

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: Thomas Street Pedestrian Overpass</p>
2	<p>TRANSPORTATION 2040 ID# N/A - Exempt (in TIP)</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: City of Seattle Dept.of Transportation (DOT)</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: n/a</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: Jude Willcher</p> <p>Email : jude.willcher@seattle.gov</p> <p>Phone: 206-684-4059`</p>

5	<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 will extend a proposed grade-separated bicycle and pedestrian bridge across existing Elliott Avenue West, which is a heavily utilized principal arterial and state-designated T1 freight corridor in Seattle's Uptown Queen Anne Regional Center. The overpass at Thomas St. is a link in the regional trail system that connects the Elliott Bay Trail along the Seattle waterfront to Uptown and the South Lake Union regional centers.</p> <p>CMAQ funding was initially awarded in 2006 for an overpass over BNSF tracks between Elliott Avenue and the waterfront. During initial project development, safety studies recommended the structure continue over Elliott Avenue to both enhance bike/ped safety and preserve freight operations on this T1 route. With this funding a safe, convenient connection will be available across both the BNSF tracks and Elliott Avenue.</p>
6	<p>PROJECT LOCATION: Near the 200 block of Elliott Ave W at the intersection of W. Thomas St and Elliott Ave W</p> <p>County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <ol style="list-style-type: none"> Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Intersection of Elliott Ave W and W. Thomas St. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): South of the Holland American Line Corporate office at W. Thomas St. and 3rd Ave W
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 type="checkbox"/> Provision of Safety and Educational Activities for Pedestrians and Bicyclists <input type="checkbox"/> Establishment of Transportation Museums
<p>PLAN CONSISTENCY</p>	
<p>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, 206-464-6360.</p>	
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</p>

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](http://www.psrc.org/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](mailto:Kimberly.Scrivner@psrc.org), 206-971-3281.

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.

Certification Status: Certified Date of certification action (mm/dd/yy): 06/27/2002

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.)

- The project is located outside the designated urban growth area.
- The project is located within the designated urban growth area.
- 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.
 - Regional Growth Center(s): Seattle Uptown Queen Anne .
 - Regional Manufacturing/Industrial Center(s): Ballard-Interbay MIC
 - Local Town/Activity Center(s): Uptown Regional Center; Ballard Interbay Northend MIC

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:

City of Seattle Comprehensive Plan policies that apply include:

QA-P32: Promote enhanced mobility and mobility options between Queen Anne and other neighborhoods, employment centers, and recreation centers (p.8.144)

QA-P38: Strive to provide a system of bicycle facilities and routes within and around Queen Anne to encourage increasingly safe and convenient commuter and recreational bicycle use as an alternative to motorized travel. (p. 8.144)

QA-P39: Strive to provide convenient and safe bicycle and pedestrian access between Queen Anne and the Elliott Bay waterfront (p. 8.144)

- 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.

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.

	<p>The primary policies as specified in the City of Seattle Comprehensive Plan for urban centers are to provide "[a]ccessibility to the existing regional transportation network including access to other urban centers...", as well as "[a]ccessibility to major open space resources in the general area via either existing or potential urban trails." Investing in the construction of the overpass across Elliott Ave W. fulfills the objective of connecting the Elliott Bay area, Uptown area, and the South Lake Union area together for bicyclists and pedestrians. This project is one component of a series of ongoing developments that will eventually create a corridor connecting Elliott Bay area with South Lake Union area. This corridor will provide a signed "urban trail" for cyclists and pedestrian directing them to various open spaces and transit facilities within these urban centers.</p>
<p>10</p>	<p>COMMUNITY SUPPORT</p> <p>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.</p> <p>At the conceptual phase of the project, the public was informed of the various alignments and structure type options for the proposed overpass. A formal public meeting was conducted in July 2006 to allow the general public to provide comments related to the proposed alignment and also an opportunity for the design team to discuss how the project was going to be designed and constructed in phases, depending on the availability of funds for the project.</p> <p>Subsequent public meetings were conducted in conjunction with community advocacy groups: the Seattle Bicycle Advisory Board (Jan 2008), Queen Anne Council (Jan 2008), Uptown Alliance (Feb 2008), and the Seattle Design Commission (Dec 2004, Jul 2006, Dec 2006, Jan 2008, Feb 2008, and Nov 2009). These meetings were conducted in order to address specific concerns of each of the organization interests after the final alignment and structure type were determined. The Seattle Design Commission expressed concerns related to the most recent architectural revisions in order to reduce construction costs for the project. These concerns have been addressed by modifying the design to both reduce the overall construction cost and retain the architectural elements that the Seattle Design Commission would like to see for this project.</p> <p>Response to the project from private residents has been positive. Private developers that have an interest in this area have also provided support for this project. As part of the design process, coordination has occurred with private developments in order to ensure that their landscape and sidewalk improvements would not conflict with this project. One developer, Martin Selig Development, has committed to providing private funding towards the project, acknowledging the value of this overpass would have for the office workers working in this area.</p> <p>Completing the overpass would fulfill one component of a long-term planning objective of creating a non-motorized connection between South Lake Union and Elliot Bay through the Uptown Urban Center as proposed in the City of Seattle Bicycle Master Plan.</p>
<p>11</p>	<p>FINANCIAL PLAN</p> <p>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.</p> <p>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.</p>

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
Construction	01/01/2011	\$1,000,000
		\$
		\$
		\$
		\$
	TOTAL:	\$1,000,000

*** 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
Planning	12/20/02	Local	\$33,155
Design	11/26/07	Local	\$2,505,886
Construction	12/01/09	Local	\$2,129,224
Construction	12/15/10	Federal Grant	\$1,350,000
Construction	11/29/10	Private Funding	\$100,000
		TOTAL:	\$6,118,265

*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
Construction	01/01/2011	Local or Federal	\$2,981,776
			\$
			\$
			\$
			\$
		TOTAL:	\$2,981,776

11D: Total Project Cost

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$33,155	Planning:	02/08/2005
Preliminary Engineering/Design:	\$2,505,886	Preliminary Engineering/Design:	12/15/2010
Right of Way:	\$0	Right of Way:	n/a
Construction:	\$7,561,000	Construction:	12/31/2011
Other (Specify):	\$0	Other (specify):	n/a
Total Project Cost:	\$10,100,041	Estimated date of completion (i.e. open for use)	12/31/2011

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

Construction

	<p>11F. If unable to completely fill out Table D (Total Project Cost), please explain why: Project is included in two 2009 King County contingency lists for CMAQ funding. Seattle is hopeful that a portion of the funding gap remaining will be funded through this process.</p>
12	<p>PROJECT READINESS</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>12A. Check <u>all</u> that apply. If no ROW is required for the project, select “not needed” for sections b through g.</p> <p style="padding-left: 40px;">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).</p> <p style="padding-left: 40px;">Not needed b. True Cost Estimate for Right of Way.</p> <p style="padding-left: 40px;">Not needed c. Right of Way Plans (stamped).</p> <p style="padding-left: 40px;">Not needed d. Relocation Plan (if applicable).</p> <p style="padding-left: 40px;">Not needed e. Right of way certification.</p> <p style="padding-left: 40px;">Not needed f. Certification Audit by WSDOT R/W Analyst.</p> <p style="padding-left: 40px;">Not needed g. Relocation Certification, if applicable. Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.</p> <p style="padding-left: 40px;">Already completed h. Engineer's Estimate.</p> <p style="padding-left: 40px;">Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.</p> <p>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.</p> <p>Because of the project's proximity to the shoreline, a Shoreline Substantial Development (SSD) permit was required. The City of Seattle Department of Planning and Development (DPD) is currently reviewing the permit application; the public notice portion of the application was completed as of 5/2010. The final approval of the permit is expected by Fall of 2010.</p>
13	<p>OTHER CONSIDERATIONS</p> <p>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.</p> <p>This project provides a safe and direct bicycle/pedestrian connection between the Elliott Bay waterfront and Seattle Center and other regional leisure destinations.</p>
PART 2: CATEGORY SPECIFIC QUESTIONS	

14	<p>Select one of the following four categories that best fits your project and follow the corresponding instructions:</p> <p><input checked="" type="checkbox"/> Nonmotorized Projects: Complete question 15. <input type="checkbox"/> Scenic Resources Projects: Complete question 16. <input type="checkbox"/> Historic Resources Projects: Complete question 17. <input type="checkbox"/> Environmental Projects: Complete question 18.</p>
15	<p>NONMOTORIZED PROJECTS</p> <p><u>Instructions: Complete this section if you selected “Nonmotorized Projects” in question 14.</u></p> <p>Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • 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). <p>Extending this overpass completes a major link in the Seattle Urban Trail System identified in the Seattle Comprehensive Plan, the Transportation Strategic Plan and the Bicycle Master Plan. It will link multiple centers including the Uptown, Downtown, and the South Lake Union Urban Centers. Residents in these areas will also have better access to the Fremont Hub Urban Village and the University District Urban Center. The overpass will be multi-use serving bicyclists, pedestrians, including persons with disabilities (the overpass will be fully ADA accessible). Seattle's Comprehensive Plan calls for reducing congestion and accommodating growth by promoting non-motorized forms of transportation.</p> <p>It addresses the policies of a number of plans:</p> <p>Seattle Bicycle Master Plan: This project is included on the Seattle Bicycle Master Plan map, which was adopted by the Seattle City Council on November 5, 2007 (Resolution 31024). Two public meetings were held prior to adoption of the plan. Other specific citations include:</p> <p>Bicycle Master Plan Map: Project shown as an Overpass – Bicycle Facility Recommendation Action 1.2: Complete the Urban Trails and Bikeways System. SDOT should complete the Urban Trails and Bikeways system (p. 20).</p> <p>Objective 1: Develop and maintain a safe, connected, and attractive network of bicycle facilities throughout the city. The system will include ... completion of the Urban Trails and Bikeways System (pp. 6-7).</p> <p>Transportation Strategic Plan: Originally adopted by Seattle City Council and signed by the Mayor in November, 1998, and then updated and readopted on August 15, 2005 (Resolution 30790) this plan specifically identifies completion of Seattle’s Urban Trails System (which includes this project) as one of nine key strategies.</p> <p>Comprehensive Plan Goals and Policies, T34: Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps (p. 84; attached).</p>

Strategy B1 Complete and Preserve the City's Urban Trails System (p. 85).

Belltown Neighborhood Plan: Adopted - May 1999, Resolution Number: 29890

KS 1.8 Recommend a dedicated pedestrian overpass be installed over the railroad tracks to complete the connection from Myrtle Edwards Park to the Seattle Center and eventually to Lake Union.

Seattle Comprehensive Plan (adopted in 1994 and updated in 2005): This project is consistent with numerous provisions in this plan, which also includes the Seattle Urban Trails System (of which this project is a part) as an integral element in facilitating bicycling and walking. Ten public meetings were held prior to adoption of this plan. Some specific citations include:

L2 Promote conditions that support healthy neighborhoods throughout the city, including those conducive to helping urban village, mixed use communities thrive (p. LU-6;).

T11 Provide adequate transportation facilities and services to promote and accommodate growth and change in urban centers, urban villages, and manufacturing/industrial centers. Seek to provide transit, walking and bicycling services and improvements to enable urban centers and urban villages to reach growth targets in a way that minimizes single occupant vehicle travel (p. T-7;).

T45 Remove barriers to, and create incentives for, walking and bicycling for commuting, errands, other short trips, and recreation (p. T-22;).

This link is the logical next segment of the overpass to build, extending the already funded project across Elliott Avenue. It directly connects to the Elliott Bay Trail to the west, and the fast-growing Uptown Urban Center (Lower Queen Anne) on the east. It is also the logical next step in completing a non-motorized connection from Puget Sound to South Lake Union. Although the west entrance of the overpass resides within a designated park, the trail that meanders through the park is utilized extensively by commuters as well as by recreational users.

Currently, the railroad tracks and Elliott Avenue are major barriers to bicycling and walking. With previous funding awarded for the railroad portion and funding the roadway overpass in this application, the City can remove both barriers and provide a safe, convenient and continuous off-road non-motorized connection. Use of the combined overpass is anticipated to be high because of its importance in connecting urban centers, providing better access to the waterfront, and serving as a critical link in the regional Urban Trails system.

The combined overpass will not only eliminate SOV trips, but also will minimize the need for bicyclists to use Elliott Avenue West and other downtown arterial streets, further simplifying the traffic mix. The total effect will be a more efficient flow of traffic through the corridor while non-motorized traffic gains a fully separate right-of-way.

16 SCENIC RESOURCES PROJECTS

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

	<p>Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • 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>Instructions: 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>Instructions: 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).



Overpass will cross the BNSF Railroad tracks and Elliott Avenue.

Thomas Street Pedestrian Overpass

This project will extend a grade-separated nonmotorized connection from the BNSF railroad tracks over Elliott Avenue. Together they pose a significant obstacle to nonmotorized travel between the Elliott Bay waterfront, Seattle's Uptown neighborhood and South Lake Union. Request: \$1 million.





Sean Cryan, Chair
Blake Trask, Vice Chair
John Beaulaurier, Secretary
Sean Ardussi
Craig Benjamin
Ann Boyd
Evan Brown
Ryan Dean
Jeff Frkonja
Deborah Kuznitz
Lindsay Pesheck
Naomi Wilson

May 11, 2009

To Whom It May Concern:

On behalf of the Seattle Bicycle Advisory Board, I am writing to express our strong support for the Seattle Department of Transportation's proposal to construct an overpass connecting the Elliot Bay Trail with Elliot Avenue West at West Thomas Street.

The Elliot Bay Trail is an integral part of Seattle's bicycle and pedestrian infrastructure, linking the Magnolia, Ballard and Interbay neighborhoods with the downtown core. However, the Burlington Northern railroad tracks running parallel with the Elliot Avenue West block access to the trail and create a nearly two mile trail segment where bicycle accessibility is limited to either end. Not only does this prevent access from the densely populated Uptown Urban Center, but it also creates a situation where cyclists approaching from this neighborhood and areas East are forced onto Elliot Avenue West, an arterial that serves high traffic volumes and is not designed to safely accommodate cyclists.

Construction of the overpass will improve accessibility to the Elliot Bay Trail, improve the connectivity of the Uptown and South Lake Union neighborhoods with the Seattle waterfront, and will help to move cyclists off of a dangerous Elliot Avenue West.

The Seattle Bicycle Advisory Board strongly recommends the construction of the West Thomas Street overpass as a critical step towards encouraging the growth of non-motorized transportation in Seattle.

Sincerely,



John Beaulaurier
Secretary, Seattle Bicycle Advisory Board

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impacts which actions by the city may have upon bicycling; and shall have opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

-City Council
Resolution 25534



City of Seattle

Michael McGinn, Mayor

Seattle Transportation

Peter Hahn, Director

Seattle
Pedestrian
Advisory
Board

July 7, 2010

To Whom it May Concern:

The Seattle Pedestrian Advisory Board is pleased to offer this letter of support for projects being considered for possible funding through the 2010 Statewide Enhancements Program.

The mission of the Seattle Pedestrian Advisory Board is to advise the Mayor, Council, and city departments on city actions that affect the pedestrian environment.

We support the following projects:

Ballard Bridge Non-motorized Facilities. The Ballard Bridge is an important link for bicyclists between northwest Seattle and downtown, and for pedestrians between Ballard and Queen Anne and Magnolia. The current sidewalks are narrow and the transitions to and from the bridge for pedestrians and bicycles are of particular interest. The grant would fund alternatives analysis and preliminary design for infrastructure improvements that address the narrow sidewalks and challenging transitions.

West Thomas Street Overpass. This bicycle and pedestrian overpass will provide a grade-separated connection over both the BNSF mainline railroad tracks and a busy arterial roadway that supports heavy freight and transit traffic. This project has been awarded funding previously when the project scope only considered the construction of a grade-separated structure over the railroad tracks; the project was subsequently expanded to include the construction of a grade-separated structure over Elliott Avenue West as well. This request specifically addresses funding for the section over Elliott Avenue West. The final structure will help connect the Uptown Urban Center, which is one of the most densely populated urban centers in Seattle, with the Elliott Bay waterfront and is a key element of the Lake to Bay Loop pedestrian and bicycle route.

Pedestrian and Bicycle Safety and Health Campaign. This project will create a bicycle and pedestrian safety campaign that focuses on the transportation and health benefits of safe biking and walking. It will target areas identified in the Pedestrian Master Plan as having higher levels of obesity, diabetes, and disabilities, and lower levels of physical activity. It will include outreach to high school students, because they are at an age where they are developing life-long habits, and because they can often reach family members who speak languages other than English. The project will develop materials that can be adapted for other groups and other agencies.

Thank you for your consideration.

Sincerely,

Tom Williams
Chair, Seattle Pedestrian Advisory Board

- Tom Williams
Chair
- Christina Bollo
Vice-Chair
- Vanessa Lund
Secretary
- Betty Arens
- Mark Bandy
- Jennifer Calleja
- Mark Landreneau
- Kristen Lohse
- Jon Morgan
- Seth Schromen-Wawrin
- Benjamin Smith

The Seattle Pedestrian Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City on matters related to pedestrians and the impacts which actions by the City may have upon the pedestrian environment; and shall have the opportunity to contribute to all aspects of the City's planning processes insofar as they may relate to pedestrian safety and access.

City Council Resolution
28791



Seattle Municipal Building, 600 Fourth Avenue, Room 410, Seattle, WA 98104-1879

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www.cascade.org
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June 24, 2010

To whom it may concern:

Cascade Bicycle Club is pleased to offer this letter of support for projects being considered for possible funding through the 2010 Statewide Enhancements Program.

Founded in 1970, Cascade Bicycle Club is a 13,000+ member, non-profit organization based in Seattle serving more than half a million cyclists in the Puget Sound area. Our mission is to *Create a Better Community through Bicycling* with the goal of creating more livable communities by promoting health & recreation through bicycle activities, advocacy, & education.

We support the following projects submitted by the Seattle Department of Transportation:

Ballard Bridge Non-motorized Facilities. The Ballard Bridge is an important link for bicyclists between northwest Seattle and downtown, and for pedestrians between Ballard and Queen Anne and Magnolia. The current sidewalks are narrow and the transitions to and from the bridge for pedestrians and bicycles are of particular concern – particularly the sound bound transition for cyclists. This grant would fund analysis and preliminary design for infrastructure improvements that address the narrow sidewalks and challenging transitions.

West Thomas Street Overpass. This bicycle and pedestrian overpass will provide a grade-separated connection over both the BNSF mainline railroad tracks and a busy arterial roadway that supports heavy freight and transit traffic. This project has been awarded funding previously when the project scope only considered the construction of a grade-separated structure over the railroad tracks; the project was subsequently expanded to include the construction of a grade-separated structure over Elliott Avenue West as well. This request specifically addresses funding for the section over Elliott Avenue West. The final structure will help connect the Uptown Urban Center, which is one the most densely populated urban centers in Seattle, with the Elliott Bay waterfront and is a key element of the Lake to Bay Loop pedestrian and bicycle route.



Light Rail Station Secure Bicycle Parking. This project will install secure, covered parking for up to 50 bicycles at the McGraw Streetcar Plaza/Westlake Transit Hub and conduct preliminary engineering and design work for the International District /Chinatown, Capitol Hill and Husky Stadium Link Light Rail Stations.

Pedestrian and Bicycle Safety and Health Campaign. This project will create a bicycle and pedestrian safety campaign that focuses on the transportation and health benefits of safe biking and walking. It will target areas identified in the Pedestrian Master Plan as having higher levels of obesity, diabetes, and disabilities, and lower levels of physical activity. It will include outreach to high school students, because they are at an age where they are developing life-long habits, and because they can often reach family members who speak languages other than English. The project will develop materials that can be adapted for other groups and other agencies.

Thanks you for your consideration of these projects.



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July 9, 2010

To Whom It May Concern:

Feet First, the state's only pedestrian advocacy organization, has been promoting walkable communities in the Puget Sound region and across the state since 1995. Feet First promotes walkable communities for health, transportation, environment and enjoyment, helping people take steps that create better places to live, learn, shop, work and play. Feet First's mission and advocacy work has several areas of focus, including informing and motivating policy makers to make decisions that favor and prioritize funding and policies for walkable neighborhoods, and to energize and inform the community at large about walkability issues through educational, interesting and interactive means.

Feet First is pleased to offer a letter of support for City of Seattle's application to the 2010 Statewide Transportation Enhancements Program for the projects outlined below.

Ballard Bridge Non-motorized Facilities. The Ballard Bridge is an important link for bicyclists between northwest Seattle and downtown, and for pedestrians between Ballard and Queen Anne and Magnolia. The current sidewalks are narrow and the transitions to and from the bridge for pedestrians and bicycles are of particular interest. Funds would provide an alternative analysis and preliminary design for infrastructure improvements that address the narrow sidewalks and challenging transitions.

West Thomas Street Overpass. This bicycle and pedestrian overpass will provide a grade separated connection over both the BNSF mainline railroad tracks and a busy arterial roadway that supports heavy freight and transit traffic. This project has been awarded funding previously when the project scope only considered the construction of a grade-separated structure over the railroad tracks; the project was subsequently expanded to include the construction of a grade separated structure over Elliott Avenue West as well. This request specifically addresses funding for the section over Elliott Avenue West. The final structure will help connect the Uptown Urban Center, which is one the most densely populated urban centers in Seattle, with the Elliott Bay waterfront and is a key element of the Lake to Bay Loop pedestrian and bicycle route.

Interurban Trail Missing Link. This is a project to improve the missing link on Linden Avenue North between North 128th Street and North 145th Street, which forms part of the valuable Interurban Trail non-motorized corridor. The specific project will consolidate driveways and access points along this roadway section. This will improve pedestrian and bicycle safety along Linden Avenue N corridor.

Pedestrian and Bicycle Safety and Health Campaign. This project will create a bicycle and pedestrian safety campaign focusing on the transportation and health



benefits of safe biking and walking. It will target areas identified in the Pedestrian Master Plan as having higher levels of obesity, diabetes, and disabilities, and lower levels of physical activity. Feet First looks forward to working with Seattle Department of Transportation to create a successful campaign. The innovative campaign will include outreach to high school students, because at this age they are developing life-long habits, and because these students can often reach family members who speak languages other than English. The project will develop materials that can be adapted for other groups and other agencies.

In closing, Feet First reiterates its strong support of the City of Seattle's grant application.

Sincerely yours,



Lisa Quinn
Executive Director



John Stewart
Board President