

# 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](mailto: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.

<b>PROJECT IDENTIFICATION AND DESCRIPTION</b>	
<b>1</b>	<p><b>PROJECT TITLE:</b> Bicycle Enhancements At Sound Transit (ie BEAST) and Seattle</p>
<b>2</b>	<p><b>TRANSPORTATION 2040 ID#</b> n/a</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 <a href="http://www.psrc.org/assets/3763/Appendix_M.pdf">http://www.psrc.org/assets/3763/Appendix_M.pdf</a>. For assistance or questions regarding these issues, contact <a href="mailto:Kimberly.Scrivner@psrc.org">Kimberly Scrivner</a>, 206-971-3281.</p>
<b>3</b>	<p><b>SPONSORING AGENCY:</b> Sound Transit</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: City of Seattle – Department of Transportation</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 type="checkbox"/> Yes    <input checked="" 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 <a href="http://www.wsdot.wa.gov/LocalPrograms/LAG/">http://www.wsdot.wa.gov/LocalPrograms/LAG/</a> for more information.</p>
<b>4</b>	<p><b>PROJECT CONTACT:</b></p> <p>Name:            Lisa Wolterink Email :            lisa.wolterink@soundtransit.org Phone:            206-689-3359</p>

**5 PROJECT DESCRIPTION**

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.

The "Bicycle Enhancements at Sound Transit (BEAST)" project is requesting \$563,000 in Transportation Enhancement funds for three elements that will improve nonmotorized access to transit: 1) purchase and install 16 new bicycle locker spaces at two light rail stations; 2) fabricate and install bicycle wayfinding signage at all light rail stations; and 3) implement an education/outreach program for bicyclists and pedestrians. This project is a joint request from Sound Transit and the City of Seattle to improve nonmotorized connections to regional transit and educate people on walking and biking options.

Specifically, the funds will complete the following elements:

1. Procure and install additional 16 secured bicycle locker spaces at the Mount Baker and Beacon Hill Link Light Rail Stations to help meet the high demand of bicycle storage at these stations. Central Link light rail service opened in July 2009 with service from downtown Seattle to Tukwila and was extended to the SeaTac Airport in December 2009. The light rail stations from SODO (downtown Seattle) to Tukwila already have bicycle racks and lockers, but there is higher demand for secured bicycle parking at Beacon Hill and Mt Baker Stations. Currently, there are waiting lists to rent bicycle lockers at those stations. This enhancements request will provide the funding needed for additional bicycle lockers at the Mount Baker and Beacon Hill Stations. Increasing the amount of secure Class 1 bicycle parking at these stations will make it more attractive and easier for transit riders to access the station, decrease their environmental footprint, and know that their bicycles are securely stored.

Stations	2030 Daily ridership projected	Current # of bicycle rack spaces	Current # of Secured bicycle locker spaces	# of people on waiting list for a bicycle locker	# of additional bicycle locker spaces (with grant funding)	Total # of bicycle lockers spaces (with grant funding)
Beacon Hill	4,000	three racks that can hold 24 bicycles	4	9	4	8
Mt Baker	3,000	two racks that can hold 16 bicycles	4	10	12	16
Total	7,000	40	8	19	16	24

2. Design and install wayfinding signage and customer information specific to bicyclists. The Central Link stations have wayfinding and customer information, but none specifically for bicyclists. This request will install wayfinding signage at nine light rail stations from South Downtown (SODO) to SeaTac including Stadium, SODO, Beacon Hill, Mt Baker, Columbia City, Othello, Rainier Beach, Tukwila and SeaTac Stations. The wayfinding will inform bicyclists where to park, what bicycle services and infrastructure are nearby, and how riders can contact Sound Transit for more bicycle and transit information. Please see Appendix C below for an example of the type of wayfinding signage that will be developed under the BEAST project.

3. The City of Seattle and Sound Transit will develop and distribute new education programs to promote bicycling, walking and transit use. The City of Seattle will create a bicycle and pedestrian safety campaign that focuses on the transportation and health benefits of safe bicycling and walking. It will target areas identified in Seattle’s Pedestrian Master Plan (Southeast Seattle and Duwamish area) as having higher levels of obesity, diabetes, and disabilities, and lower levels of physical activity. This campaign 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. Specific tasks of this project will include: develop materials, select school(s) and other venues, conduct focus groups with intended audience(s) to make sure materials resonate, produce and distribute materials, and evaluate effectiveness of the campaign.

**6 PROJECT LOCATION:** The project is mostly located in the City of Seattle  
 County(ies) in which project is located: The project is mostly located in King County (although ST’s educational materials will also benefit Pierce and Snohomish counties

	<p><b>Answer the following questions if applicable:</b> Please see APPENDIX A for Link light rail map</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): varies</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Varies</p>
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<b>7</b>	<p><b>PROJECT TYPE</b> (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):</p> <p><input checked="" type="checkbox"/> Provision of Facilities for Bicycles and Pedestrians</p> <p><input type="checkbox"/> Acquisition of Scenic Easements &amp; Scenic or Historic Sites</p> <p><input type="checkbox"/> Scenic or Historic Highway Programs (including tourist &amp; welcome center facilities)</p> <p><input type="checkbox"/> Landscaping and other Scenic Beautification</p> <p><input type="checkbox"/> Historic Preservation</p> <p><input type="checkbox"/> Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities</p> <p><input type="checkbox"/> Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails)</p> <p><input type="checkbox"/> Control and Removal of Outdoor Advertising</p> <p><input type="checkbox"/> Archaeological Planning and Research</p> <p><input type="checkbox"/> Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity</p> <p><input checked="" type="checkbox"/> Provision of Safety and Educational Activities for Pedestrians and Bicyclists</p> <p><input type="checkbox"/> Establishment of Transportation Museums</p>
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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.

<b>8</b>	<p><b>CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040</b></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 <a href="http://www.psrc.org/growth/planreview/statusreportppr/">www.psrc.org/growth/planreview/statusreportppr/</a>. For copies of VISION 2040 or Transportation 2040 documents, please contact the PSRC <a href="mailto:Information.Center@psrc.org">Information Center</a>, 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 <a href="http://www.psrc.org/transportation/t2040/">www.psrc.org/transportation/t2040/</a> or contact <a href="mailto:Kimberly.Scrivner@psrc.org">Kimberly Scrivner</a>, 206-971-3281.</p>
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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): Sound Move certified by PSRC June 1996. Also, on September 25, 2008, the PSRC Executive Board found that the ST2 conforms to the region's transportation plan -- Transportation 2040 and the region's long-range growth strategy -- VISION 2040. **The City of Seattle Comprehensive Plan was certified by the PSRC in June 2002.**

<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 <a href="http://www.psrc.org/assets/465/Centers_small.pdf">http://www.psrc.org/assets/465/Centers_small.pdf</a> for more information.)</p> <p><input type="checkbox"/> The project is located outside the designated urban growth area.</p> <p><input checked="" type="checkbox"/> The project is located within the designated urban growth area.</p> <p><input checked="" type="checkbox"/> The project is located within an identified regional growth center or town/activity center. Refer to <a href="http://www.psrc.org/growth/centers/">http://www.psrc.org/growth/centers/</a> for more information. For identified local city/town locations, please describe.</p> <ul style="list-style-type: none"> <li>• Regional Growth Center(s): The bicycle lockers and wayfinding elements directly benefit the Seattle</li> </ul>	
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Downtown, Tukwila and SeaTac Regional Growth Centers. The education/outreach elements of this application will benefit all Central Puget Sound Regional Growth Centers served by ST services including Auburn, Bellevue, Bothell/Canyon Park, Everett, Federal Way, Kent, Lakewood, Lynnwood, Overlake, Puyallup, Redmond, Seattle, SeaTac, Tacoma, Totem Lake/Kirkland, and Tukwila .

- Regional Manufacturing/Industrial Center(s): The Pedestrian and Bicycle Safety/Health Campaign is located in the Duwamish Manufacturing and Industrial Center
- Local Town/Activity Center(s): Southeast Seattle / Rainier Valley area

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:

The BEAST project is identified in Sound Transit 2: A Mass Transit Guide, page 6 (System Access). The project is also included in and consistent with the Sound Transit Preliminary Bicycle Parking Plan (Motion 2009-036, <http://www.soundtransit.org/About-Us/Board-of-Directors/Motions/2009-Motions.xml>). Additionally the City of Seattle development and neighborhood plans are very supportive of accessing light rail transit service by bicycling and walking, reducing auto trips and encouraging alternative modes of travel to and from urban centers. The City of Seattle's Bicycle Master Plan includes in its actions "Provide sufficient space for bicycle storage at transit stations and multimodal hubs."

The Pedestrian and Bicycle Safety and Health Campaign is included in the Seattle Pedestrian Master Plan under Objective 6: "Get more people walking for transportation, recreation, and health" 2010 Workplan Summary ([http://www.seattle.gov/transportation/pedestrian\\_masterplan/pmp\\_imp\\_more.htm](http://www.seattle.gov/transportation/pedestrian_masterplan/pmp_imp_more.htm)). This project will target areas identified in the Pedestrian Master Plan as having higher levels of obesity, diabetes, and disabilities, and lower levels of physical activity.

Sound Transit's Bicycle Policy - On April 23, 2009 [a motion](#) by the Sound Transit Board of Directors resulted in the adoption of [a new bicycle policy](#). This policy restates that bicycles are an important mode of access to its regional transit system, and articulates how bicycles and bicyclists can include transit in their travels with Sound Transit.

This project further supports some of the following plans:

King County: King County Comprehensive Plan (October 2008): T-301 (p 7-18) King County should plan, design, and implement a system of services and facilities that supports integration of regional and local services and that facilitates access to the system for pedestrians, bicyclists, transit collection/distribution services, and persons with disabilities, thereby providing a viable and interconnected network that is an alternative to auto usage. T-317 p 7-22 King County shall seek to improve bicycle and pedestrian safety both within residential areas and along arterials where improvements would increase nonmotorized transportation choices, connect across gaps in existing nonmotorized facilities, or otherwise improve facilities for nonmotorized users. At a minimum, nonmotorized safety improvements should include adequate signage, markings, and signalization. To foster safe walking conditions for students, King County should continue the School Pathways Program. T-318 p 7-22 To enhance and improve nonmotorized access to transit throughout the transit system area.....

Seattle: The City of Seattle's Comprehensive Plan "Toward a Sustainable Seattle"(January 2005, updated 2008) "TG3 Promote safe and convenient bicycle and pedestrian access throughout the transportation system." "T31 Integrate pedestrian and bicycle facilities, services, and programs into City and regional transportation and transit systems. Encourage transit providers, the Washington State Ferry System, and others to provide safe and convenient pedestrian and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, and especially for persons with disabilities and special needs."

Seattle Light Rail Station Area Planning (1997-2001) For four years, the City of Seattle engaged in station area planning efforts in partnership with Sound Transit's light rail project to build upon the neighborhood plans, analyze markets for station area development and establish a framework for action.

Station Area Concept-Level Recommendations. Seattle City Council adopted Station Area Concept-Level Recommendation packages in 2000, which contained a Citywide vision for light rail in Seattle, as well as individual station vision statements, sketches, maps, and policy tools.

Station Area Overlay District and Rezones. The Station Area Planning recommendations included land use code changes and rezones around individual stations that were adopted in 2001.

The Rainier Beach Neighborhood 2014 Plan and The Greater Columbia City Neighborhood Plan recommend investments for bicycle capacity improvements and transit connections.

City of Tukwila Comprehensive Plan (December 2008): "Transportation Corridors" p 162 13.5.1 Implement specific improvements that provide safe bicycle and walking capacity for regional (Category I) and local (Category II) trips.; 13.5.8 Require secure bicycle racks in appropriate locations.;

City of SeaTac Comprehensive Plan (2008) p 3-23 Policy 3.1 Promote a Multimodal Transportation System - Support Actions that Encourage HOV, Bicycle and Transit Options for Transportation Improvements; p 3-26 Policy 3.3 Develop Facilities for Pedestrians and Bicyclists - Assure that Adequate Pedestrian Facilities Are Provided in Conjunction with Other Facilities

This project is also consistent with and supports PSRC's Transportation 2040, VISION 2040 and Washington State's Commute Trip Reduction Act and Growth Management Act because it promotes nonmotorized transportation and access to the regional system.

- 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.

This project will benefit several major Regional Growth Centers and one Manufacturing/Industrial Center in the Central Puget Sound Region. The addition of 16 new secured bicycle spaces at Mt Baker and Beacon Hill stations and the bicycle wayfinding signage directly benefit the Seattle Downtown, Tukwila and SeaTac Regional Growth Centers. The project will expand bicycle parking at Beacon Hill and Mt Baker light rail stations in Seattle and provide wayfinding for bicyclists at nine stations along the Link light rail line from downtown Seattle to SeaTac Airport. The education, outreach and campaign elements of this application will benefit and target all major Central Puget Sound Regional Growth Centers served by ST services including, but not limited to Auburn, Bellevue, Bothell/Canyon Park, Everett, Federal Way, Kent, Lakewood, Lynnwood, Overlake, Puyallup, Redmond, Seattle, SeaTac, Tacoma, Totem Lake/Kirkland, and Tukwila, and the Duwamish M/I center.

Beacon Hill Station is within a 10 minute walk/bike from the Beacon Hill Library and Community Center, El Centro de la Raza, schools, parks and grocery stores, multiple Metro bus routes and the Jefferson Park playfields, Jefferson Park Community Center and golf course. Mt Baker Station is within a 10 minute walk/bike from Franklin High School, Mt Baker Community Center, multiple restaurants and shopping, etc.

Specifically, the project benefits these Centers because it:

- supports and helps implement adopted policies and/or plans of these Centers
- supports non-motorized mobility providing cyclists the option of riding to the nearest transit facility where they would be able to store a bicycle in a secure locker and ride transit to their destination
- increases activity levels, focuses on health aspects of walking and bicycling to replace car trips in these Centers
- enhances the Centers sense of place by providing helpful and attractive wayfinding signage and education materials
- provides attractive regional bicycle amenities for commuters using transportation alternatives
- encourages and promotes bicycle access at regional light rail facilities, reducing demand on auto parking in area thereby reducing the carbon footprint

The project is identified in Sound Transit 2 which invests in transportation improvements that are clearly linked to growth, development, quality of life and economic vitality of the region. The BEAST project directly supports bicycle access to regional transit facilities - such as the region's light rail system.

Seattle's Bicycle Master Plan includes many improved connections to regional transit facilities. Around Mt Baker Station, shared roadway bicycle ("sharrows") are planned for Cheasty Blvd S. For Beacon Hill Station, a sharrow and bicycle lane is planned for Beacon Ave South between 13<sup>th</sup> Ave S & Holgate.

The project also promotes the development of facilities to improve connections between Centers, surrounding communities, and stations.

The BEAST project remedies an existing and anticipated problem – increased demand for secured bicycle parking facilities in light rail stations. At the Beacon Hill and Mt Baker stations the availability of secure bicycle lockers is insufficient to meet existing or expected demand. Currently, there are waiting lists for bicycle lockers and this grant request remedies much of the waiting list. (Note: To rent a bicycle locker at a Sound Transit facility, patrons must pay a \$50 non-refundable annual rental fee and a one-time \$50 key refundable deposit and sign a rental agreement. Even with these fees, bicycle lockers are very popular.

There are space constraints that restrict the number of additional bicycle lockers that can be installed at this time. However, this BEAST enhancements request would benefit those who want to access regional light rail stations by bicycle. The project would serve many different kind of trips: commuters, students, those running errands or getting to doctor appointments by bicycle, etc.

The wayfinding component of the BEAST project will enhance the sense of place for the Centers by providing useful and attractive signage in station areas. Wayfinding helps to unify mixed-use areas and promotes using transit services and facilities. The wayfinding will inform bicyclists of where to park, what bicycle services and infrastructure are nearby (such as trails, bike lanes, etc. around the station area), and how riders can contact Sound Transit for more bicycle and transit information.

The education and safety/health campaign component of the project will communicate with the residents and employees of Centers how easy it is to combine bicycling with their transit commute and focus on the transportation and health benefits of safe bicycling and walking in these areas. These efforts also help promote Sound Transit services and facilities. In the Fall of 2010, Sound Transit is planning on implementing a major data collection effort to count the number of bicyclists using Sound Transit facilities and vehicles. This is the first major count of bicyclists using transit facilities at Sound Transit. Sound Transit is coordinating with our regional partners in this effort. (Regional partners include: PSRC, WSDOT, the cities of Seattle, Tacoma, Bellevue and Redmond, King County Metro, Pierce Transit, Community Transit, Cascade Bicycle Club and the Bicycle Alliance of Washington). The information collected can help inform the development of bicycle education materials and future nonmotorized improvements at transit facilities.

The BEAST project also promotes bicycle and pedestrian activity and provides amenities to persons living and/or working in Centers. The Centers, station areas and surrounding communities benefited by the BEAST project have high concentrations of population, jobs and households. Because the project is located in densely developed urban areas, the project (especially the educational and wayfinding components) can impact over 607,000 people, nearly 700,000 jobs and approximately 300,000 households (refer to Table 1 below).

**Table 1. Centers / Activity Areas Benefited by the BEAST Project**

The education and wayfinding elements of this project will benefit all major Centers where Sound Transit and the City of Seattle serve. The table below reflects the Centers benefited by the bicycle lockers, wayfinding and specific educational campaign elements only:

Jurisdiction	Population	Jobs	Households	Commercial/Activity areas
<b>Regional Growth Centers</b>				
Seattle Downtown	563,374	503,104	270,524	CBD, Westlake/Pacific Place Malls, civic and public facilities, professional sports venues, Port, major transportation hub
Tukwila	13,871	48,996	6,968	Boeing Longacres
SeaTac	25,496	31,899	10,176	SeaTac International Airport; International Blvd (SR99) – high density mixed use
Duwamish M/I	2,452	67,919	862	King Co International Airport/Boeing Field
<b>Activity Areas</b>				
North Beacon Hill Urban Village			1,800	Mixed use residential, retail, parks/open space
North Rainier Valley (Mt Baker)	2,787	3,371	1,282	Mixed use residential, retail, parks/open space
<b>Total</b>	<b>607,980</b>	<b>655,289</b>	<b>291,612</b>	

Source data: Regional Growth Centers Puget Sound Regional Council Centers Reports (2000) and City of Seattle Neighborhood Plans (Activity Areas)

Ridership is high and continues to grow for Central Link light rail. Central Link started operation in July 2009 and continues to increase substantially each quarter. The stations benefited by the BEAST's additional bicycle parking (Beacon Hill and Mt Baker) have some of the highest ridership of all Central Link stations outside of the downtown and SeaTac Airport. Beacon Hill and Mt Baker Stations have 1,300 and 1,200 riders per day.

**Table 2. Light Rail Station Ridership**

Light Rail Station	Current Ridership (as of June 2010)
Westlake	4,700
University Street	1,700
Pioneer Square	1,500
International District	2,100
Stadium	900
SODO	700
Beacon Hill*	1,300
Mt Baker*	1,200
Columbia City	1,100
Othello	1,100
Rainier Beach	1,000
Tukwila/International Blvd	2,000
SeaTac/Airport Station	3,900
Total Station Boardings	<b>23,200</b>

All stations listed will benefit from the wayfinding and education/campaign elements of this grant request. The Beacon Hill and Mt Baker stations include the bicycle locker expansion elements.

The proposed project encourages bicycle access to regional light rail facilities. The project encourages more people to combine bicycling and transit as a means to get where they need to go and promotes nonmotorized access to local and regional transit within in these Centers.

**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.

This project demonstrates strong, broad based support in the community and in the region. The project is included in and supports Sound Transit 2 (page 6 – System Access). The ST2 Plan was developed through an open public process over a four-year period. During that period, Sound Transit coordinated closely with cities and counties and conducted substantial public outreach. The formal public review process for Sound Transit 2 included a seven month extensive public input period from January 2008 to July 2008. For further details about the public input process including dates, times and locations please visit the following link at: <http://www.soundtransit.org/Projects-and-Plans/System-Planning-and-History/Planning-History/ST2-plan-development-Documents.xml>. The Sound Transit 2 plan was approved by voters in the Central Puget Sound Region on November 4, 2008.

The BEAST project also supports recommendations made by Sound Transit's Bicycle Advisory Group (BAG). The BAG is made up of external stakeholders, with representation from cities, the state, other transit agencies, bicycle advocacy organizations and citizens. The BAG advises the agency on bicycle issues and topics. They have specifically recommended that Sound Transit increase its secured bicycle parking, educate bicyclists about combining bicycling and transit, and to include bicycle wayfinding for completed and future facilities.

The 13,000 member Cascade Bicycle Club (CBC) also strongly supports the BEAST project. In early 2010 the CBC solicited input from communities in Southeast Seattle to identify recommendations for improving connections between bicycling and transit. This BEAST project will address many of the recommendations that were identified through CBC's effort. Please see the attached letter of support from Cascade Bicycle Club supporting Sound Transit's BEAST project. The project is also supported by King County Metro. See attached letter.

Seattle's Pedestrian and Bicycle Safety and Health Campaign is included in the Seattle Pedestrian Master Plan under Objective 6: "Get more people walking for transportation, recreation, and health". Development of Seattle's Pedestrian Master Plan began in early 2007. The City Council, with the Mayor's support, passed

Resolution 30951 in February 2007. The resolution directed City departments on the elements of the Pedestrian Master Plan, the establishment of a citizens' advisory group, and the implementation of a pedestrian safety campaign. Following the direction of the resolution, SDOT staff convened the Pedestrian Master Plan Advisory Group (PMPAG) in June 2007, which includes representatives from the Seattle Pedestrian Advisory Board (SPAB), neighborhood organizations, regional representatives, health officials, an organization representing senior citizens, Seattle Public Schools representatives, representatives from pedestrian advocacy groups and safe-driving- oriented organizations, and members of the disabled community.

Seattle residents were also very involved in the planning process. For example, more than 1,400 people responded to the *Walking Preferences Survey*, which asked people why they do and don't walk, where they walk and don't walk, and what might encourage them to walk more. Members of the PMPAG also played an important role in sharing the draft plan with the public and are helping to transition stewardship of the plan to SPAB. Additional detail about the people and the steps involved in developing the various pieces of the plan can be found in "People in the Planning Process" at:

[http://www.seattle.gov/transportation/pedestrian\\_masterplan/pmp\\_dev\\_people.htm](http://www.seattle.gov/transportation/pedestrian_masterplan/pmp_dev_people.htm), and "Steps in the Planning Process" at: [http://www.seattle.gov/transportation/pedestrian\\_masterplan/pmp\\_dev\\_steps.htm](http://www.seattle.gov/transportation/pedestrian_masterplan/pmp_dev_steps.htm).

This project is also highly supportive of Sound Transit's Bicycling Policy. On April 23, 2009 the Sound Transit Board of Directors restated that bicycles are an important mode of access to its regional transit system.

<http://www.soundtransit.org/Riding-Sound-Transit/How-To-Ride/Bicycles.xml#BicyclePolicy>

## 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
Implementation	11/1/2010	\$ 533,207
<b>TOTAL:</b>		<b>\$ 533,207</b>

**\* 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
Implementation	11/1/2010	local funds	\$30,000
<b>TOTAL:</b>			<b>\$30,000</b>

\*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
Not applicable			\$
<b>TOTAL:</b>			<b>\$</b>

### 11D: Total Project Cost

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$	Preliminary Engineering/Design:	
Right of Way:	\$	Right of Way:	
Construction:	\$	Construction:	
Implementation: 1) procurement of bicycle lockers; 2) bicycle wayfinding signage; 3) bike/ped education	\$ 563,207	Other (specify):	The bicycle lockers and wayfinding will be complete 12/31/2011. The educational element will be complete 3/31/2013
Total Project Cost:	\$ 563,207	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:**

The 2010 Transportation Enhancements funds requested in this application will complete the project.

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

**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 Needed a. Final FHWA approval of environmental documents including:
  - Not Needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
  - Not Needed - Section 106 Concurrence.
  - Not Needed - 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.

Right-of-way is not needed for this project. This project is straightforward and only involves the procurement and installation of bicycle lockers on existing sites and fabrication and installation of wayfinding signage and education/outreach. All activities are exempt from NEPA. The funds could be obligated immediately upon availability.

**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.

**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).

**This project addresses the following nonmotorized elements because it:**

- Adds to the existing nonmotorized system as it expands the bicycle locker supply at key regional light rail stations where demand is extremely high and exceeds the current supply. The station areas attract many trips (over 2,500 users per day at Beacon Hill and Mt Baker Station alone) and there are schools, parks, community centers, grocery stores and other attractions in the vicinity. The project increases the ability of people to ride their bikes to regional transit facilities. The project enhances the nonmotorized network by increasing public knowledge of combining transit and bicycling informing them directly at and around the facility. Bicycles are welcome on all ST Express bus, Sounder commuter rail, Central Link light rail and Tacoma Link light rail vehicles and stations.
- Promotes connections to multimodal facilities and light rail stations by encouraging people to use alternative modes of travel offering attractive secure bicycle parking and promoting bicycle/transit use at regional transit facilities and stations. Sound Transit’s light rail stations connect to the region’s largest population and employment centers including downtown Seattle, Tukwila and SeaTac. Eventually, Central Link will connect to Capitol Hill and the University of Washington (in 2016), and Northgate, Lynnwood, Mercer Island, Bellevue and Redmond (by 2023). Light rail provides direct connections to other multimodal facilities and services such as ST Express Bus service and transit centers, Sounder Commuter Rail service and stations, King County Metro services, Amtrak and the Washington State Ferries.
- Addresses current and future needs of the nonmotorized community as it provides additional bicycle

parking where it is currently in high demand and short supply. Waiting lists for bicycle parking exists at almost all Link light rail stations and Sound Transit is addressing this need. This enhancements request would provide the funding needed to add additional bicycle lockers at Beacon Hill and Mt Baker Stations. The BEAST project will help educate the community about the ease of combining transit with bicycle trips

- Creates a bicycle and pedestrian safety campaign that focuses on the transportation and health benefits of safe bicycling and walking, targeting 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.
- Focuses on health aspects of walking and bicycling to replace auto/SOV trips
- Increases the level of public exposure, awareness and access to Sound Transit's Link light rail stations and services. The wayfinding elements of the project will incorporate Sound Transit's identity promoting and reinforcing its mission and services and encourage users to explore the surrounding community and station area.
- Relates to surface transportation because it provides additional nonmotorized amenities to the system, helps reduce congestion and get bicyclists and transit riders to their destinations with the greatest of ease, convenience and safety.

This enhancement project is "over and above" normal project activities because it provides *additional* bicycle parking at key regional light rail stations where demand is high, helps bicyclists easily navigate and access regional multimodal facilities and services, enhances efforts in educating and promoting bicycling in combination with regional transit service, and creates a nonmotorized campaign that focuses on the transportation and health benefits of safe bicycling and walking. The scope of this project is basically comprised of additional items that have been requested from transit riders, bicyclists and pedestrians.

**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).

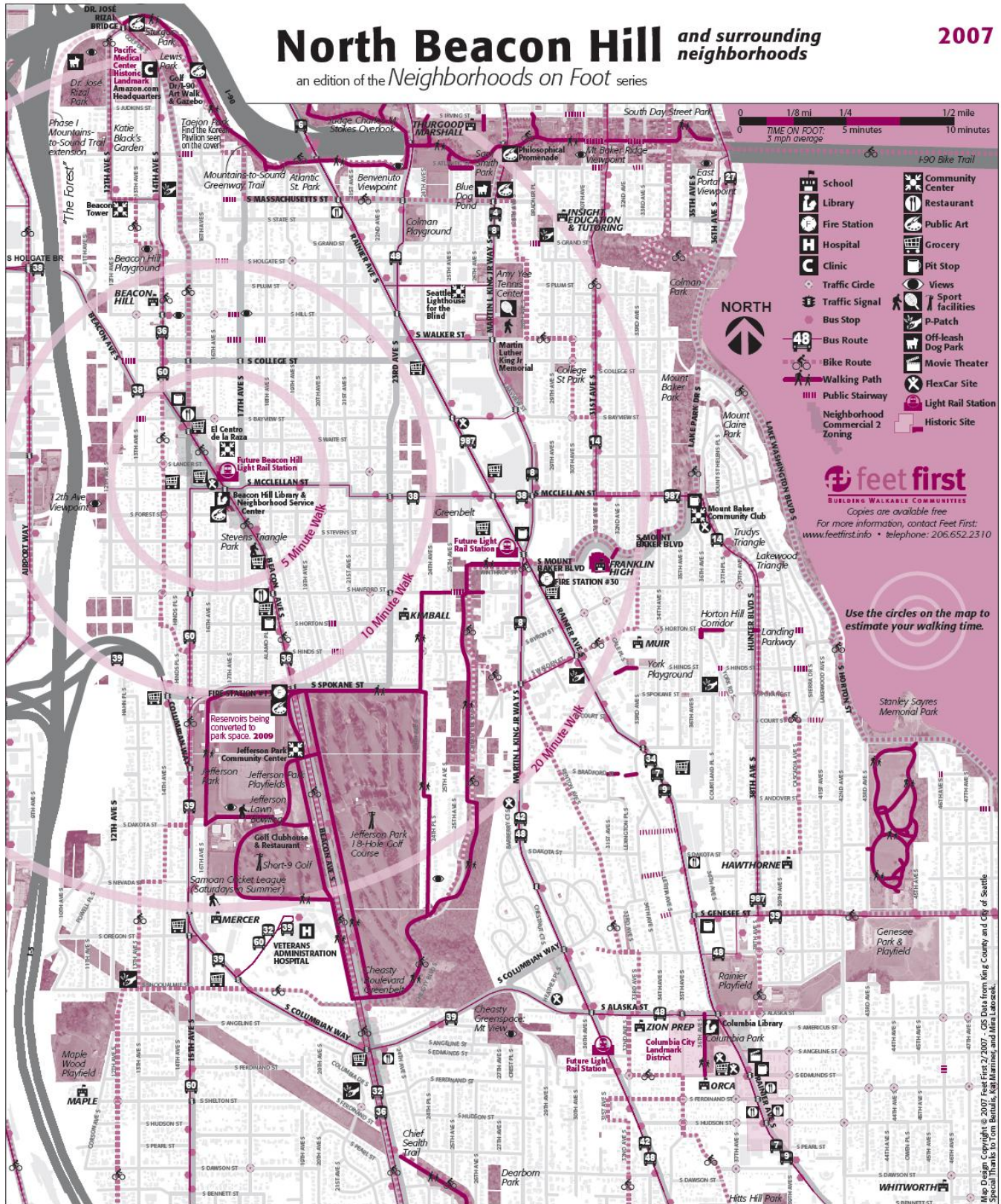
<p>17</p>	<p><b>HISTORIC RESOURCES PROJECTS</b></p> <p><b><u>Instructions:</u></b> Complete this section if you selected “Historic Resources Projects” in question 14.</p> <p><b>Please explain how your project addresses the following:</b></p> <p><u>For site-specific and/or capital projects:</u></p> <ul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

# APPENDIX A CENTRAL LINK LIGHT RAIL LINE AND STATIONS



# Example of Beacon Hill, Mt Baker Station areas:

Station areas are within walking and biking distance to many schools, parks, library/community centers, shopping, and other attractions. Source: Feet First <http://feetfirst.info/walks>



## APPENDIX B

### Future Site of Additional Secured Bicycle Parking/Lockers

With enhancements funding, an additional 16 secured bicycle locker spaces will be added at the Mount Baker and Beacon Hill Link Light Rail Stations to help meet the high demand at these stations.

Beacon Hill Station



Mt Baker Station



# APPENDIX C: EXAMPLE OF WAYFINDING SIGNAGE

This request will install wayfinding signage at nine light rail stations from South Downtown (SODO) to SeaTac including Stadium, SODO, Beacon Hill, Mt Baker, Columbia City, Othello, Rainier Beach, Tukwila and SeaTac Stations. The wayfinding will inform bicyclists where to park, what bicycle services and infrastructure are nearby, and how riders can contact Sound Transit for more bicycle and transit information.



## APPENDIX D: Letter of Support from the Cascade Bicycle Club



P.O. Box 15165  
Seattle, Washington 98115  
p: (206)522-3222 f: (206)522-2407  
[www.cascade.org](http://www.cascade.org)  
[info@cascadebicycleclub.org](mailto:info@cascadebicycleclub.org)

July 6, 2010

Joni Earl, Chief Executive Officer  
Sound Transit  
Union Station  
401 S. Jackson  
Seattle, WA 98104

**Subject: Transportation Enhancements Grant Request – (Bicycle Enhancements at Sound Transit)**

Dear Ms. Earl:

On behalf of the 13,000 members of Cascade Bicycle Club, we are pleased to support Sound Transit's grant request for Transportation Enhancement funding for **Bicycle Enhancements at Sound Transit (BEAST)**. This project supports the kinds of investments in station area enhancement that will make Link light rail stations more accessible to the communities they serve.

The importance of establishing multi-modal connections throughout our region cannot be overstated. The Cascade Bicycle Club is particularly interested in working with Sound Transit and local governments to improve these connections and access at transit stations. This project will increase mobility options for people wanting to access Sound Transit's services, with the potential to increase the number of people combining bicycle trips with transit.

Specifically, this project will add bicycle lockers and bicycle wayfinding at key Link light rail stations, increase bicycle education to promote bicycling and transit use, and fund surveys to identify additional needs related to bicycling and transit. In early 2010, Cascade Bicycle Club solicited input from communities in Southeast Seattle to identify recommendations for improving the connections between bicycling and transit. The **Bicycle Enhancements at Sound Transit** grant will address many of the recommendations that were identified through this effort.

We encourage your support of this grant to increase bicycle access to Sound Transit's facilities. We look forward to working with you on this exciting project.

Do not hesitate to contact us should you have any questions regarding our support for this proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "Chuck Ayers", is written over a horizontal line.

Chuck Ayers  
Executive Director  
Cascade Bicycle Club



Creating a Better Community Through Bicycling

# Letter of Support from King County Metro



## King County

Department of Transportation  
Metro Transit Division  
General Manager's Office  
201 S. Jackson Street  
KSC-TR-0415  
Seattle, WA 98104-3856

July 7, 2010

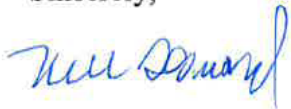
Joni Earl, Chief Executive Officer  
Sound Transit  
401 South Jackson  
Seattle, WA 98104

Dear Ms. Earl:

King County Metro Transit is pleased to support Sound Transit's grant request for Transportation Enhancement funding for Bicycle Enhancements at Sound Transit. This project supports the types of investments in station area enhancement that will make Link light rail stations more accessible to the communities they serve.

Metro is particularly interested in working with Sound Transit and local governments to improve access at transit stations. We look forward to working with you on this exciting project.

Sincerely,



Kevin Desmond  
General Manager  
Metro Transit Division

cc: Rebecca Roush, Communications Specialist, Sound Transit  
Peter Heffernan, Grants Administrator, Office of Regional Transportation, Department of Transportation (DOT)  
Eileen Kadash, Senior Transportation Planner, Market Development, Service Development, Metro Transit Division, DOT