good, as-is.
2. The current roadway, which is too wide, will be reconstructed with a tree-lined median with pedestrian-scale lighting and raised mid-block crosswalks.
3. The resulting separated roadway will be apportioned for a single travel lane and adjoining bicycle/multi-purpose safety lane. The vehicle travel lanes will be reduced in width to 11 feet wide helping calm traffic and allowing for the addition of a seven foot buffered bike lane. With 18-feet of overall width, there will be plenty of space to pull-over for emergency vehicles.
4. Curb bump-outs will extend out to the edge of the 15 feet of diagonal parking putting pedestrians in a more visible location when crossing the street, the crosswalks will be elevated and constructed with a material that contrasts the roadway to increase visibility, driver awareness and pedestrian safety.
5. Existing angle parking will be retained but reconfigured to accommodate back-in/head-out diagonal parking, a concept that enhances safety and function.
6. In order to enhance water permeability and to accelerate natural snow and ice removal, sidewalks and parking areas will include Green Stormwater Infrastructure including additional tree pits and landscaped bioretention areas.
7. The seven traffic signals will be replaced with five modern roundabouts. The other two intersections will be right turn only, but with a mountable median for emergency access.
8. Alleyways connecting the North Union Street sidewalk with back-of-lot parking will be landscaped and lighted to encourage use and improve pedestrian safety.





I.3 Project Objectives

The North Union Complete Street Transformation will be unique and exemplary, addressing transportation, economic, social and environmental problems typical of older small cities in Upstate New York. Key benefits of the project include:

- A sparse, time-worn downtown with what amounts to an arterial running through it, will be transformed with beautiful landscaping around a street that will be right-sized and traffic calmed to enable smooth flow, convenient parking, easy crossing and safe cycling.
- Reflecting the economic development potential of this transformative project, Governor Cuomo's Western New York Regional Economic Development Council (REDC) advanced this as one of 20 priority projects for the region. The REDC asserts that New York must reinvest in core communities and do so in a manner that will stimulate private sector investment.
- The project revitalizes a priority location. This central business district used to provide 20% of Olean's revenue. Today it is down to 5%. Restoring this "revenue engine" of the city will achieve a key objective of Smart Growth.
- The improvements will leverage and coordinate with investments of public agencies, most importantly the remediation of Combined Sewer Outfalls (CSO) inflows by mitigating run-off.

The City of Olean has beautiful scenery, a thriving college and a university, and large, stable employers. The City needs a more vibrant, people-friendly downtown for all who use it. It also needs to enhance real and perceived safety.

This project was initiated by the City's largest employers who need to recruit and retain employees. They want North Union Street to convey a beautiful first impression and they want Olean to become more walkable. The downtown is peppered with empty buildings and property values have declined. We need to restore downtown vibrancy which will, in turn, drive private sector reinvestment and occupancy.



II. PROJECT PARTIES

The New York State Department of Transportation supports the City of Olean's application to the National Infrastructure Investment (TIGER-5) Discretionary Grant funding program. All project elements fall within the boundaries of the City of Olean, within right-of-way that is owned by the City of Olean, with the exception of the first 100 block of three "legs" of the intersection of Union and State Streets (north, south and west State Street) which is under NYSDOT jurisdiction. The City's Department of Public Works (DPW) is the lead city agency responsible for project implementation, maintenance of the city's roads and infrastructure network, and in coordination with the Department of Community Development (DCD), administers federal and state road and infrastructure funding. DPW and the DCD coordinate their activities to implement projects that are consistent with the City's comprehensive planning efforts, including the 5 Year Capital Improvement Plan. City officials represent the City of Olean as members of the Greater Olean Area Chamber of Commerce and the Southern Tier West Regional Planning & Development organization.

The New York State Department of Transportation (NYSDOT) is responsible for the coordination and development of a comprehensive transportation policy for New York State and assisting in the development and operation of transportation facilities and services for highways, railroads, mass transit systems, and aviation facilities. NYSDOT formulates and maintains a long-range, comprehensive statewide transportation master plan. NYSDOT's Western New York Region 5 Office has provided technical assistance in the planning phases of this project and recommends that the project be funded under the TIGER program.

Two years ago, the business community brought forth a vision for North Union Street entitled "Walkable Olean". Shortly thereafter, Mayor Witte reached out to leading businesses, residents, community organizations and downtown stakeholders to guide efforts to create and *transform* Olean's downtown City Center district. As public/private partners, this Steering Committee's goal are to revitalize the downtown business district and make Olean more attractive not only to area residents but to key employees whom area businesses need to recruit and retain.

Representing the City of Olean, Mayor Linda Witte is an active member of the Cattaraugus County Consortium for Healthy Livable Communities, a partner in the Western New York Health Equity Coalition that is coordinated by the P2 Collaborative of Western New York. A community led initiative, its purpose is to help create healthy communities through quality improvement initiatives, like *Complete Streets* policies; part of their goal is to work with cities, towns and villages and their neighborhood organizations and stakeholders to determine how to make their neighborhoods and communities healthy places to live and work.

Another example of public/private cooperation is the City's partnership with NeighborWorks Home Resources, a not-for-profit housing group who has taken a leadership role in reaching out to community residents to advocate for a more walkable, people-friendly place for all users.

The Olean Area Transit System, named Rural Transportation System of the Year in 2011, collaborates with Cattaraugus County Department of Social Services, the City of Salamanca, the Seneca Nation of Indians, and the Rehabilitation Center to operate several bus routes through the City's downtown business district. Funded with Federal Section 5311 funding, State Transportation Operating Assistance, and partnership agreements with the above-referenced agencies, OATS' goal is to improve access to jobs and



economic opportunity for low-income people and working families by providing reliable public transportation services. The improvements proposed by this application will improve downtown vehicular traffic patterns, resulting in travel time savings, decreased energy consumption and improved air quality.





III. GRANT FUNDS AND SOURCES/USES OF PROJECT FUNDS

Total Amount of Funds Being Requested: \$6,500,000

Total Project Cost: \$8,850,000

Project Funding Sources:

Fund Type	\$ Amount	Percent
TIGER-5 Gant Request	\$6,500,000	73%
Federal	\$0	0%
State	\$600,000	7%
Local	\$1,250,000	14%
Other Agency	\$400,000	5%
Private	\$100,000	1%
Total Project Cost	\$8,850,000	100%

Project Funding Uses:

Activity	TIGER V	State	Local	Other	Private
Preliminary and Final Design	\$640,000		\$160,000		
Roadway Construction, including water and sewer replacement	\$5,300,000	\$600,000	\$950,000	\$400,000	
Streetscape Amenities					\$100,000
Construction Inspection	\$560,000		\$140,000		
Total	\$6,500,000	\$600,000	\$1,250,000	\$400,000	\$100,000



IV. SELECTION CRITERIA

IV.1 Long Term Outcomes

A. State of Good Repair

The City of Olean has a history dating back to the early 1800's. North Union Street, as shown in historical photos was the primary commercial and entertainment district when Olean became an oil boom town after the Civil War. Many of the downtown buildings date from the late 1800's or early 1900's. The underground infrastructure also dates from this time, and sewer line and water line breaks are common. North Union Street was last reconstructed in the 1970's, and is approaching the end of its useful life. The remainder of the public infrastructure on the street is in poor condition and beyond its useful life. In the last year, three street lights have fallen over due to metal fatigue. While some property owners have installed landscaping and other amenities, there is no cohesive fabric for the street, resulting in an uninviting destination that discourages visits. Numerous pedestrian facilities do not meet Americans with Disabilities Act (ADA) standards. Sidewalks exist, but are generally in poor condition and lack ADA accessible designs. None of the seven traffic signals in the corridor has pedestrian signals, creating confusion and uncertainty for crossing the four lanes of traffic. The current state of repair in this key retail area contributes to safety issues for pedestrians and cyclists, high speeds due to driver frustration with traffic signal delays, and an uninviting area for commercial investment. These conditions are a significant threat to long term economic growth and stability in Olean.

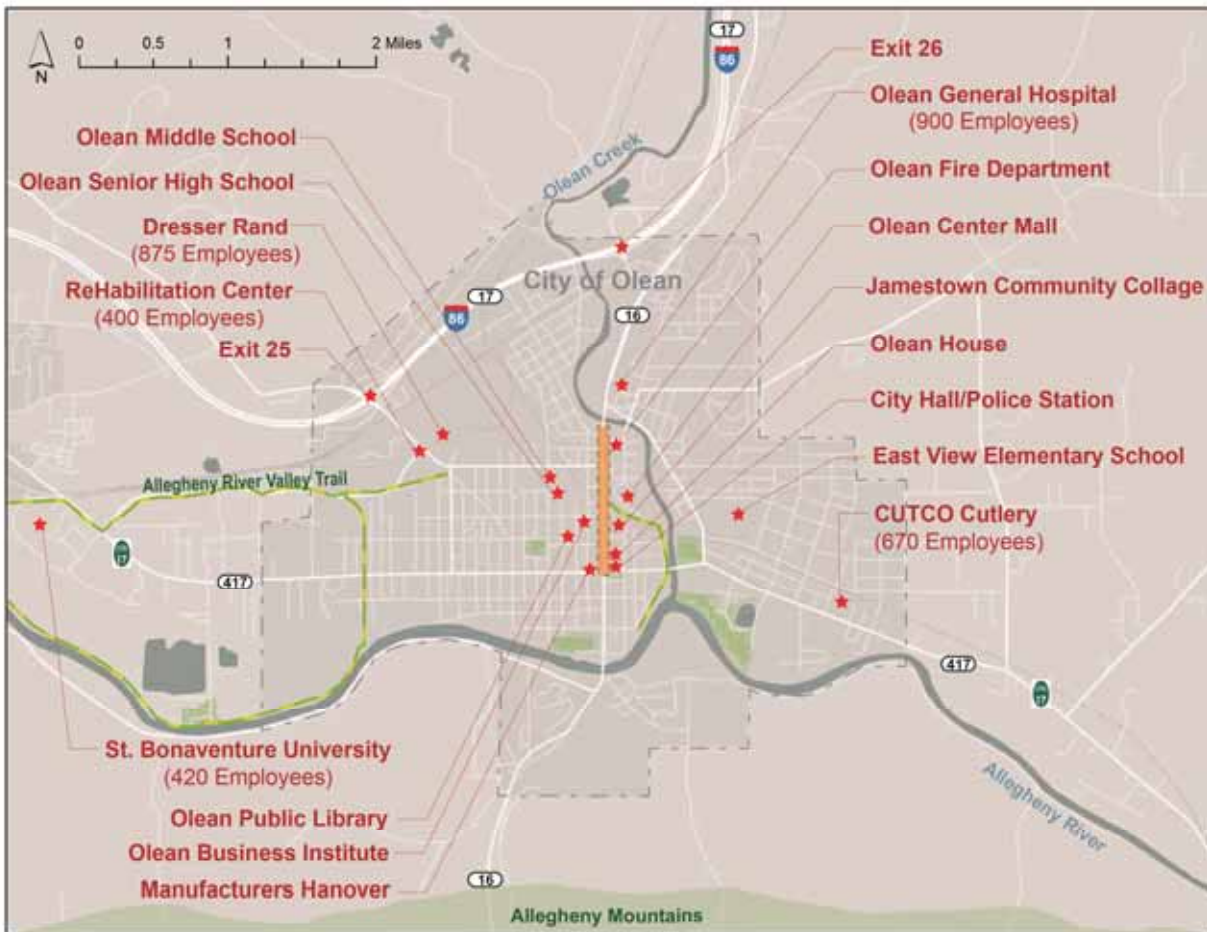
To address the current state of the infrastructure, the North Union Street Transformation project will:

- Replace outdated sewer and water lines
- Replace the seven traffic signals with modern roundabouts
- Provide appropriate accommodations for individuals with disabilities
- Add buffered bicycle lanes to encourage cycling
- Provide a cohesive public space through the addition of landscaping, lighting, and pedestrian amenities.

B. Economic Competitiveness

The City of Olean is an important regional center that attractively blends urban amenities, small town character and charm, and a sense of history, with beautiful natural surroundings. The city is a vital and dynamic place that is content and comfortable with its role as a small city that serves as the commercial, service and cultural center for the surrounding towns and counties.

There is a role for downtown that cannot be met by the large "big box" retailers situated and growing on Route 417 in Olean and Allegany. Re-branding and revitalizing downtown can provide arts, entertainment and specialty retailing that are under-represented in the immediate area. A carefully conceived retailing strategy can develop a shopping experience that blends the selection, price and sales tax impact of large retailers with the unique offerings of specialty stores.



This project will strengthen partnerships with educational and medical institutions as well as large employers. Letters of support (included in Appendix B) from these partners confirm their belief that the project will create a downtown that will be a true asset and assist in their recruitment efforts of the most qualified employees, students, residents and visitors who have a choice of where they want to work, study, live and play. This project will also help attract the much needed capital investment to the corridor's adjacent real estate and attract new businesses and residents to then occupy the current vacancies.

C. Livability

The North Union Street Transformation will further the six livability principles developed by DOT with the Department of Housing and Urban Development and the Environmental Protection Agency as part of the Partnership for Sustainable Communities.

1. Provide More Transportation Choices

By constructing a more walkable downtown and including dedicated bike lanes, this project will provide more transportation choices and has the potential to decrease transportation costs, reduce reliance on foreign oil, improve air quality reducing greenhouse gasses and promote public health.



This project has the support from the Cattaraugus Health Department and Olean General Hospital in part because of the community health benefits that will result from creating a safe walkable main street.

The project is designed to support multi-modal users, especially those who are not currently served by conditions in the existing corridor.

- Capacity studies demonstrate equivalent travel time for cars and trucks.
- Front door delivery vehicles accommodated in bike/safety lane or in parking bays.
- Travel width is sufficient for safe pull-off to make-way for emergency vehicles.
- Roundabouts will include truck aprons and mountable curbs to serve large vehicles.
- Bicycle lanes are added to accommodate this mode for the first time.
- Wide sidewalks are maintained, providing space for children on bikes and personal mobility vehicles, as well as sidewalk café dining.
- Shortened crosswalks will be ADA-compliant and safer than the existing crossings.

2. Promote Equitable, Affordable Housing

Many of the buildings along North Union Street have the potential to become mixed use buildings, with commercial space on the ground floor and rental units on the upper floors. This type of mixed use development creates a synergy between downtown street activity and downtown development. Residential units spur demand for stores, restaurants, and other entertainment, which in turn creates more demand for downtown residential units. The City of Olean is committed to equitable, affordable housing, and by partnering with NeighborWorks Home Resources (NWHR), a not-for-profit housing organization and a member of the national NeighborWorks America network. The City partners with NeighborWorks under the Main Street program to increase affordable downtown rental units to accommodate low and moderate income individuals and families and student housing for JCC. The City's "Small Cities" monies (now OCR) were used along with a façade program (most of the funds were geared toward upper floor housing as it was a grant enticement to the owners) to not only create apartments but renovate several as well. NWHR also used Main Street monies to also renovate upper floor housing units. All of these units have restrictions on rent cost and income.

3. Enhance Economic Competitiveness

The North Union Streetscape project will result in a more attractive Central Business District that will, attract new businesses to the area, help existing business attract more desirable employees as well as the local colleges and university attract the best students and later encourage them to then stay while also creating a place to visit and patronize.

4. Support Existing Communities

This project will help revitalize a once thriving city. The City of Olean has beautiful, accessible natural scenery, a thriving college and university, and a grand American main street. The city has the ingredients to restore its civic life, its vitality, and recover its property value.



This Project will foster a cycle of renewal yielding community and quality of life benefits:

- Is consistent with, and part of a current comprehensive community plan.
- Has strong community/public involvement and support as evidenced by participation at three Steering Committee and Citywide public meetings.
- Promotes modal choices other than personal vehicle use.
- Provides for and improves the accessibility, convenience, connectivity and safety of the bicycle and pedestrian network and incorporates “walkable communities” and “complete streets” concepts without negatively impacting vehicular utility.
- Improves safety and addresses critical safety concerns relative to pedestrian and bicycle accessibility and street crossing infrastructure.
- Fosters downtown or community revitalization, character and aesthetics.
- Takes a context sensitive design approach.

5. Coordinate and Leverage Federal Policies and Investment

Improvements to North Union Street are expected to stimulate mixed-use and commercial redevelopment of numerous North Union Street properties whose economic viability has been limited by the low sidewalk traffic. Redevelopment of these buildings will coordinate and leverage federal policies and to spur investment in the corridor. Some of the federal policies that can be leveraged include historic building tax credits, stormwater mitigation funding, energy efficiency grants, Main Street grants and livable communities’ grants.

6. Value Communities and Neighborhoods

As with many revitalized towns across the country, the best place for Olean to start is with the downtown district, specifically Union Street, the city’s main commercial thoroughfare. Improving the design of this street will enhance citizens’ quality-of life, raise property values, and encourage investment, as well as make the street easier and less costly to maintain.

North Union Street is populated with a great mix of historic and modern buildings that together create a unique downtown that is desperately in need of a jump start to experience the vibrancy that once was.



D. Environmental Sustainability

Implementation will provide environmental benefits, protecting and enhancing the natural environment, cultural heritage and community appearance, while promoting energy conservation. Environmental benefits of the North Union Street Transformation include:

- Improved air quality through reduced congestion and better use of modes – reducing Vehicle Hours of Delay (VHD), energy consumption and Greenhouse Gas (GHG) emissions.
- Addresses climate change and improves water quality by reducing runoff and improving natural absorption.
- A reduction of impervious areas by over 50% due to the addition of green median and permeable pavers in parking bays. Sidewalk plantings will recycle rainwater.
- Enhances cultural and historic resources by restoring property value and making private reinvestment viable and attractive.
- Utilize the unique natural environment in planning to strengthen the downtown business environment.
- Reduces energy consumption by incorporating roundabouts to reduce congestion and electricity for powering traffic signals.
- Supports Smart Growth.
- Reduces the carbon footprint and consumption of petroleum.

Olean is also under an Order of Consent with the DEC reduce storm-related sewer overflows into the Allegheny River. The City will separate roof receivers and storm drains from the sanitary system. This Complete Street investment is complementary because it will combine construction effort and reduce runoff with the new street design.



E. Safety

Replacing the seven signalized intersections with modern roundabouts will calm traffic and improve safety for both pedestrians and drivers along the corridor. Studies in the United States and Europe have shown that roundabouts help to reduce all crashes by 37%, injury crashes by 75%, fatal crashes by 90% and pedestrian crashes by 40% (Washington State DOT). Accident data for North Union Street for the past five years was obtained and analyzed to determine the locations and types of accidents. With 186 accidents occurring on a 0.6 mile segment of road, the accident rate on North Union Street is 13.48 accidents per million vehicle miles of travel (mvm). This is over 4.6 times greater than the New York State average of 2.92 accidents/mvm for four-lane undivided urban roadways. As shown below, 100 accidents occurred at intersections, and these were used to determine that the change from signalized intersection to roundabouts will reduce accidents for an annual benefit of over \$520,000.



Accident Statistics at Intersections

Year	Total Accidents	Injuries	PDOs	Non-Reportable	Pedestrian/Bike Accidents
2008	26	7	43	4	1
2009	18	10	23	4	2
2010	17	3	17	7	2
2011	23	8	28	9	1
2012	16	3	32	1	0
Total	100	31	143	25	6



Types of Accidents

Year	Right Turn	Left Turn	Backing Up	Rear End	Changing Lanes	Side-swipe	Ped/Bike	Unk	Total
2008	2	11	1	14	2	2	3	4	39
2009	2	11	5	17	6	3	3	1	48
2010	4	9	3	12	3	2	3	1	37
2011	2	6	6	12	5	1	1	3	36
2012	1	6	2	7	2	0	4	4	26
Total	11	43	17	62	18	8	14	13	186

Accident Location Information System (ALIS) Olean

The benefits of reducing crossing distance and calming traffic will be especially valuable to seniors and children. Olean has an aging population, and statistics show that older adults are more likely to be victims in both motor vehicle and pedestrian fatalities. The project will reduce vehicle travel speeds in areas where vehicles and pedestrians interact and where older drivers and pedestrians need more time to make decisions and execute changes. The project will also increase safety for children – there is no busing of students within the City of Olean other than a couple of outlying areas. Children from the east side of Olean who walk or bike cross this street at some point to get to the Middle School or the high school.

F. Project Readiness

The project has completed a scoping process to identify feasible alternatives, including detailed topographic survey and right of way mapping, and is ready to move immediately into the Preliminary Design Phase to assess detailed project costs and design considerations. A robust public involvement process during the project scoping phase has provided the general public and stakeholders with numerous opportunities to provide input into the project design.

a.) Technical Feasibility

The proposed North Union Street Transformation will involve the full –depth reconstruction of North Unions Street between NY Route 717 (State Street) and Main Street. The current curb-to-curb width will be maintained, but the existing 82’ of pavement will be reallocated by eliminating one travel lane in each direction, adding buffered bike lanes to each side of the road, and by creating a landscaped central median. There are seven signalized intersections in the corridor, and these will be replaced with five modern roundabouts and two right turn only intersections with mountable medians as shown on the attached plan sheets. Sidewalks and landscaping will be updated to provide stormwater treatment and compliance with ADA requirements. Existing water lines and storm sewers will be replaced as part of the project. The project will take place within existing right of way and no environmental issues are anticipated.

b.) Financial Feasibility

The City of Olean is actively pursuing financing opportunities to implement various components of the project. The North Union Streetscape Design Project has been identified as a priority project by the Regional Economic Development Council, and as such, has



received initial funding from the Empire State Development Corporation to complete the scoping phase of the North Union Street Transformation project.

The total cost for the project is \$8,850,000. The allocation of funds to complete all tasks is shown in the following table.

Activity	TIGER V	State	Local	Other	Private	Total
Preliminary and Final Design	\$640,000		\$160,000			\$800,000
Roadway Construction, water/sewer replacement	\$5,300,000	\$600,000	\$950,000	\$400,000		\$7,250,000
Streetscape Amenities					\$100,000	\$100,000
Construction Inspection	\$560,000		\$140,000			\$700,000
Total	\$6,500,000	\$600,000	\$1,250,000	\$400,000	\$100,000	\$8,850,000

A preliminary construction budget has been developed for the preferred alternative, with total construction estimated to cost \$7,250,000. The roadway construction items are estimated to cost approximately \$4,895,000, as summarized in the following table.



Roadway Construction Costs

DESCRIPTION	UNIT	UNIT COST	TOTAL QUANTITY	TOTAL COST
UNCLASSIFIED EXCAVATION AND DISPOSAL	CY	\$13.00	23,789	\$309,257.13
EMBANKMENT IN PLACE	CY	\$7.74	3,754	\$29,057.90
SUBBASE COURSE, TYPE 2	CY	\$28.00	9,994	\$279,819.49
9.5 F1 TOP COURSE HMA, 70 SERIES COMPACTION	TON	\$160.00	2,172	\$347,526.46
25 F9 BINDER COURSE HMA, 70 SERIES COMPACTION	TON	\$124.43	3,200	\$398,127.98
37.5 F9 BASE COURSE HMA, 70 SERIES COMPACTION	TON	\$123.21	9,139	\$1,126,071.84
SAWCUTTING ASPH PAV'T, CONC PAV'T & ASPH OVERLAY ON CONC	LF	\$2.67	764	\$2,039.88
CONCRETE SIDEWALKS AND DRIVEWAYS	CY	\$310.00	2,109	\$653,667.53
CAST-IN-PLACE CONCRETE CURB, TYPE VF150	LF	\$32.00	15,759	\$504,301.12
TOPSOIL - SPECIAL PLANTING MIX	CY	\$55.00	1,071	\$58,881.70
PLANTING - MAJOR DECIDUOUS TREES - 3 INCH CALIPER	EA	\$555.00	84	\$46,620.00
PLANTING - DECIDUOUS SHRUBS - 15 INCH HEIGHT/SPREAD	EA	\$300.00	253	\$75,900.00
ENGINEER'S FIELD OFFICE - TYPE 1	MO	\$1,538.25	12	\$18,459.00
REMOVE TRAFFIC SIGNAL INSTALLATION	EA	\$5,000.00	7	\$35,000.00
WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	LF	\$0.40	15,307	\$6,122.80
YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	LF	\$0.50	3,120	\$1,560.16
WHITE EPOXY REFLECTORIZED PAVEMENT SYMBOLS - 20 MILS	EA	\$200.00	58	\$11,600.00
INSTALL BRICK PAVEMENT	SY	\$105.00	4,787	\$502,635.00
DRAINAGE	LS	\$120,000.00	1	\$120,000.00
STREETLIGHTING & PARKING KIOSKS	LS	\$180,000.00	1	\$180,000.00
MOBILIZATION (4%)	LS		4%	\$188,265.92
TOTAL FOR CONSTRUCTION ITEMS				\$4,894,913.90

Total construction costs, including survey, Maintenance and Protection of Traffic, contingency (10%) and estimated costs of water and sewer replacement are shown in the following summary table.



Summary of Total Construction Costs

Roadway Construction Cost	\$4,895,000
Construction: Survey, MP&T (10%)	\$489,500
Contingency (10%)	\$489,500
Water & Sewer Lines	\$1,376,000
Total	\$7,250,000

c.) Schedule

Detailed Design is expected to be complete within four months after Design Approval, allowing the project to be let for bid in June 2014.

Assuming Grant Award in August of 2013, the anticipated project schedule is shown below.

Activity	Anticipated Start/Completion
TIGER 5 Grant Award	August 2013
Preliminary Design/Environmental Approvals	August 2013/December 2013
Design Approval	January 2014/February 2014
Detailed Design	February 2014/May 2014
Advertise and Bidding	June 2014
Project Award	July 2014

IV.2 Secondary Selection Criteria

A. Innovation

Landscape elements will incorporate innovative practices to optimize the lifespan and maintenance costs of plantings. Selected tree species will provide adequate shade for pedestrians, offer a suitable framework for decorative lighting, minimize maintenance costs and will not block the views of historic buildings. Planters will capture rainwater and reduce Combined Sewer Overflows (CSO) and storm-water run-off in the city’s combined sewer system. Energy efficient street lighting and solar powered parking kiosks will reduce energy costs.

B. Partnership

The project will be managed by the City of Olean. Other involved parties include the New York State Department of Transportation (involvement at State Street (NYS Route 417) and at Main Street, NeighborWorks (downtown business involvement), Olean Area Transit System (transit provider), and private business/schools (Olean General Hospital, Jamestown Community College, Olean Business Institute, Olean Center Mall, Dresser Rand, Cutco).

The public dialogue to improve Union Street has been ongoing for years and Walkable Olean is featured in the WNY Regional Sustainability Plan. These are some recent highlights:



- 2011: Walkable Olean was brought forward by the business community who need this because communities with high walkability are vibrant and attractive to the Millennial Generation that they need to recruit and retain.
- November 2011: The REDC advanced Walkable Olean as a transformational priority project in their foundational Regional Strategy because it represents Smart Growth that will lift main street entrepreneurs. ESD followed with a \$1,000,000 grant.
- October 2012: Dan Burden, Executive Director of the Walkable and Livable Communities Institute, conducted a walking audit public presentation. He advised traffic calming in order to balance the needs of all users and stimulate revitalization.
- October 2012: First project Steering Committee with Dan Burden.
- December 17, 2012: The first project steering committee, followed by the first public meeting. Over 70 people attended, providing feedback to the consultant team.
- January 14, 2013: The project steering committee, consultants, the Mayor, Police Chief and Fire Chief visited East Aurora and Hamburg. Elected officials greeted the Olean group which observed four roundabouts and talked to business owners.
- January 16-17, 2013: Three focus groups to delve deeper into issues drew County Department of Public Works staff, North Union Street business and property owners, NYSDOT, Dresser Rand, cultural and arts organizations, JCC staff, Saint Bonaventure University staff and students, City staff, and a City Councilor.
- February 13, 2013: Four design concepts were presented at a public meeting where more than 60 people attended. Feedback gathered has been used to refine the design submitted with this application.

Meeting summaries and public participation materials are posted at www.walkableolean.com, which is maintained by NeighborWorks Home Resources, another advocate for this project.

The project enjoys public and industry support. The City has pledged money because citizens support this investment. Major employers also pledge financial support and the City is confident of grant support for the CSO compliance project. Combining this with the Complete Street initiative will minimize investment and yield better compliance.

The Olean Chamber of Commerce is supportive. Seeing Hamburg and East Aurora as success stories, we anticipate that the Chamber and individual businesses will adopt landscape and street furniture upkeep. Many businesses already landscape their sidewalks. Additionally, elimination of traffic signals and more than 20% of the travel-way pavement will yield operating and maintenance savings that may be directed to landscape upkeep.

Fifty years ago when North Union Street was vibrant and walkable, this downtown provided 20% of City Hall's revenue. Today it's less than 5%. The purpose of this project is to restart this important revenue engine of the City, bringing property and sales tax receipts plus parking and permit revenue. As a productive asset, North Union Street will be well maintained and carefully enhanced – after it is restored to vibrancy as a complete street.

IV.3 Results of Benefit–Cost Analysis

According to the Benefit-Cost Analysis (Appendix A), the **North Union Complete Street Transformation provides a net benefit of \$3,198,408 for 139% Benefit Cost Ratio.** The benefits are summarized below and in the following table, and are explained in detail in the Benefit Cost Analysis attached as Appendix A.



Identified Benefits

1. Travel Time Savings – Benefits from reducing delay at signalized intersections during morning and evening peak period valued at \$139,698 per year. This does not assume any growth in traffic or off-peak delays.
2. Reduced Vehicle Emissions- Based on the monetized value of greenhouse gases this did not provide a significant benefit, but it is obvious that reduced emissions do provide a health benefit to the entire community and as well as help reduce climate change factors.
3. Fuel Savings- Benefits from reducing fuel usage during morning and evening peak periods is valued at \$15,122 per year. This assumes that gas prices so not increase of the 20 year analysis period.
4. Safety- Replacing signalized intersections with modern roundabouts will provide a monetary benefit valued at \$520,737 per year. This does not include other safety benefits resulting from enhanced pedestrian crosswalks, reduced speeds from traffic calming measures or by reducing the number of travel lanes.
5. Property Values- Based on the experiences of other communities that have created walkable downtowns, it is expected that property values will increase by at least 10%. The current valuation of North Union Street properties is over \$48,000,000, resulting in a total benefit of \$4,800,000. This benefit does not include jobs or tax benefits of a reinvigorated North Union Street.
6. Energy Efficiency- Benefits of replacing seven traffic signals with five roundabouts and replacing current street lights with energy efficient lighting valued at \$40,500 per year.
7. Environmental Sustainability – The air quality benefits of planting 84 trees in the corridor is valued at \$83,748 per year. This does not include the benefits of reducing stormwater inflows.

The following benefits can be considered to be contributing factors to increased property values, but no explicit monetary value is calculated.

1. Public Health- Improved sidewalks and the addition of bicycle lanes will encourage active transportation, resulting in healthier lifestyles and reduced healthcare costs.
2. Business Creation- An attractive complete street with improved landscaping and increased pedestrian traffic will attract and sustain new businesses; creating jobs and boosting the local economy.
3. Employee Attraction and Retention- The project will make Olean an attractive destination for young professionals, allowing businesses to expand with by hiring and retaining highly qualified employees.
4. Community Cohesion- A new and improved public space designed for greater pedestrian mobility and safety will be a point of pride for decades to come.

Costs

1. Initial Capital Cost – The total \$8,850,000 cost for the project, including design fees, utility replacements, and streetscape amenities.
2. Landscape Upkeep – The annual cost of maintaining landscaped median and trees is estimated at \$5,000 per year.
3. Road Maintenance – This includes regular maintenance striping (\$20,000 every four years) and complete mill and overlay at year 10 (\$315,000).



V. PLANNING APPROVALS, NEPA AND OTHER ENVIRONMENTAL REVIEWS/APPROVALS

The North Union Street Transformation project is not within a Metropolitan Planning Organization (MPO) area, but is supported by the Southern Tier West Regional Planning Association. The New York State Department of Transportation also supports the project, and has certified that the project will be added to the Statewide Transportation Improvement Plan (STIP) if TIGER funds are awarded. (See letters of support)

The North Union Streetscape Design project can reasonably anticipate approval at federal, state, and local levels, including completion of a NEPA environmental document by January of 2014. Complete documentation of NEPA and the New York State Environmental Quality Review Act (NYS SEQRA) will be included in the Design Report submitted at the completion of preliminary design for Design Approval. The effort to complete the environmental documentation is expected to be approximately 10% of the Preliminary Design Effort, or \$80,000. This effort includes coordination with affected agencies, Right of Way Incidentals to confirm no right of way impacts, and coordination with the State Historic Preservation Officer (SHPO) to address any potential Section 106 impacts. It is currently anticipated that Design Approval can be granted by January 2014.

A review of NEPA requirements indicates that the project will be a Programmatic Categorical Exclusion as it does not change traffic patterns, require property acquisition, involve work in wetlands, require a 4(f) evaluation, or involve any known hazardous materials sites. The project will require a finding of no impact from the SHPO as the project is adjacent to properties with National Historic status, but this finding is expected to be granted as the project will include elements to complement historic resources.



VI. FEDERAL WAGE RATE CERTIFICATION

Federal Wage Rate Certification

I, Linda Witte, on behalf of the City of Olean, New York, the sponsoring agency for the Department of Transportation's National Infrastructure Investments under the Consolidated and Further Continuing Appropriations Act, 2013, hereby certify that the City of Olean, New York will comply with the requirements of Subchapter IV of Chapter 31 of Title 40, United State Code (Federal Wage Rate Requirements), as required by the FY 2013 Continuing Appropriations Act, if awarded TIGER V funding for this project.

Date: May 23, 2013

Signature: Mayor Linda Witte

Applicant: City of Olean, New York

Title: Mayor