

2010 Statewide Transportation Enhancements Program PSRC Regional Application Form

****Please read all of the text in this section before completing this application****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2010 Statewide Transportation Enhancements Program is awarded competitively to projects, and not to the sponsoring agency itself. Sponsors of projects that are awarded funds from this competition will be required to submit a more detailed application in order to program the funds into the State and Regional Transportation Improvement Program. Please refer to the Schedule in the Call for Projects for more information.

Email submissions are preferred: Attach your completed application to an email and send it to tipapp@psrc.org. Please name the file "**2010 Enhancements-[agency]-[project title]**". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's web site. Mailed materials should be sent to: Tracy Murray, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Tracy Murray. For questions or to confirm receipt of your application, contact [Tracy Murray](mailto:Tracy.Murray@psrc.org), 206-971-3277.

Deadline: Applications must be received by PSRC by **5:00 PM on Monday, July 12, 2010**. Applications should be no more than **15 pages**, plus maps and/or other required supporting documentation.

PROJECT IDENTIFICATION AND DESCRIPTION	
1	<p>PROJECT TITLE: 17th Avenue SW Pedestrian Safety and Improvement Project</p>
2	<p>TRANSPORTATION 2040 ID#</p> <p>To be eligible for funding, regionally significant projects must be explicitly identified in Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). For the 2010 Statewide Transportation Enhancements Program, this would apply to regionally significant nonmotorized projects such as separated trails. To confirm whether your project is specifically listed in Transportation 2040, refer to http://www.psrc.org/assets/3763/Appendix_M.pdf. For assistance or questions regarding these issues, contact Kimberly Scrivner, 206-971-3281.</p>
3	<p>SPONSORING AGENCY: King County Department of Transportation, Road Services</p> <p>Note: non-profit organizations may administer grants from the 2010 Statewide Transportation Enhancements Program <u>unless the project requires design, right of way acquisition, and/or construction</u>. In such cases, a public agency must serve as the project sponsor.</p> <p>Co-sponsor(s) if applicable:</p> <p><i>For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</i></p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please note: the requirement that public agencies have Certification Acceptance status has been waived for this program; however, all federal and state project requirements must still be met. Refer to the Washington State Department of Transportation Local Agency Guidelines Manual at http://www.wsdot.wa.gov/LocalPrograms/LAG/ for more information.</p>
4	<p>PROJECT CONTACT:</p> <p>Name: Susan Oxholm Email : susan.oxholm@kingcounty.gov Phone: 206-296-1984</p>

<p>5</p>	<p>PROJECT DESCRIPTION</p> <p>Describe the proposed work and explain the nature of the entire project, including the existing and proposed conditions and type of use. Explain why the project is needed and how the project meets the eligibility requirements of the selected Transportation Enhancements categories. Attach a detailed 8 ½" by 11" vicinity map. Photographs are welcome, but not required.</p> <p>This project completes enhances nonmotorized transportation options for the highly urbanized, White Center Community by connecting existing, multi- and single-family dwelling units with an ADA (Americans with Disabilities Act) accessible links to local transit services. The project will construct approximately 950 feet of cement concrete curb, gutter and five-foot wide pervious cement concrete sidewalk. These pedestrian improvements would be installed on the east side of 17th Avenue SW between SW 107th Street and SW 104th Street. If funded, this segment will connect with an already funded, sidewalk project that will be constructed between SW 100th Street and SW 104th Street in Autumn 2010. Together this stretch of sidewalk provides a missing link between two east-west arterials in the White Center neighborhood.</p> <p>17th Avenue SW is parallel to 16th SW -- the primary business district corridor in the White Center Neighborhood of Unincorporated King County. This area is designated as Potential Annexation Area under consideration for annexation by either the City of Seattle or the City of Burien -- both PSRC-identified regional growth centers.</p> <p>The existing roadway has an unimproved shoulder that provides very little room for biking or walking. The current condition poses a potential safety hazard for bicyclists and pedestrians that use the roadway shoulder in the project area.</p> <p>On-street parking for this project will be accommodated by establishing parallel parking adjacent to the curb section. The North Highline Unincorporated Area Council and the White Center Public Development Association support this project and their letters of support are attached. Residents along the already funded project area (between SW 100th and 104th) strongly supported the sidewalks and signed a petition in support of the project.</p> <p>The public benefit of a pedestrian safety project like 17th Avenue SW will be realized by many people in the local community, particularly since this roadway is located only one block west of the central business district, or downtown core of White Center. This enhancement will directly affect over 6,500 people within a half-mile radius of the project, providing a safe non-motorized alternative between two arterials within a potential annexation area to be annexed by either of two regional growth centers.</p>
<p>6</p>	<p>PROJECT LOCATION: 17th Avenue SW from SW 107th Street to SW 104th Street (Section 1, Township 23 North, Range 3 East and in the THomas Brothers Guide, page 624, grid G5).</p> <p>County(ies) in which project is located: King County</p> <p>Answer the following questions if applicable:</p> <ul style="list-style-type: none"> a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): SW 107th Street and 17th Avenue SW b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): SW 104th Street and 17th Avenue SW

7	<p>PROJECT TYPE (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Provision of Facilities for Bicycles and Pedestrians <input type="checkbox"/> Acquisition of Scenic Easements & Scenic or Historic Sites <input type="checkbox"/> Scenic or Historic Highway Programs (including tourist & welcome center facilities) <input type="checkbox"/> Landscaping and other Scenic Beautification <input type="checkbox"/> Historic Preservation <input type="checkbox"/> Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities <input type="checkbox"/> Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails) <input type="checkbox"/> Control and Removal of Outdoor Advertising <input type="checkbox"/> Archaeological Planning and Research <input type="checkbox"/> Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity <input checked="" type="checkbox"/> Provision of Safety and Educational Activities for Pedestrians and Bicyclists <input type="checkbox"/> Establishment of Transportation Museums
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PLAN CONSISTENCY

Cities, towns and counties seeking federal funds managed by PSRC may submit an application only if their comprehensive plan has been certified by PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, nonprofit organizations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with VISION 2040 and Transportation 2040, the central Puget Sound region's long-range Metropolitan Transportation Plan. For questions on consistency and certification, contact [Rocky Piro](mailto:Rocky.Piro@psrc.org), 206-464-6360.

8	<p>CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040</p> <p>All applicants must answer the questions in this section. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC website at www.psrc.org/growth/planreview/statusreportppr/. For copies of VISION 2040 or Transportation 2040 documents, please contact the PSRC Information Center, 206-464-7532. Regionally significant projects that expand transportation system capacity must be identified in Transportation 2040. This includes nonmotorized trails and separated pathways. For assistance refer to www.psrc.org/transportation/t2040/ or contact Kimberly Scrivner, 206-971-3281.</p> <p>Indicate the current certification status of the local comprehensive plan in the community where the project is located. Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.</p> <p>Certification Status: Certified Date of certification action (mm/dd/yy): 1/25/07</p> <p>Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes. (See http://www.psrc.org/assets/465/Centers_small.pdf for more information.)</p> <ul style="list-style-type: none"> <input type="checkbox"/> The project is located outside the designated urban growth area. <input checked="" type="checkbox"/> The project is located within the designated urban growth area. <input checked="" type="checkbox"/> The project is located within an identified regional growth center or town/activity center. Refer to http://www.psrc.org/growth/centers/ for more information. For identified local city/town locations, please describe. <ul style="list-style-type: none"> • Regional Growth Center(s): PAA to be annexed potentially by Burien or Seattle . • Regional Manufacturing/Industrial Center(s): • Local Town/Activity Center(s): White Center Unincorporated Activity Center
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Is the project specifically identified in a local comprehensive plan?

Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

This project is located on a local access street and not large enough in scope to be cited in the comprehensive plan. It is, however, consistent with the plan's intent to provide multimodal transportation choices, facilities in activity centers, promotion of economic development, travel alternatives to auto and increasing non-motorized uses, and increased physical activity opportunities and public health.

Relevant policies from the King County Comprehensive Plan 2008 (Oct. 6, 2008):

U-153 – Unincorporated Activity Center design features (pages 2-20 and 2-21)

U-157 – White Center UAC low impact design featuring physical activity, pedestrian and bicycle facilities and public health (page 2-21)

U-405 – Low impact development practices in King County designs (page 2-55)

T-201 – Integrated, coordinated and balanced multi-modal transportation systems (page 7-11)

T-202 – Transportation system that addresses needs of persons with disabilities (page 7-11)

T-309 – Roadway safety improvements for pedestrians and bicyclists (page 7-20)

T-312 to T 320 – Non-motorized transportation considerations (pages 7-21 to 7-23)

ADDITIONAL REGIONAL PROJECT EVALUATION

Part 1: Questions for All Projects

Instructions: Once all of the sections in Part 1 have been completed (questions 9 through 13), complete the appropriate questions in Part 2 (question 14 and one only of questions 15 through 18). Refer to the Regional Project Evaluation Criteria to assist you in answering these questions.

9 RELATIONSHIP TO CENTERS

Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor.

The White Center community is an unincorporated area activity center of unincorporated King County and is a potential annexation area. Either the City of Seattle or the City of Burien will eventually annex this area and both have indicated their intent to consider annexation here. Both the City of Seattle and Burien are PSRC-identified regional growth centers. This project would install on-street parking and cement concrete sidewalks, connecting to an existing project that will be constructed in Autumn 2010.

This safety project will provide a curbed pedestrian sidewalk along 17th Avenue SW to provide a safe and continuous pedestrian facility. The project will link a high-density residential neighborhood to nearby bus stops, schools, community facilities, and the central business district of White Center, which is located one block to the east. Because existing pedestrian

facilities are deficient, these improvements could have a dramatic effect in shifting modal choices to walking and transit.

10 COMMUNITY SUPPORT

Describe the public review process for the project. List all letters received or other types of support for the project; include any negative response to the project. Provide the dates, times and locations of all public presentations. If appropriate, describe how the project meets identified state, regional and/or local planning objectives.

The completion of this project will address a specific goal that has been identified by the White Center Community Development Association, or WCCDA. In November 2009, the WCCDA completed its Neighborhood Action Plan, in which it noted that the "...lack of safe connections between areas of interest in the neighborhood makes it challenging for residents to walk, bike, or take public transit." The 17th Avenue SW project would address this specific need.

This pedestrian safety project is also consistent with the WCCDA's strategy of providing "safe ways for people of all ages and abilities to connect to neighborhood destinations such as the schools, parks, and the business district."

The North Highline Unincorporated Area Council gathered signatures from residents along the already funded stretch of 17th SW between 100 and 104th Avenues SW who strongly supported the construction of sidewalks there. If funded, sidewalks would be continued making non-motorized transportation safer and easier between arterials within the business and residential portions of White Center.

11 FINANCIAL PLAN

Please fill out Tables 11A - D below and corresponding questions 11E - F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables 11A -C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table 11D). The tables require sponsors to list the Transportation Enhancements funds being requested (Table 11A), as well as ALL other sources of secured (Table 11B) and unsecured funds (Table 11C) needed to complete the project.

Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source. Totals of federal and other funds listed in Tables 11A - C should equal the total project cost in Table 11D. Funding Commitment Letters must be provided for all financial partners.

Required Match: No local match is required; projects may be funded with 100% Enhancement funds.

11A: Enhancements Funds Requested

Phase (Planning, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date by Phase (mm/dd/yy)*	Enhancements Funds Requested
Preliminary Engineering	03/31/11	\$100,000
Construction	07/31/11	\$400,000
		\$
		\$
		\$
TOTAL:		\$500000

*** Note: the required obligation deadline for these funds is no later than two years from selection approval, estimated to be January 2011.**

11B: Existing Secured Funding

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$0

*For tables B and C "obligation" may be defined as expenditure or other commitment of funds; for more information regarding secured and unsecured funding sources please refer to <http://www.psrc.org/assets/469/SecuredUnsecured.pdf>.

11C: Needed future funding (unsecured) Do not include the grant funds requested in Table 11A

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$0

11D: Total Project Cost

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$100,000	Preliminary Engineering/Design:	03/31/11
Right of Way:	\$	Right of Way:	
Construction:	\$400,000	Construction:	07/31/11
Other (Specify):	\$	Other (specify):	
Total Project Cost:	\$500,000	Estimated date of completion (i.e. open for use)	12/31/11

11E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

All of the engineering and design (including project estimating) and construction (including project closeout administration) would be completed if funding is obtained.

11F. If unable to completely fill out Table D (Total Project Cost), please explain why:

Planning phase is unnecessary and property acquisition is not needed as entire project is already within KC Roads right-of-way.

12 PROJECT READINESS

Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #12.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.

- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 12A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where “Item not yet completed” is selected, and for any additional requirements pertaining to the project, provide details in question 12B, including the estimated schedule for completion.

12A. Check all that apply. If no ROW is required for the project, select “not needed” for sections b through g.

Not yet completed a. Final FHWA approval of environmental documents including:

Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Already completed - Section 106 Concurrence.

Not yet completed - FHWA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not needed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

12B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

In preparation for this submittal, initial design plans and an engineer's estimate have been completed.

Section 106 and NEPA categorical exception are already completed for already funded project area (adjacent to the section being requested here) which will streamline the preparation of these NEPA required components.

13 OTHER CONSIDERATIONS

Please describe any additional aspects of your project not requested in the application that could be relevant to the final project recommendation and decision-making process. No points will be given to this section.

Pedestrian, bicycle, and transit uses can affect community health and quality of life by providing opportunities for physical exercise and for community interaction. According to a 2008 Washington State Department of Transportation study, access to sidewalks and bike paths, as well as transit-friendly land use patterns, can improve community health by helping to improve air quality and providing more opportunities for physical activity. Regular physical activity can improve an individual’s quality of life as well as prevent numerous chronic diseases. Bicycle and pedestrian connections can improve community interactions, which can influence public health and well-being. Alternative transportation opportunities also can affect community health by reducing air pollutants, noise, and stormwater runoff.

Connectivity and continuity of the pedestrian network along roadways such as 17th Avenue SW are believed to increase physical activity and contribute to positive health outcomes. The connectivity of bikeways is an important factor that influences their use. Based on the handful of studies, including one by the Center for Quality Growth and Regional Development, that have explicitly examined information about usage and physical activity, the presence of

walkways, pathways, and trails and their promotion do lead to a net increase in physical activity for a percentage of users.

King County undertook the Land Use, Transportation, Air Quality, and Health study to measure how specific land use and transportation actions can affect air quality, mobility and congestion, and public health. The LUTAQH study showed that compact development, a variety of land uses close to home and work, and a connected street network with pedestrian facilities can help achieve the goals of increasing transportation efficiency, reducing automobile dependence, and improving regional air quality and health. Residents of the most walkable areas in King County were less likely to be overweight or obese and more likely to report being physically active.

Beside improving physical health, transportation projects such as 17th Avenue SW can support social networks and enhance community cohesion by improving access and interactions among members within a community. Community cohesion is influenced by the ability of community members to feel safe and comfortable moving about the community and getting to and from home, work, services, and activities. The level of comfort and safety that people experience can affect their use of non-motorized modes of transportation.

These safety improvements to the pedestrian network will be designed and constructed in accordance with the latest applicable ADA standards, County standards for pedestrian facilities, environmental requirements, and with fiscal budget limitations imposed by available funds. No changes will be made to the existing road alignment, roadway width, or roadway profile by this project.

PART 2: CATEGORY SPECIFIC QUESTIONS

14 **Select one of the following four categories that best fits your project and follow the corresponding instructions:**

- Nonmotorized Projects: Complete question 15.
- Scenic Resources Projects: Complete question 16.
- Historic Resources Projects: Complete question 17.
- Environmental Projects: Complete question 18.

15 **NONMOTORIZED PROJECTS**

Instructions: Complete this section if you selected “Nonmotorized Projects” in question 14.

Please explain how your project addresses the following:

- The project extends, completes or otherwise adds to an existing nonmotorized system or network.
- The project connects or links to other multimodal facilities (such as transit stations).
- The project addresses current nonmotorized needs in the community, e.g., - gaps in the system; safety issues, etc.
- The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility).
- Explain how the project relates to surface transportation. If the project has recreational aspects, demonstrate that the purpose is primarily for transportation rather than recreation. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).

1. The project will connect an existing sidewalk fronting a short plat development with new sidewalks extending north to SW 104th Street and south to SW 107th Street along the east side of 17th Avenue SW. This project will also connect to new sidewalks along the east side of 17th Avenue SW from SW 104th Street to SW 100th Street. The intersection of 17th Avenue SW and SW 100th Street is a primary gateway to the White Center Central Business District.
2. The project will connect directly to the White Center transit hub and bus layover area (15th Avenue SW and SW 98th Street).
3. The project area roadway has an unimproved shoulder that is currently being used as residential parking, leaving little or no room on the shoulder for pedestrian use. This forces the pedestrians onto the roadway surface, thereby placing the pedestrians in an extremely unsafe position. This project is critically important to providing a safe walking facility for this neighborhood, which is located only one block to the west of the White Center Central Business District.
4. Land use in the project area is categorized as a populated residential neighborhood, and will not change within the foreseeable future.
5. The project will greatly enhance the walkability of the corridor and integrates the neighborhood into the White Center surface transportation system, since this roadway is located only one block west of the Central Business District, or downtown core of White Center. The project will also provide on-street parking for homeowners and address any stormwater drainage issues.

16 SCENIC RESOURCES PROJECTS

Instructions: Complete this section if you selected “Scenic Resources Projects” in question 14.

Please explain how your project addresses the following:

- The project promotes greater public appreciation or use of the transportation system.
- The project contributes to the preservation of significant scenic resources.
- The level of public exposure or access to the project.
- Long-term preservation plans to maintain the scenic character of the property.
- Whether or not there is perpetual ownership of the property.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).

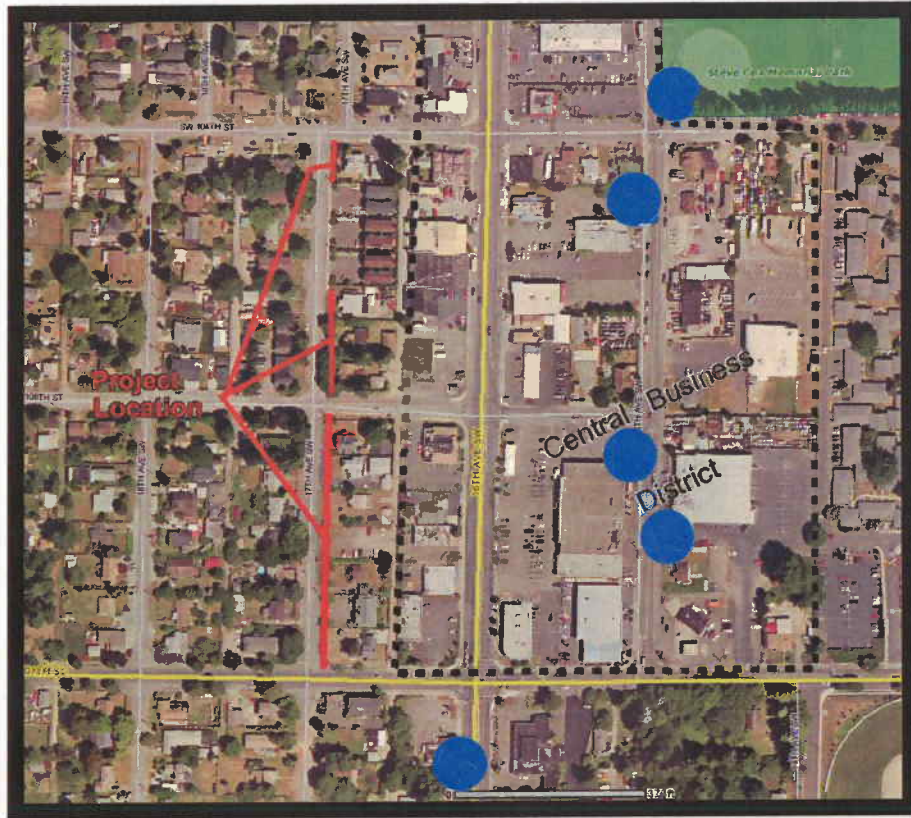
<p>17</p>	<p>HISTORIC RESOURCES PROJECTS</p> <p><u>Instructions:</u> Complete this section if you selected “Historic Resources Projects” in question 14.</p> <p>Please explain how your project addresses the following:</p> <p><u>For site-specific and/or capital projects:</u></p> <ul style="list-style-type: none"> • The historic significance of the facility. • The planned use of the facility. • Whether or not the project is part of a larger historic preservation plan. • The level of public exposure or access to the project. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • The long-term preservation and/or maintenance plans for the facility. • Explain how the project relates to surface transportation; describe the current or former transportation use of the facility. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required). <p><u>For planning projects:</u></p> <ul style="list-style-type: none"> • The project’s relationship to the protection of historic or archaeological resources. • Whether or not the project is part of a larger historic preservation plan. • The long-term plan for ongoing management, updating and training. • The level of public exposure or access to the project. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).
<p>18</p>	<p>ENVIRONMENTAL PROJECTS</p> <p><u>Instructions:</u> Complete this section if you selected “Environmental Projects” in question 14.</p> <p>Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • The relationship of the project to the transportation system. • The need for the project. • The long-term maintenance plans for the project. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).

17th Avenue SW Pedestrian Improvements (SW 107th Street to SW 104th Street)



Vicinity Map

17th Avenue SW Pedestrian Improvements (SW 107th Street to SW 104th Street)

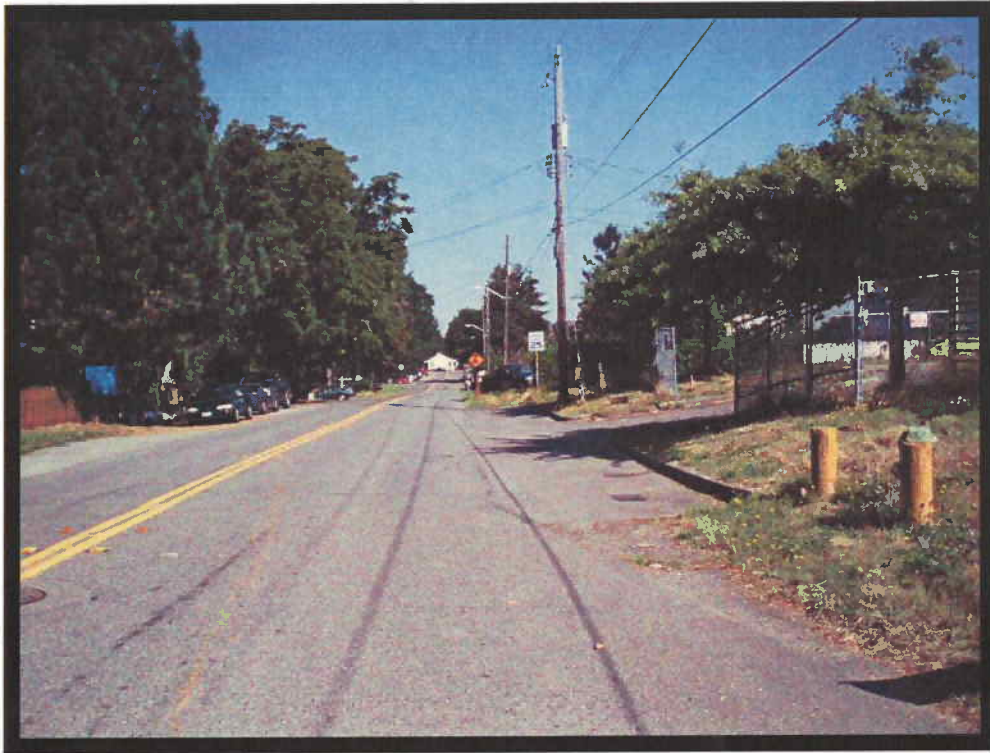


Vicinity Map



Looking North

17th Avenue SW 3R Pedestrian Improvements (SW 107th Street to SW 104th Street)



Looking North

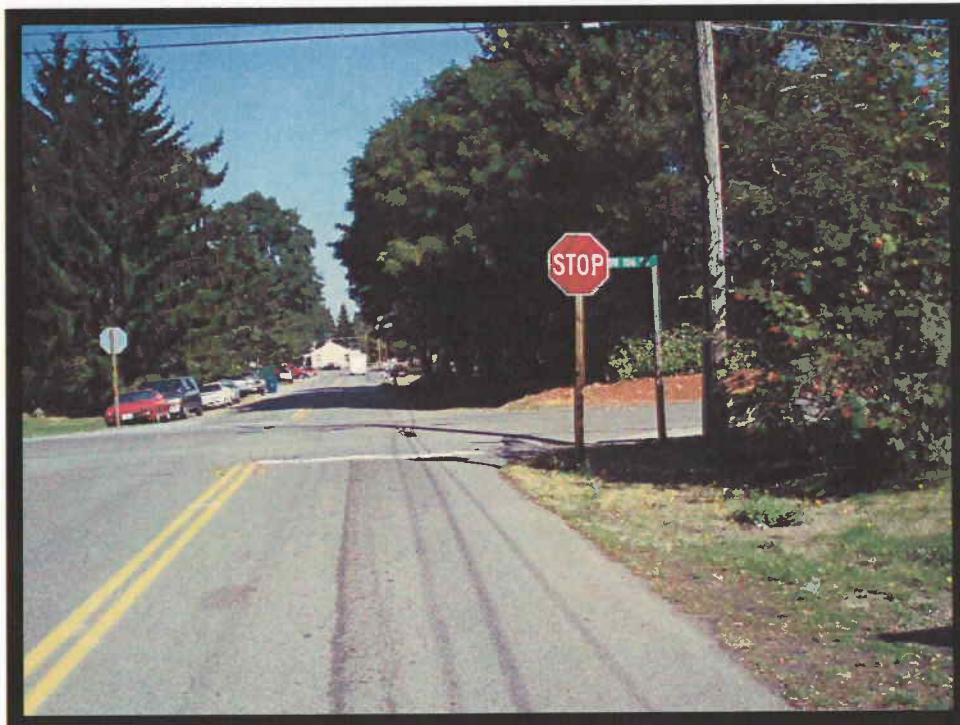


Looking North

17th Avenue SW 3R Pedestrian Improvements (SW 107th Street to SW 104th Street)

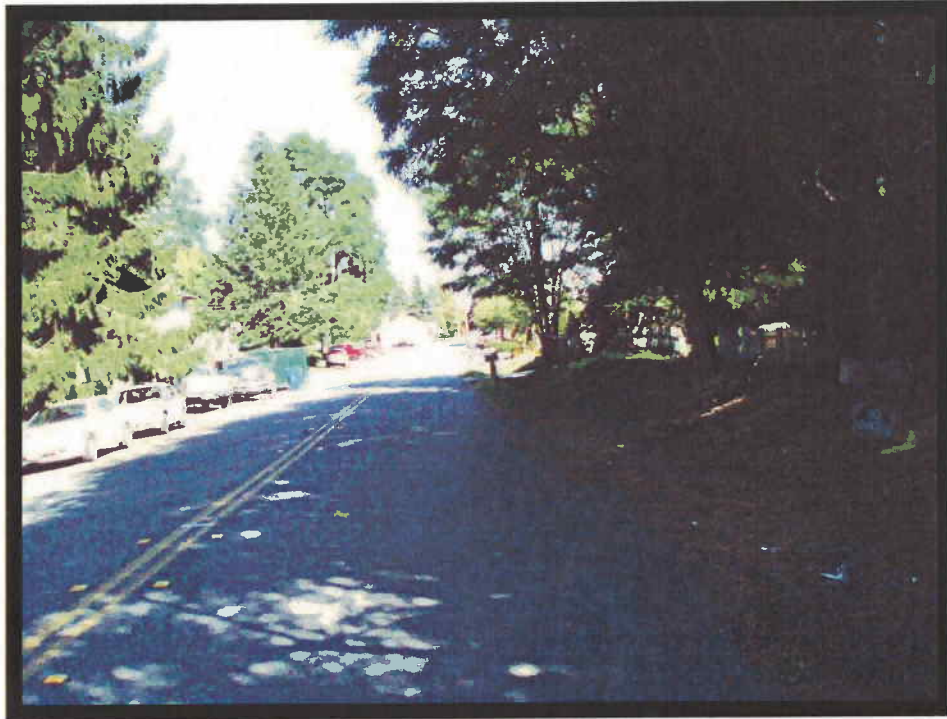


Looking North



Looking North

17th Avenue SW 3R Pedestrian Improvements (SW 107th Street to SW 104th Street)

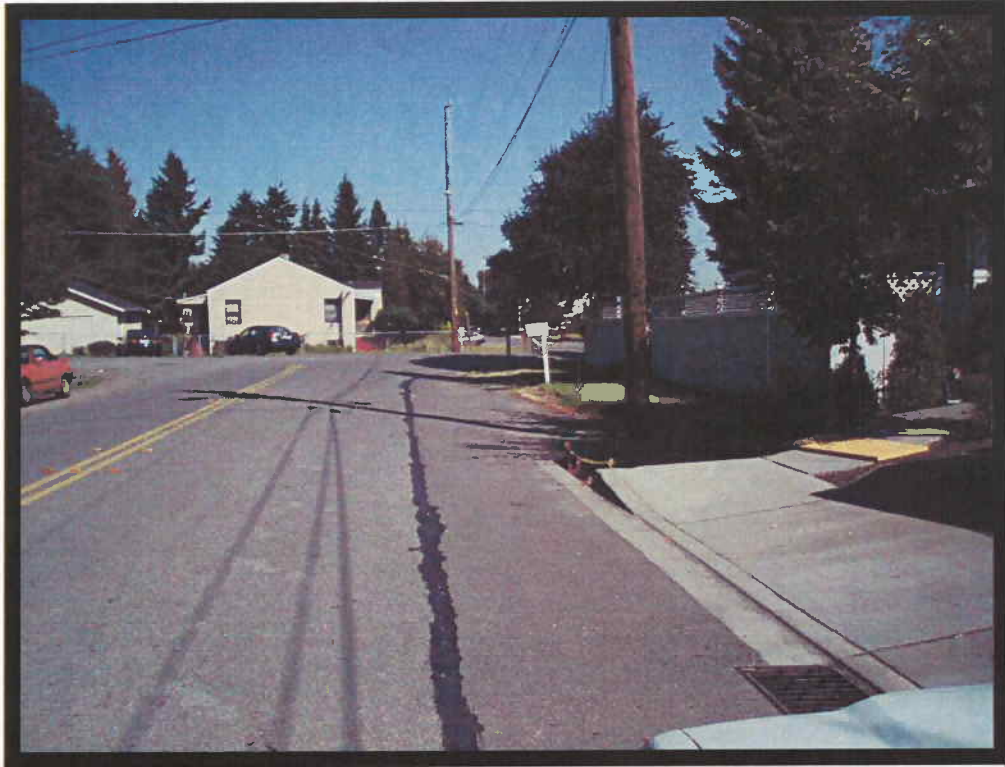


Looking North



Looking North

17th Avenue SW 3R Pedestrian Improvements (SW 107th Street to SW 104th Street)



Looking North



Looking North



Connecting People & Place to Build Community

July 9, 2010

Puget Sound Regional Council
1011 Western Ave, Suite 500
Seattle, WA 98104

RE: Support for 17th Avenue SW sidewalks

To Whom It May Concern:

White Center is a neighborhood at the cusp of a healthy revitalization. We are thankful to be a part of this community-driven vision and are pleased to work so closely with our government partners to ensure this occurs.

I am writing to enthusiastically support King County's \$500,000 request to the 2010 Statewide Transportation Enhancement Program to install new sidewalks along 17th Avenue SW in the core of our diverse, White Center business district.

A sign of a healthier community includes such intangibles as more families walking up and down our streets. This is starting to occur in our neighborhood and having safe pedestrian amenities, like sidewalks, are absolutely critical, especially in our bustling downtown area. Our organization exists to ensure our quality of life is maintained and strengthened- as a traditionally under-invested neighborhood in unincorporated King County, **these issues of equity are extremely important and each "win" like new sidewalks** provide direct, immediate benefit to our diverse residents and businesses. Improved business district connections and pedestrian safety continue to remain priorities in the White Center Neighborhood Action Plan as well.

Thank you for the opportunity to weigh in. Please let me know if you have any questions. I can be reached at 206-694-1082 or aileen@wccda.org.

Sincerely,

Aileen Balahadia
Executive Director



North Highline Unincorporated Area Council
P.O. Box 66900
Burien, WA 98166
www.northhighlineuac.org

July 9, 2010

Ms. Linda Dougherty, Director
King County DOT, Road Services Division
201 S Jackson St – MS KSC – TR- 0313
Seattle, WA 98104

Dear Ms. Dougherty,

On behalf of the North Highline Unincorporated Area Council, we would like to express our full support for your efforts to receive a Statewide Transportation Enhancement grant that would construct a sidewalk on 17th Ave SW between SW 104th St and SW 107th St. This would complete a vital missing link in White Center by providing connectivity and a much safer route for our residents who would use it to access public transportation, our local businesses, schools and parks. Also, the ADA compliant construction will provide greater mobility for our seniors and persons with disabilities.

If there is anything else we can do to support this effort, please let me know.

Sincerely,

A handwritten signature in black ink that reads 'Christine Waldman'.

Christine Waldman – President
North Highline Unincorporated Area Council