2013/2014 SURFACE TRANSPORTATION PROGRAM

Surface Transportation Program (STP)

- Applications Due: March 21, 2013
- Transportation Policy Board Review: April 10, 2013
- Thurston Regional Planning Council (TRPC) Review and Selection of Projects: May 3, 2013
- Available Funding: Federal Fiscal Year 2013, $2,400,000
  Federal Fiscal Year 2014, $890,000

Regional STP Projects:

West Olympia Access – Interchange Justification Report

The West Olympia Access Study (WOAS), completed in August 2010 by the City of Olympia and Washington State Department of Transportation (WSDOT), evaluated alternatives to improve access and mobility in West Olympia.

West Olympia is a major commercial and employment area for the region. Traffic congestion at Cooper Point Road/Black Lake Boulevard intersection is expected to exceed acceptable standards in the 20-year horizon, with traffic delays occurring in the near term. Adequately addressing congestion in this area cannot be done without additional access to US 101 from West Olympia.

The City and WSDOT determined that the "Hybrid Alternative" for adding new access ramps on and off of US 101 provides the best solution to address traffic flow and access. The Hybrid Alternative includes an eastbound on-ramp and a westbound off-ramp at US 101 and Kaiser Road as Phase 1 (within 15 to 20 years) and an off-ramp extension in the westbound direction from US 101 at Black Lake Boulevard to Yauger Way as Phase 2 (beyond 20 years). In order to advance the Hybrid Alternative proposal, an Interchange Justification Report (IJR) is needed. The IJR includes Engineering and Operational Acceptability approval, environmental review and 30% design. This proposal is to fund the IJR process and advance the project to design and, eventually, construction.

Additional freeway access and associated local street extensions will relieve traffic congestion and provide more route options in West Olympia. As a result of these access improvements, the West Olympia area can grow and densify as anticipated in the *Olympia Comprehensive Plan* (Comp Plan). Emergency vehicle response times will improve, and transit can operate more efficiently. Reducing congestion in this area can also improve the safety and comfort of pedestrians, bicyclists, and transit riders.

Boulevard Road and Morse-Merryman Road Roundabout

This proposal will complete the design to 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 Comp Plan, while minimizing the impact of the additional trips.

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 roundabout is currently under design for the intersection of 22nd Avenue, with construction planned for 2014. This proposal for the intersection of Morse-Merryman Road will be the final planned roundabout for the corridor.

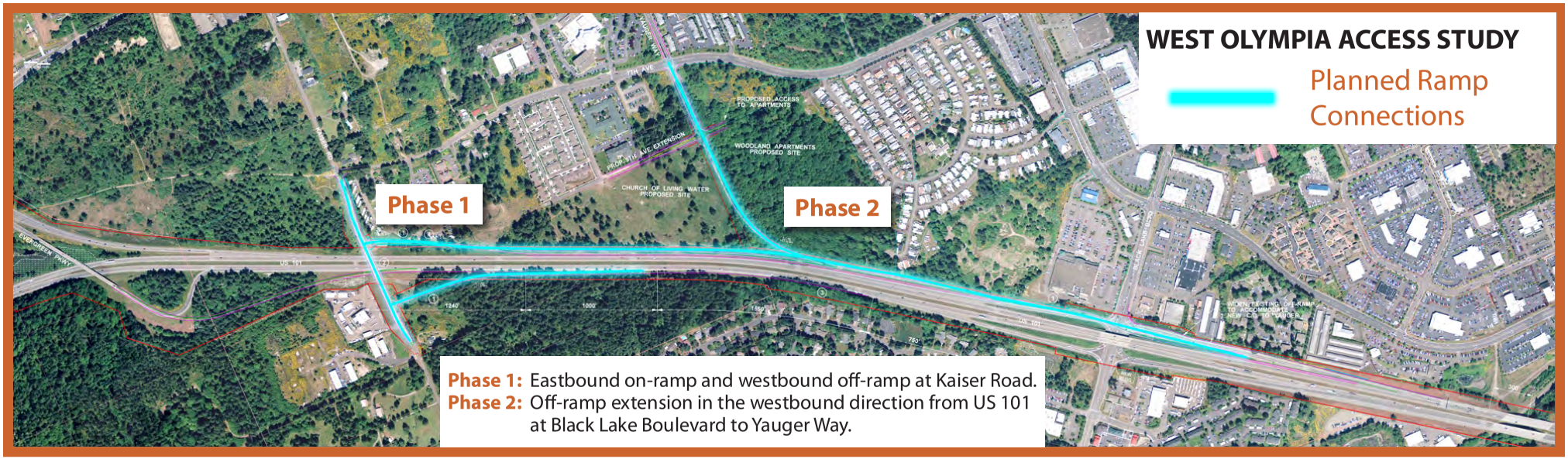
Potential Statewide STP Project:

22nd Avenue/Eastside Street Sidewalk

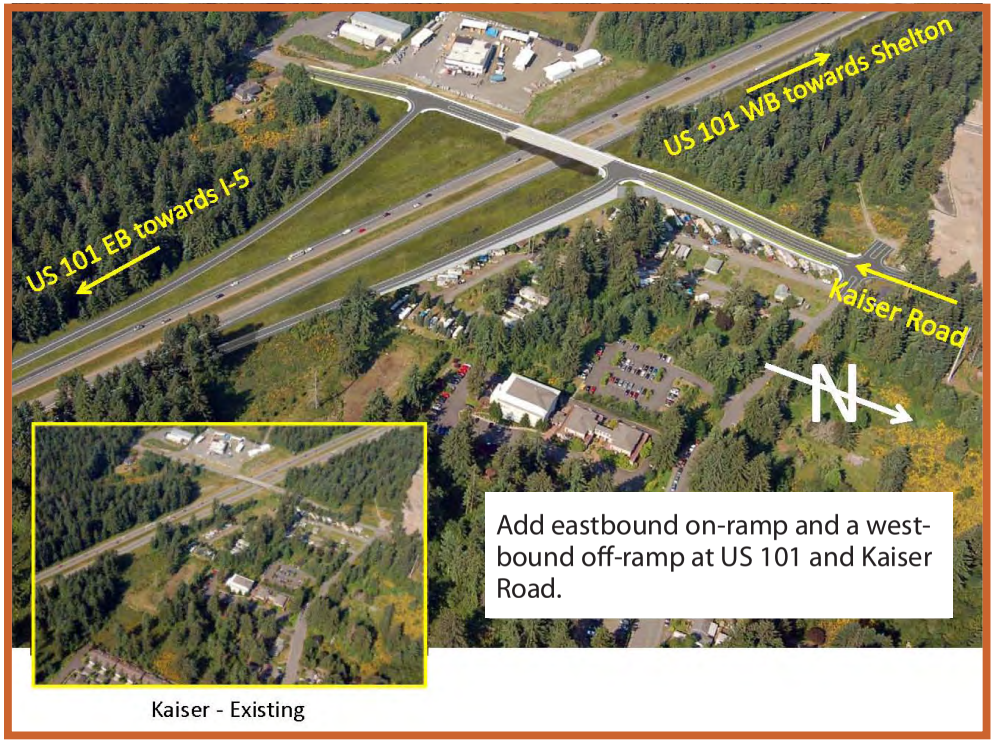
22nd Avenue/Eastside Street is an urban minor arterial, and a significant connection between Olympia's Downtown and southeast neighborhoods. A planned sidewalk project will improve walking conditions for residents traveling Downtown for work, shopping and events, and for students walking to Nova School and Washington Middle School. The sidewalk will improve access to three City parks, the Olympia Woodland Trail, and transit stops along the street. This grant request is for funding to complete the design of the 22nd Avenue/Eastside Street sidewalk project.

This planned project will construct approximately 4,170 lineal feet of 6- to- 8-foot concrete sidewalk on the south side of 22nd Avenue and on the west side of Eastside Street from Fir Street to Wheeler Avenue. Six-foot wide sidewalk is used when the sidewalk is separated from the street and an 8-foot sidewalk is used in areas where it is not feasible to separate the sidewalk from the edge of pavement.

Vicinity Map



Phase 1

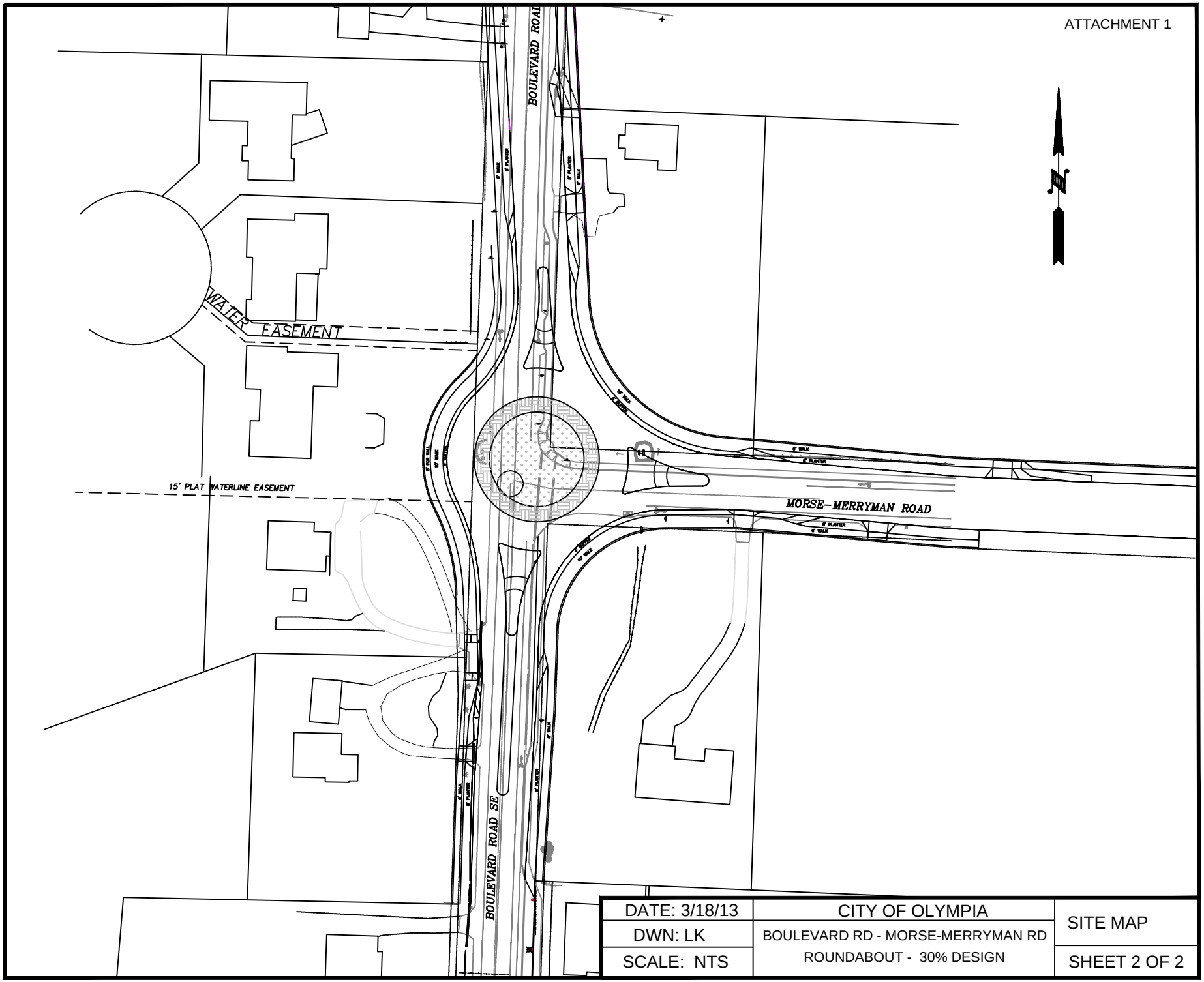


Kaiser - Existing

Phase 2

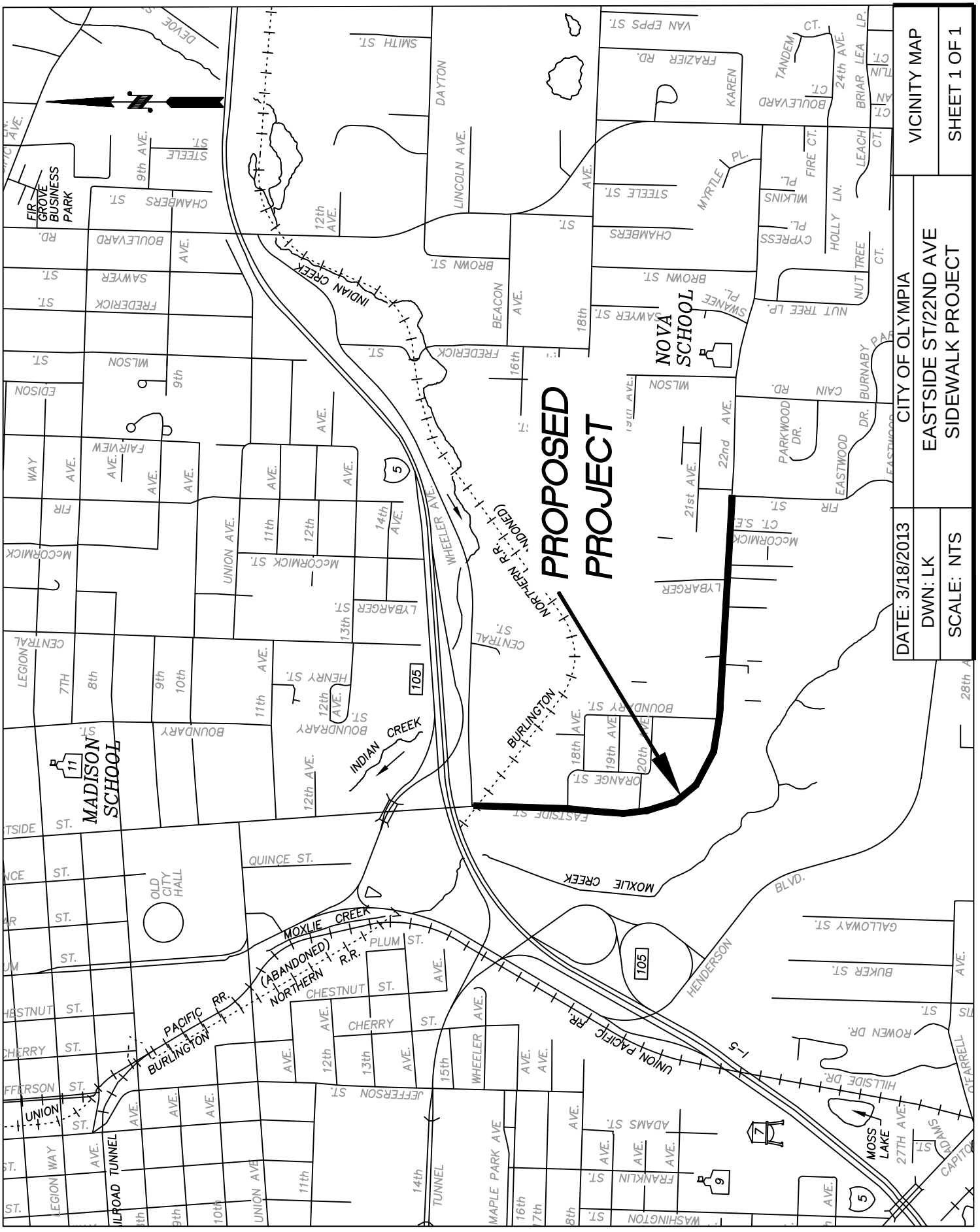
Yauger Way Vicinity – Existing

ATTACHMENT 1



DATE: 3/18/13	CITY OF OLYMPIA	SITE MAP
DWN: LK	BOULEVARD RD - MORSE-MERRYMAN RD ROUNDABOUT - 30% DESIGN	
SCALE: NTS		SHEET 2 OF 2

ATTACHMENT 1



CITY OF OLYMPIA

EASTSIDE ST/22ND AVE SIDEWALK PROJECT

VICINITY MAP

DATE: 3/18/2013

DWN: LK

SCALE: NTS

SHEET 1 OF 1