

2013 TRANSPORTATION GRANT PROGRAMS

Transportation Improvement Board (TIB) Grants

- Applications due August 23, 2013
- Notification of funding selection November 2013

There are two major grant programs for TIB:

1. [Sidewalk Program \(SP\)](#). Program emphasis are sidewalk projects that improve pedestrian safety, pedestrian connectivity, and include sustainability elements. Anticipated funding for this region is \$900,000. Typical grant funding requests range from \$100,000 to \$400,000.

Proposed Project:

22nd Avenue sidewalk from Boulevard Road to Cain Road

- The City received Safe Routes to School grant funds totaling \$1,076,000 in 2013 to construct this sidewalk.
 - Additional grant funding will minimize the amount of City funds to construct the 22nd Avenue Sidewalk project. City funds can be redirected to advance other sidewalk projects in the Parks and Pathways Sidewalk Program.
 - The project is the second next priority in the Parks and Pathways Program (8 out of 33).
 - This project is one phase of a larger project that would extend from Boulevard Road to I-5.
 - The total project cost is over \$5.3 million and we anticipate it will take from 2015 to 2020 to complete the entire project from Boulevard Road to I-5.
 - This section, from Boulevard Road to Cain Road, is the simpler of the two phases, anticipated to cost \$1.9 million.
 - This project will connect to the recently completed sidewalk on Boulevard Road and the future roundabout at 22nd Avenue (planned for 2014).
 - 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.
2. [Urban Arterial Program \(UAP\)](#). Program emphasis is roadway projects that improve safety, support economic development, improve physical condition of a street, and improve mobility. Anticipated funding for this region is \$11.1 million. Typical grant funding requests range from \$1 million to \$4 million.

Proposed Project:

Boulevard Road and Morse-Merryman Road Roundabout

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 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. The City Council identified the Boulevard Road Intersection Improvements, which includes the roundabout at Morse-Merryman Road, as the priority for capacity projects.