

Section VI - 2009 King Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCtywideComp.aspx>

****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. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 2009**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION

1	Project Title: Mount Baker Light Rail Station Area Pedestrian Improvements <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104th Ave NE to 124th Ave NE)</i>
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2	<p>Sponsoring Agency: City of Seattle</p> <p>Also identify any co-sponsor(s):</p>
3	<p>Project Contact Person: Jude Willcher</p> <p>Address: City of Seattle Department of Transportation, PO Box 34996, Seattle, WA 98124</p> <p>Phone: 206-684-4059</p> <p>Fax: 206-684-3238</p> <p>E-Mail: jude.willcher@seattle.gov</p>
4	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>The project addresses a number of deficiencies in the pedestrian system in the area around the new Mt. Baker Sound Transit light rail station and within the North Rainier Urban Village: missing sidewalks, sidewalks needing repair, insufficient pedestrian-level lighting; pedestrian-vehicle conflicts at signalized intersections; excessive traffic speeds; underutilized pedestrian overpass; too few marked crosswalks.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The purpose of the project is to remediate these deficiencies in order to promote walking to and from the light rail station and among other key destinations within the urban village.</p> <p>The project will accomplish this objective by building and repairing sidewalks; installing and enhancing crosswalks; installing pedestrian-scale lighting on the street and on an existing pedestrian overpass that spans the MLK Jr. Way and Rainier Ave. arterials; providing way-finding signage to direct visitors to key destinations within the Urban Village; installing radar signs slow traffic near and within the Center; installing pedestrian warning signs to alert driver to yield to pedestrians in the crosswalks, and; enhancing crosswalk visibility through textured and colored pavement</p>
5	<p>Project Location: Vicinity of Martin Luther King Jr Way and Rainier Ave S intersection, Seattle</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: Rainier Avenue South and Martin Luther Jr. Way South/South Bayview Street</p> <p>c. Crossroad/landmark nearest to end of project: Rainier Avenue South and Martin Luther King Jr. Way South/South Hanford Street</p>
6	<p>Map: Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>

7 Federal Functional Classification Code (Select only one)

Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.

Rural Functional Classifications
("under 5,000 population")
(Outside the federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 01** Principal Arterial - Interstate
- 02** Principal Arterial
- 06** Minor Arterial
- 07** Major Collector
- 08** Minor Collector
- 09** Local Access
- 21** Proposed Principal Arterial – Interstate
- 22** Proposed Principal Arterial
- 26** Proposed Minor Arterial
- 27** Proposed Major Collector
- 28** Proposed Minor Collector
- 29** Proposed Local Access

Urban Functional Classifications
("over 5,000 population")
(Inside the federal-aid urbanized and federal-aid urban areas)

- X **00** Exception
- 11** Principal Arterial – Interstate
- 12** Principal Arterial – Expressway
- 14** Principal Arterial
- 16** Minor Arterial
- 17** Collector
- 19** Local Access
- 31** Proposed Principal Arterial – Interstate
- 32** Proposed Principal Arterial – Expressway
- 34** Proposed Principal Arterial
- 36** Proposed Minor Arterial
- 37** Proposed Collector
- 39** Proposed Local Access

NOTE: **Federally Funded Projects.** A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

Examples of Exceptions:

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to “Countywide Non-Motorized Project Evaluation Criteria” included in the 2006 King Countywide Call for Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections c through F

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

Project is located within a Center

> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*

Connecting Corridors

> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

SECTION A: CENTERS

Complete this section if your project is a “Centers” project, then proceed to Part 2.

Please explain how your project addresses the following:

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support increased activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate pages(s) from the plan or policies.

This project directly responds to the adopted policies for THE North Rainier Hub Urban Village in Seattle’s Comprehensive Plan by supporting development of a transit oriented “Town Center” around Sound Transit’s Mount Baker Light Rail Station. By providing a comprehensive mixture of pedestrian improvements and traffic calming measures, the project will support and promote walking and biking to and from the new Sound Transit light rail station located within the Center. By 2020, Sound Transit has forecast 3,500 boarding and alightings per day at this station.

The Comprehensive Plan projects 900 new households and 750 new jobs will be created in this center by 20204. Providing high-quality pedestrian facilities around the station will encourage planned growth to occur as outlined in the policies for this center. These policies call for mixed-use and higher density residential development.

- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.), or benefit a large number or wide variety of users?

This project directly addresses safety problems identified during the Rainer Corridor Safety project conducted by the City, WSDOT and the Washington Traffic Safety Commission and the Southeast Transportation Study (SETS). Rainier and MLK have a combined traffic volume of almost 60,000 ADT. This area includes locations with a high number of accidents and excessive vehicle speeds.

The project will greatly enhance the supply and quality of the pedestrian facilities in and around the Center and increase pedestrian safety. New sidewalks will be built to expand the walkway system; crosswalks will be added and enhanced to encourage crossing busy arterials and to better alert drivers to the presence of pedestrians; pedestrian-scale lighting will make people feel more secure in walking during the evening, and; speed control measures will slow traffic to the posted speed limit.

These improvements will benefit the mixed-age and diverse riders of the light rail system and members of the very diverse community of North Rainier. This center is one of the most racially diverse in the Puget Sound region. Over 1/3 of its population is foreign-born and almost 1/3 is unemployed. Over 40% of the population is disabled and over 35% is under the age of 18 or over the age of 65 (source: 2000 census).

- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

In addition to providing better access to the light rail station, the project will also help facilitate pedestrian circulation within the Center where are several other key destinations including Franklin High School, a large subsidized housing complex for low-income, mostly immigrant, renters and a major light-industrial facility – the University of Washington Laundry which supplies the entire UW campus including the University Hospital.

SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.
- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.
- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through F.

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness and financial plan sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested funding.
- When the sponsor plans to obligate requested funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If the federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at

<http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

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 in Section C: Project Readiness.**

It is recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these 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 A below, select one of the three options from the drop down list for all items that apply 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 B, including the estimated schedule for completion.

A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

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

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

Not yet completed - Section 106 Concurrence.

Not yet completed - FHWA/FTA 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.

Not yet completed h. Engineer's Estimate.

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

B. 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.

Preliminary engineering will recommence during 2009 and be complete by mid-2010, with construction following immediately after.

Section D: Financial Plan

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

Guidelines:

- All requested information must be provided to earn maximum points.
- 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 A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Non-Motorized Program

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	Federal Funding Source (enter either STP or CMAQ; choose only one)	Federal Funds Amount
Construction	07/01/10	STP	\$1,280,000
Totals:			\$1,280,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Preliminary Engineering	12/01/08	Local	\$320,000
			\$
			\$
			\$
TOTAL:			\$320,000

*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

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

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

*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Preliminary Engineering/Design:	\$ 320,000	Preliminary Engineering/Design:	6/30/10
Right of Way:		Right of Way:	
Construction:	\$1,280,000	Construction:	10/31/10
Other (Specify):		Other (specify):	
Total Project Cost:	\$1,600,000	Estimated date of completion (i.e. open for use)	11/30/10

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained and status of current phases (i.e. PE at 30%):

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

SECTION E: JOINT OPPORTUNITIES

Please explain how your project addresses the following:

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency's project. Be specific. (*E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents.

The project will benefit the new Sound Transit LINK light rail station scheduled to open in July, 2009. The project will provide improved pedestrian facilities to help riders walk to and from the station. New and improved sidewalks, better crossings of busy arterials, pedestrian-scale lighting, traffic calming and the other project elements previously described will work together to allow residents, employees, students and visitors to access the station and utilize the rail system to travel comfortably to Downtown Seattle, Seattle-Tacoma International Airport and destinations within Southeast Seattle. As the rail system is expanded, riders will be able to travel to other destinations within Seattle (e.g. University of Washington, Northgate) and, ultimately, to regional destinations such as Bellevue.

Residents of the new housing expected to be built adjacent to the station and employees of new retail services will also benefit from the project's improved pedestrian facilities and, overall, more walkable pedestrian environment.

- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

If this project does not go forward, developers of the anticipated residential and retail projects mentioned above will be less likely to make investments in the station area. The project can serve as a catalyst to new private developments by creating a more pedestrian-friendly Center that is supportive of more intense residential and commercial investments.

SECTION F: PLANNING

Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.

This project is a direct result of prior planning efforts. Pedestrian improvements adjacent to the light rail station were identified in the Southeast Seattle Transportation Study (SETS Project #24, pages 114-115). SETS was a long-range, comprehensive transportation improvement plan which included a 26-person citizen advisory committee and extensive community outreach). In addition, SDOT and King County/Metro have developed a Rainier Corridor Transit Improvement Project which, when completed, will complement the project for which SDOT is seeking support through his grant process.

- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT:** Provide specific citations and a copy of the appropriate pages and include dates of adoption.

The project implements the Seattle Comprehensive Plan: *Toward a Sustainable Seattle*, Neighborhood Planning Element for North Rainier, Goals/Policies/Strategies (pages 8.131-8.134).

- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website (www.psrc.org) for a list of Destination 2030 policies.

This project creates opportunities for area travelers to walk directly to the LINK station; it creates a seamless connection to downtown Seattle and other light rail destinations; it provides an alternative to single-occupant vehicle travel along corridors connecting urban centers and it restores pedestrian linkages for localized trip-making within the North Rainier community. It also meets the Destination 2030 policy which gives priority to non-motorized investments that support urban centers.

- RT-8.1 Develop and maintain efficient, balanced, multimodal transportation systems which provide connections between urban centers and link centers with surrounding communities by:
 - o Offering a variety of options to single-occupant vehicle travel.
 - o Facilitating convenient connections and transfers between travel modes.
 - o Promoting transportation and land use improvements that support localized trip-making between and within communities.
 - o Supporting the efficient movement of freight and goods.
- RT-8.2 Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.

SECTION G: AIR QUALITY

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

Describe how your project will reduce emissions. Include discussion of the population served by the project – which will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

The project area currently includes over 120 bus stops serving over 11,000 riders each weekday, consistent with the highest ridership bus route and two of the top five routes in the region. Light rail station boardings are expected to be 3,500 per day by 2020, and Franklin High school serves over 1,400 students, most without vehicles.

This project will induce people to walk to and from the light rail station (i.e. better access to transit), will encourage people to choose light rail as a first-choice travel option and will create a more pedestrian-friendly environment for current and new residents, employees, students and visitors who travel within the Center and station area. By making walking more efficient, comfortable and seemingly safer, the project will reduce reliance on single-occupancy-vehicle travel, reduce vehicle trips and their consequent emissions and greenhouse gases.

Assuming that the project induces approximately a 5% increase in pedestrian mode shift, a conservative estimate suggests that about 250 SOV trips per day would be avoided (not every walk commute trip replaces a single occupancy vehicle trip). If those trips average ½ mile over 250 commute days, the result is approximately 31,000 VMT miles saved from weekdays alone in 2020.



McClellan Station

Mount Baker Light Rail Station Area Pedestrian Improvements

These improvements will provide North Rainier neighborhoods with safe pedestrian access to the new LINK light rail station, restoring connections lost with rail construction and promoting use of the region's light rail investments. *Request: \$1.2 million.*

Other Proposed Improvements

- Pedestrian Bridge Rail Painting
- Pedestrian Warning Signs
- Speed Radar Reader Signs
- Wayfinding Signs
- Gateway Signs
- Sidewalk Repair
- LED Pedestrian Lighting
- LED Pedestrian Bridge Lighting

