2016 Regional Transportation Alternatives Program (TAP) Grant Application

PROJECT
TITLE: Capitol Boulevard Pedestrian Crossing Improvements

GENERAL PROJECT INFORMATION
Agency or Organization: City of Tumwater
Contact Person: Jay Eaton
Phone Number: (360)754-4140
Email Address: jeaton@ci.tumwater.wa.us

Type of Transportation Partner
Select One
Traditional Transportation Partner ☐
Non-Traditional Transportation Partner ☐

Threshold Criteria (check all that apply)
- 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
- Does the applicant have any other regionally selected projects underway? (yes or no) ☐
- Does the applicant have any other state selected federal projects underway? (yes or no) ☐

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 INFORMATION
Applicant’s Project Priority
- Are you submitting more than one TAP application (3 maximum)? ☐
- If “Yes,” what priority is this project application?

TYPE OF PROJECT OR PROGRAM
(Identify one “Primary Purpose” and any “Secondary Purpose” project type that applies)
- Safe Routes to School project or program ☐
- Provision of facilities for pedestrians and/or bicycles ☐
- Preservation and/or conversion of abandoned railway corridors for bike/ped trails ☐
- Construction of turnouts, overlooks, and viewing areas ☐
- Recreational Trails Program (Section 206 of title 23) ☐
- Inventory, control and removal of outdoor advertising ☐
- Preservation & rehabilitation of historic transportation buildings, structures, facilities ☐
- Vegetation management in ROW to control invasive species or control erosion ☐
- Archaeological activities related to impacts from transportation projects ☐
- Environmental mitigation to address stormwater associated with highway runoff ☐
- Environmental mitigation to reduce wildlife mortality or improve habitat connectivity ☐

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 project would upgrade existing pedestrian crossings on Capitol Blvd. at Market Street and at the mid-block location between Dennis Street and Israel Road. The current crossings include marked cross-walks, signage and pedestrian refuge medians. The upgrades would include the installation of pedestrian activated Rectangular Rapid Flashing Beacons at each location.

Capitol Boulevard is a major arterial roadway serving both local and regional traffic and serves as a primary transit corridor. The proposed upgrade locations are located in dense commercial/office land uses with frequent pedestrian traffic. The high traffic volumes and driver non-compliance with the existing crossings pose a safety issue to pedestrians.

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

<table>
<thead>
<tr>
<th>Construction Projects</th>
<th>Type of Construction Project</th>
<th>Length/Size of Construction Project</th>
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</thead>
<tbody>
<tr>
<td>Project Location</td>
<td>Capitol/M and Capitol between Dennis &amp; Israel</td>
<td></td>
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<tr>
<td>Delivery Area of Program/Service</td>
<td></td>
<td></td>
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<tr>
<td>Duration of Program/Service</td>
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PROJECT PHASING AND COSTS

<table>
<thead>
<tr>
<th>Identify project phases and costs</th>
<th>Preliminary Engineering/Design:</th>
<th>Cost</th>
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</thead>
<tbody>
<tr>
<td>Construction Projects</td>
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<td>$10000</td>
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<tr>
<td>(mark the appropriate phase and enter cost)</td>
<td>Right-of-Way:</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Construction:</td>
<td>$130000</td>
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</tbody>
</table>

Program or Operational Element Costs

<table>
<thead>
<tr>
<th>Program or Operations Cost:</th>
<th>Other Cost:</th>
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<tbody>
<tr>
<td></td>
<td>$</td>
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Total Project Cost (Sum of all project phase costs identified above): $140000

YEAR OF OBLIGATION

FFY 2017 - 2019 Project Obligation
2017 2018 2019

Select the preferred federal fiscal year the project will obligate*  
Select an alternate federal fiscal year the project could obligate

*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.

TAP FUNDING REQUEST AND MATCHING REVENUES

Federal Funding Request and Match (non-federal share)

From Project Applicant* Local funding or other sources State funding TAP Grant Request

$ 16900 $ 121100

Total Project/ Phase Revenue $140000

CERTIFICATION ACCEPTANCE

CA Agency and Representative
City of Tumwater - Jay Eaton

CA Signature and Date

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 TAP grant. If selected, the project will obligate funding in Federal Fiscal Year 2016, prior to August 1, 2016. Failure to do so will result in loss of funding for the project. 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.

Pete Kmet, Mayor
Name and Title of Designated Representative

Signature of Designated Representative Date

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SUPPORT FOR RECOGNIZED REGIONAL INITIATIVES

Identify any ways in which the proposed project supports existing regional initiatives. Examples of such initiatives include, but are not limited to, Sustainable Thurston, Urban Corridor Communities, Walk and Roll, Healthy Kids Safe Streets, Thurston Thrives, Commute Trip Reduction.

This project directly supports the goals common to Sustainable Thurston, the Urban Corridors Plan, Thurston Thrives and the Regional Transportation Plan. These all rely on our ability to create vibrant corridors, centers and neighborhoods in order to provide access to goods and services, provide a mix of uses and densities along our corridors and improve the health of our communities. In order for these things to occur we need to provide transportation choices that are dependent on safe, efficient and convenient multi-modal opportunities.

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 will 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.

This project would upgrade existing pedestrian crossings on Capitol Blvd. near Market Street and at the mid-block location between Dennis Street and Israel Road. The current crossings include marked cross-walks, signage and pedestrian refuge medians. The upgrades would include the installation of pedestrian activated Rectangular Rapid Flashing Beacons (RRFB’s) at each location.

Capitol Boulevard is a major five lane arterial roadway serving both local and regional traffic and serves as a primary transit corridor. The proposed upgrade locations are located in dense commercial/office land uses with frequent pedestrian traffic. The high traffic volumes (17,000 vpd at Market Street; 13,000 vpd at the Dennis/Israel location), frequent pedestrian crossings and driver non-compliance with the existing crossings pose safety and desirability of use issues to pedestrians. The existing crossings currently have median refuge islands which provide the user with the option of only crossing one direction of traffic at a time, but the nature of the crossings still put the pedestrian at some risk. Even drivers that do comply with requirements to stop for pedestrians can actually block the view of pedestrians crossings in the adjacent lane which happens frequently at both of these crossing locations.

Both of the proposed improvement locations serve Intercity Transit bus stops. Crossings that are considered by the user to be unsafe or even uncomfortable tend to distract from the use of the public transportation system.

The addition of RRFB’s at pedestrian crossings along heavily traveled corridors like Capitol Boulevard have been shown to increase driver awareness and compliance with their requirement to "Stop for Pedestrians" at crossing locations. This awareness includes the situation described above with stopped vehicles blocking the view of pedestrians crossing adjacent lanes. This dramatically improves the safety for the pedestrian as well as provides a more comfortable crossing, both of which serve to increase pedestrian use and activity which is supportive of many of the ideals the community desires to achieve.

During the Capitol Boulevard Corridor Plan development, pedestrian safety was a primary concern. That plans purpose was to improve economic conditions, provide Transportation options and safety for walkers, cyclists and motorists and improve the aesthetics of the boulevard. To achieve these results the plan depends on more intense mixed use neighborhood centers promoting activity on the boulevard. These types of uses are dependent on convenient and safe pedestrian access to the land uses to be developed and to transportation options that reduce the reliance on single occupancy vehicles and create safe and healthy non-motorized opportunities. This interaction between transportation choices and land use is paramount to achieving consistency between the transportation system and land use which is necessary to realize the goals of the plan.
**Project Title:** Capitol Boulevard Pedestrian Crossing Improvements

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

This project directly supports many of the guiding principles and goals included in the Regional Transportation Plan (RTP). This project supports transportation choices which provide for sustainable systems, support communities and the people within and provide safe, efficient and fiscally responsible strategies to achieve the goals of the RTP. The goals that this project directly influences include Transportation and Land Use Consistency; Multi Modal Transportation System; Barrier Free Transportation; System safety and security; TDM; Public Transportation; Walking and Environmental and Human Health.
5110 CAPITAL BLVD. RRFB PLACEMENT
SCALE: 1" = 50'

6880 CAPITAL BLVD. RRFB PLACEMENT
SCALE: 1" = 50'

TYP. RRFB STANDARD
SCALE: NOT TO SCALE