

# 2016 Regional Surface Transportation Program (STP) Grant Application



**PROJECT TITLE:** Boulevard Road & Morse-Merryman Road Roundabout Construction TRPC use only

## GENERAL PROJECT INFORMATION

Agency or Organization City of Olympia  
 Contact Person Mark E. Russell, P.E., Director of Transportation  
 Phone Number (360) 753-8762  
 Email Address mrussell@ci.olympia.wa.us

**Type of Transportation Partner** (Check one)

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Type of Regional Funding Priority** (Check all that apply)

Safety	<input checked="" type="checkbox"/>
Preservation	<input checked="" type="checkbox"/>
Efficiency	<input checked="" type="checkbox"/>

**Threshold Criteria**

Project elements meet all regional eligibility requirements   
 Project elements and administration meet all federal eligibility requirements   
 Applicant can demonstrate ability to obligate funding as proposed

## STATUS OF EXISTING FEDERAL PROJECTS

	Yes	No
Does the applicant have any other regional STP projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>
Does the applicant have any other state selected federal projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

## PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

This proposal will construct a single-lane roundabout at the intersection of Boulevard Road and Morse-Merryman Road. A roundabout will improve intersection safety and flow for motor vehicles, and enhance the safety and comfort of bicyclists and pedestrians through the intersection. The intersection is projected to fall below adopted standards for congestion within the next six-years. The improvements will ultimately allow this area to densify, as planned in the Olympia Comprehensive Plan, while minimizing the impact of the additional trips. The Boulevard Road corridor serves regional traffic.

## PROJECT LOCATION AND DETAILS – applicants may submit a map of the project or program/service area

<b>Construction Projects</b>	Project Location	<u>Intersection of Boulevard Rd. and Morse-Merryman Rd.</u>
	Type of Construction Project	<u>Install Roundabout</u>
	Roadway Classification	<u>Minor Arterial, Route #5253</u>
	Length of Construction Project	<u>0.20 miles</u>
<b>Vehicle Acquisition Projects</b>	Number of Vehicles	<u>N/A</u>
	Type of Vehicle	<u>N/A</u>
<b>Transportation Programs/Services /Studies</b>	Delivery Area of Program/Service/Study	<u>N/A</u>
	Type of Program/Service/Study	<u>N/A</u>
	Duration of Program/Service/Study	<u>N/A</u>

**PROJECT PHASING AND COSTS**

Identify project phases and costs	<b>Phase</b>	<b>Cost</b>
<b>Construction Projects</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design: <input type="checkbox"/>	\$ _____
	Right-of-Way: <input type="checkbox"/>	\$ _____
	Construction: <input checked="" type="checkbox"/>	\$ 4,591,775
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase: <input type="checkbox"/>	\$ _____
<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services: <input type="checkbox"/>	\$ _____

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

**FFY 2017 – 2019 Project Obligation**

Select the preferred federal fiscal year the project <u>will</u> obligate*	2017	2018	2019
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match</b> (non-federal share)			*Applicants must provide a minimum of 13.5% non-federal share to federal share. <u>Example</u> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources	\$ 2526343	
	State funding	\$ 1266375	
	<b>STP Grant Request</b>	\$ 799057	
	<b>Total Project/Phase Revenue</b>	\$ 4591775	

**SUPPORT FOR THE REGIONAL TRANSPORTATION PLAN, SUSTAINABLE THURSTON OR OTHER REGIONAL INITIATIVES**

Identify ways in which the proposed project supports the goals and policies of the Regional Transportation Plan, implementation of Sustainable Thurston transportation initiatives, or other regional initiatives. Examples of other initiatives include, but are not limited to, Urban Corridor Communities and associated District Plans, Healthy Kids Safe Streets Action Plan, South Thurston Economic Development Initiative, Walk and Roll, Commute Trip Reduction, I-5 Action Plan, Bountiful Byways, Smart Corridors.

See PROJECT DESCRIPTION & SIGNIFICANCE on page 4.

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative City of Olympia, Steve Sperr, P.E., Assistant City Engineer

CA Signature and Date  10/14/16

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, **the project will obligate funding by the date indicated on the award letter**; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Mark E. Russell, P.E., Director of Transportation

Name and Title of Designated Representative 

Signature of Designated Representative

10/13/16

Date

**Project Title:** Boulevard Road & Morse-Merryman Road Roundabout Construction

**PROJECT DESCRIPTION & SIGNIFICANCE (2 PAGES MAX, 10 POINT FONT MINIMUM)**

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

Current Conditions: Boulevard Road is a two-lane urban minor arterial with bike lanes and limited sidewalks. Morse-Merryman is an urban collector with bike lanes and partial sidewalks and provides immediate access to an elementary school. Congestion at the intersection of Boulevard Road and Morse-Merryman Road is projected to fall below the acceptable standards within the next six years. During the a.m. and p.m. peak hours, substantial queues occur on westbound Morse-Merryman Road. Emergency vehicle access is becoming more difficult as traffic volumes increase. Bicyclists have raised concerns about vehicles at this intersection using the bike lane to go around left-turning vehicles, creating safety concerns. Pedestrians have difficulty crossing at the intersection during peak hours.

Project Description: The City completed a Boulevard Road Corridor Study with an extensive public involvement process in April 2006. The vision for Boulevard Road articulated in this study is to maximize pedestrian and bicycle safety, while maintaining vehicle mobility. The study identified the use of roundabouts at three intersections in the corridor, in order to minimize the number of lanes needed to serve vehicular traffic.

In 2010, the City constructed the first of the three roundabouts at Boulevard Road and Log Cabin Road. A second roundabout was constructed at the intersection of 22nd Avenue in early 2014. This proposal for the intersection of Morse-Merryman Road will be the final planned roundabout for the corridor. This project is identified in the Capital Facilities Plan (CFP) and Transportation Improvement Plan (TIP). The CFP and TIP provide for the opportunity for public review and comment through public hearings. There is support for this improvement from neighborhood associations in the immediate vicinity.

This proposal will complete the construction of a single-lane roundabout at the intersection of Boulevard Road and Morse-Merryman Road. A roundabout will improve intersection safety and flow for motor vehicles, and enhance the safety and comfort of bicyclists and pedestrians. The single-lane roundabout will transition into 2 or 3 lanes on Boulevard Road and 2 or 3 lanes on Morse-Merryman Road.

The project will install sidewalk segments and provide crossing islands at the intersection for pedestrians. Around the roundabout, an 8-foot sidewalk with a minimum 2-foot wide textured hard-scape buffer from the circulating travel lane will be provided. Streetlights will be installed for improved safety and nighttime visibility. Bike lanes on both streets will be maintained, and a wide shared-use sidewalk will be provided for less experienced cyclists who choose not to ride in the roundabout. The intersection will be paved to preserve the street surface.

Project Significance: Boulevard Road is a major regional corridor connecting Olympia's Downtown to southeast neighborhoods, the Urban Growth Area, and surrounding jurisdictions. This corridor also serves transit, provides access to six schools, and connects southeast Olympia to medical facilities on Lilly Road.

As Olympia grows, people will benefit from the roundabout through improved vehicle flow and safety. The walking and biking improvements made as a part of this project will help make these modes more viable, which can lessen the rise of congestion as growth occurs.

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

The roundabout will improve pedestrian, bicycle and transit access, supporting the Commute Trip Reduction goals of the region.

This project will allow this area to densify, as planned in the Olympia Comprehensive Plan, while minimizing the impact of the additional trips. The roundabout allows the City to provide adequate vehicle capacity to serve new development, as mandated by growth management legislation. This project is consistent with the policy direction of the Regional Transportation Plan.

How does the proposal support the goals and policies of the RTP, Sustainable Thurston and other adopted community plans and goals:

The project supports the following RTP policies:

- 1d. Design and invest in transportation projects that have a lasting positive impact, reflect the goals of the people who live and work in the area, and contribute to a sense of place and community.
- 2a. Provide for quality travel mode options appropriate to existing and future land uses, including walking, biking, public transportation, rail, and motor vehicles, including freight.
- 4c Design transportation infrastructure to encourage safe user behavior.
- 9a Design and construct multimodal, context-sensitive, complete streets and roads.
- 9c Avoid widening any local arterial or collector to more than two through lanes in each direction and auxiliary turn lanes where warranted (five lanes maximum mid-block width) to preserve an acceptable community scale and minimize transportation impacts on adjacent land uses.

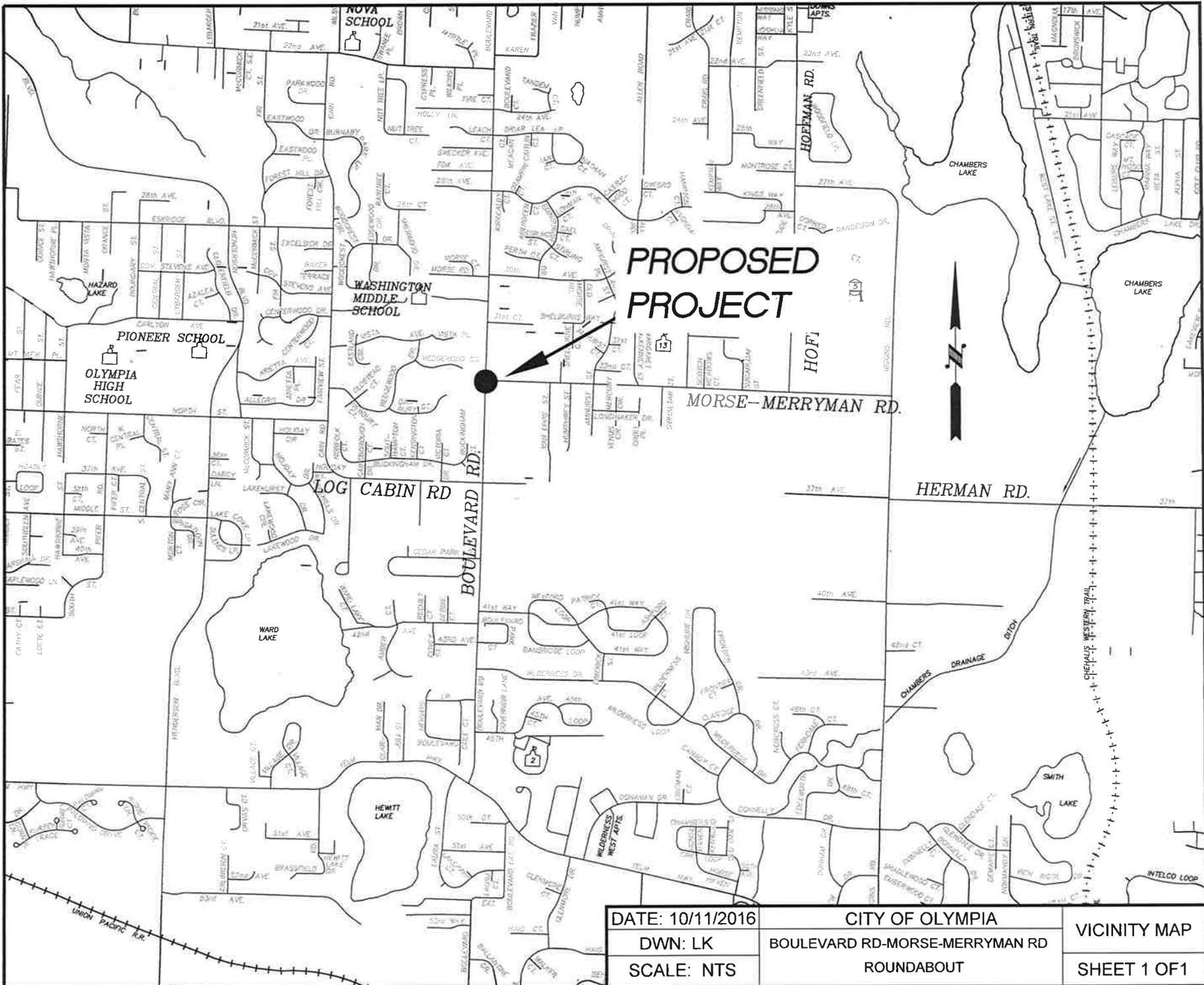
The project supports several Sustainable Thurston Priority goals:

- Because the roundabout will improve mobility for all modes along Boulevard Road, this projects supports this priority goal: "Create vibrant centers, corridors, and neighborhoods while accommodating growth."
- Because the roundabout will improve conditions for walking, biking and improve access to transit, the project supports this priority goal: "Move towards carbon-neutrality."
- Because the roundabout, in comparison to a signal, will moves traffic at a slow but continuous pace with minimal delay, the project supports this priority goal: "Maintain air-quality standards."

The project supports the following Olympia Comprehensive Plan goals and policies:

- GT 1 All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human-scale, but can also accommodate motor vehicles and encourage safe driving.
- PT 1.6 Build intersections that are safe for pedestrians, bicyclists and motor vehicles. Use minimum dimension (narrow lanes and crossings) for a human-scale environment, while maintaining vehicle access and safety.
- PT 8.5 Consider roundabouts instead of signals at intersection to maintain traffic flow.
- GT 9 The impacts of new land-use development on the transportation system are mitigated appropriately.

The improvement will support the goals of the Walk and Roll and Healthy Kids Safe Streets programs by improving safety of students walking and biking to Washington Middle School and McKenny Elementary School. The roundabout will provide sidewalk and bicycling facilities through the intersection. In particular, the splitter islands at the three legs of the intersection will shorten the crossing distances at this major intersection for students walking to school. The roundabout will also meet the goals of these programs by improving the operation of the intersection during arrival and departure times at the schools, improving the safety of students and others traveling in the area.



DATE: 10/11/2016

DWN: LK

SCALE: NTS

CITY OF OLYMPIA

BOULEVARD RD-MORSE-MERRYMAN RD

ROUNDBOUT

VICINITY MAP

SHEET 1 OF 1

