

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/2009KCCountywideComp.asp>
[x](#)

****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: Stevens Way Entrance, 15 th Ave NE to NE Asotin Lane <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> |
|----------|---|

| | |
|---|---|
| 2 | <p>Sponsoring Agency: University of Washington</p> <p>Also identify any co-sponsor(s):</p> |
| 3 | <p>Project Contact Person: Peter Dewey</p> <p>Address: Facilities Planning Officer. University of Washington Box 352215 Seattle, WA 98105-2215</p> <p>Phone: 206-616-2050</p> <p>Fax: 206-543-4117</p> <p>E-Mail: pdewey@u.washington.edu</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 Stevens Way Entrance Project will replace a section of asphalt with concrete roadway surface, create a grade accessible sidewalk along a major campus entrance roadway, widen sidewalks and remove obstructions, separate one sidewalk from the roadway with a planting area, increase pedestrian queuing space at a pair of bus stops, replace bus shelters and enhance the adjoining landscape. Grant funds will be used to regrade and improve pedestrian facilities, improve bus stops, improve the sequential experience for those entering campus and will supplement independently funded curb-to curb roadway funding.</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 Stevens Way entrance is a key pedestrian and bicycle corridor for those traveling to campus from private and public residential areas to the west. Stevens Way continues westwardly off of University property to NE 40th Street, which provides access from the Wallingford residential district, under I-5 and under Eastlake Ave NE (a principal arterial with ADVT of 31,000) from a high density residential section of the University Community Urban Center. The Stevens Way entrance is a key connector to the Burke Gilman Trail regional shared use path and it is the primary King County Metro and Community Transit bus entrance and exit from the central campus, serving 20 bus routes.</p> <p>The goal of the grant funding is improve pedestrian circulation while accommodating bicycles, public transportation and private vehicles.</p> |
| 5 | <p>Project Location: Seattle, University of Washington, Stevens Way</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: 15th Ave NE <i>(Identify landmark if no crossroad)</i></p> <p>c. Crossroad/landmark nearest to end of project: Asotin Place <i>(Identify landmark if no crossroad)</i></p> |

| | | | |
|---|--|---|--|
| 6 | <p>Map: Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <u>See attached</u></p> | | |
| 7 | <p>Federal Functional Classification Code (<i>Select only one</i>)</p> <p><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.</i></p> | | |
| | <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p style="text-align: center;">Rural Functional Classifications (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p> </td> <td style="width: 50%; vertical-align: top;"> <p style="text-align: center;">Urban Functional Classifications (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input checked="" type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p> </td> </tr> </table> | <p style="text-align: center;">Rural Functional Classifications (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p> | <p style="text-align: center;">Urban Functional Classifications (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input checked="" type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p> |
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| | <p>NOTE: <u>Federally Funded Projects.</u> A roadway must be <u>approved</u> 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”.</p> <p>Examples of Exceptions:</p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects <u>not</u> 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.

The City of Seattle Comprehensive plan is available at:

http://www.seattle.gov/dpd/Planning/Seattle_s_Comprehensive_Plan/ComprehensivePlan/default.asp

The project is within the University Community, which is identified by the Seattle Comprehensive Plan as an Urban Center (Urban Village Appendix A) and, as such, a growth target per the Urban Village Element. Some of the Plan goals supported by this project are:

GOALS

UVG4 Promote densities, mixes of uses, and transportation improvements that support walking, use of public transportation, and other transportation demand management (TDM) strategies, especially within urban centers and urban villages.

TG1 Ensure that transportation decisions, strategies and investments are coordinated with land use goals and support the urban village strategy.

TG3 Promote safe and convenient bicycle and pedestrian access throughout the transportation system.

TG12 Create a transit-oriented transportation system that builds strong neighborhoods and supports economic development.

TG13 Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations.

TG14 Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.

TG15 Increase walking and bicycling to help achieve City transportation, environmental, community and public health goals.

TG16 Create and enhance safe, accessible, attractive and convenient street and trail networks that are desirable for walking and bicycling.

Comprehensive plan *policies* supported by this project are:

T1 Design transportation infrastructure in urban villages to support land use goals for compact, accessible, walkable neighborhoods.

T4 Provide sufficient transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/ industrial centers while reducing reliance on single occupancy vehicles.

T30.5 Look for opportunities to re-establish connections across I-5 by enlarging existing crossings, creating crossing under, or constructing lids over I-5 that can also provide opportunities for development or open space.

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 and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, and especially for persons with disabilities and special needs.

The Stevens Way entrance is a key pedestrian and bicycle corridor for those traveling to campus from private and public residential areas to the west. Stevens Way continues westwardly off of University property to NE 40th Street, which provides access from the Wallingford residential district, under I-5 and under Eastlake Ave NE (a principal arterial with ADVT of 31,000) from a high density residential section of the University Community Urban Center. The Stevens Way entrance is a key connector to the Burke Gilman Trail regional shared use path and it is the primary King County Metro and Community Transit bus entrance and exit from the central campus, serving 20 bus routes.

The Stevens Way Entrance Project will help accommodate the increased pedestrian activities resulting from increased public and private housing densities immediately to the west of the project area (see attached area map). The project will improve transit facilities. Improved sidewalks will facilitate transfers between the East-West bus stops improved by the project and the North-South bus stops on the adjacent 15th Ave NE, and will improve access to all of these bus stops.

- 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?

The Stevens Way entrance connects the central University campus with the newer west campus. The University is engaged in doubling the number of students living on-campus in the west campus area, and expects to grow from 3,000 existing on-campus residential students and 3,000 future residential students by 2014.

During the peak pedestrian period (10 AM – 1 PM), 3,500 pedestrians overwhelm the substandard pedestrian facilities. Sections of sidewalk have an effective width of less than two feet, they are uneven, have cross slopes, exceed ADA slope standards and conflict with bus stop queuing areas.

The Project will improve a key linkage in the pedestrian network, both within the Urban Center and connecting the Urban Center to adjacent neighborhoods and a regional bike path, the Burke Gilman Trail. Approximately 18,000 employees and students commute to the University by walking. The NE 40th St – Stevens Way corridor is a key pedestrian corridor and the Stevens Way Entrance is a significant choke point.

The Project will improve transit facilities for the 21,000 employees and students who commute by transit and for those passing through the area on one of the 20 Metro and Community Transit routes traveling on Stevens Way. Improved sidewalks will facilitate transfers between the East-West bus stops improved by the project and the North-South bus stops on the adjacent 15th Ave NE, and will improve access to all of these bus stops.

- Will the project provide access to a major destination or significantly improve circulation within the Center?

The Project will improve a key linkage in the pedestrian network, both within the urban center and connecting the urban center adjacent neighborhoods and with a regional shared use trail, the Burke Gilman Trail. Grant funds will be used to regrade and improve pedestrian facilities, improve bus stops, improve the sequential experience for those entering campus and will supplement independently funded curb-to curb roadway funding.

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.

N/A

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:

(select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

(select one) - Section 106 Concurrence.

(select one) - 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.

Already 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.

This project will pave a section of Stevens Way on the University of Washington campus. Previous sections interior to campus have been constructed without federal funding and therefore have not been subject to the environmental documents noted above. The University conforms to the environmental analysis proscribed by the State Environmental Policy Act. This project is more comprehensive in its scope than previous Stevens Way paving projects, incorporating pedestrian and transit improvements judged to be appropriate to the circumstance, and any required environmental process that comes with these funds will be observed.

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 | Federal Funding Source (enter either STP or CMAQ; choose only one) | Federal Funds Amount |
|----------------|------------------------------------|--|----------------------|
| Construction | 7/1/2011 | STP | \$1,500,000 |
| Totals: | | | \$1,500,000 |

Table B: Existing Secured Funding

| Phase | Estimated Obligation* date by Phase | Source | Amount |
|-------------------------|-------------------------------------|---------------------------------|----------|
| Planning and pre-design | 2/1/2009 | State of Washington Minor Works | \$70,000 |
| | | | \$70,000 |

*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 | Source | Amount |
|---------------------------------|-------------------------------------|---------------------------------|-------------|
| Preliminary Engineering/ Design | 10/1/2010 | State of Washington Minor Works | \$500,000 |
| Construction | 7/1/2011 | State of Washington Minor Works | \$1,000,000 |
| TOTAL: | | | \$1,500,000 |

*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) |
|---------------------------------|----------------------|--|--------------------------------------|
| Planning: | \$70,000 | Planning: | 2/1/2009 |
| Preliminary Engineering/Design: | \$500,000 | Preliminary Engineering/Design: | 3/1/2011 |
| Right of Way: | \$0 | Right of Way: | Not applicable |
| Construction: | \$2,500,000 | Construction: | 9/1/2011 |
| Other (Specify) : | \$ | Other (specify) : | |
| Total Project Cost: | \$3,070,000 | Estimated date of completion (i.e. open for use) | 9/1/2011 |

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%):

Construction at 100%

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 Stevens Way Entrance Project supports *without financial commitment* two funded projects and two future, unfunded projects.

The University of Washington is designing a student housing development project west of the project area. Students living in these projects will join the 3,500 pedestrians in the mid-day peak period who travel along this segment of sidewalk. Phase 1 of this housing project, is funded with \$160 million of revenue bonds and will develop housing for 2,000 students on four parcels and will begin construction in January 2010. Phase 2 is unfunded. If it proceeds, it will develop housing for an additional 1,000 students on two parcels.

The Phase 1 of the Molecular Engineering Building will construct 92,000 square foot science facility adjacent to and east of the project site. It is funded with \$54 million in revenue bonds. Construction is to start in January 2010. Phase 2 is unfunded. If it proceeds, it will construct an 80,000 square foot addition to Phase 1. Phase 2 would complete the pedestrian and road facilities on Grant Place and east, extending the east-west improvements started by the Stevens Way Entrance Project. The cost of these improvements would be \$800,000.

Finally, this project could be expanded to remove an adjacent building (Guthrie Annex 4) and lower the roadway and sidewalk profile at the intersection of Stevens Way and Grant Place. This expansion would further improve the sequential experience of the area and would lower the slopes, further improving accessibility. The cost of these improvements would be \$500,000.

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

The University has State of Washington appropriated minor works funding for renewing existing roadway facilities over time. This funding has repaved approximately 3,700 lineal feet of Stevens Way over the last decade. This "reasonably expected to be secured" funding is insufficient for the scope of improvements contemplated for the Stevens Way Entrance Project area as it would simply replace the existing asphalt road surface with concrete and leave the substandard sidewalk and bus facilities as they are.

SECTION F: PLANNING

Please explain how your project addresses the following:

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

The Stevens Way entrance was a ceremonial entrance to campus from the 1909 Alaska Yukon Pacific Exposition up until about 1970, when Meany Hall and the Central Plaza were constructed. While the

substandard nature of the pedestrian conditions has long been recognized, the coming of the Student Housing development project and the Molecular Engineering building crystallized the need for a comprehensive improvement. Planning and preliminary engineering for the area was conducted March 2008 – January 2009 with the publishing of the Stevens Way Entrance Study and a construction cost estimate.

- 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 City of Seattle Comprehensive plan is available at:

http://www.seattle.gov/dpd/Planning/Seattle_s_Comprehensive_Plan/ComprehensivePlan/default.asp

The project is within the University Community, which is identified by the Seattle Comprehensive Plan as an Urban Center (Urban Village Appendix A) and, as such, a growth target per the Urban Village Element. Some of the Plan goals supported by this project are:

GOALS

UVG4 Promote densities, mixes of uses, and transportation improvements that support walking, use of public transportation and other transportation demand management (TDM) strategies, especially within urban centers and urban villages.

TG1 Ensure that transportation decisions, strategies and investments are coordinated with land use goals and support the urban village strategy.

TG3 Promote safe and convenient bicycle and pedestrian access throughout the transportation system.

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TG14 Increase transit ridership, and thereby reduces use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.

TG15 Increase walking and bicycling to help achieve City transportation, environmental, community and public health goals.

TG16 Create and enhance safe, accessible, attractive and convenient street and trail networks that are desirable for walking and bicycling.

Comprehensive plan policies supported by this project are:

T1 Design transportation infrastructure in urban villages to support land use goals for compact, accessible, walkable neighborhoods.

T4 Provide sufficient transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/ industrial centers while reducing reliance on single occupancy vehicles.

T30.5 Look for opportunities to re-establish connections across I-5 by enlarging existing crossings, creating crossing under, or constructing lids over I-5 that can also provide opportunities for development or open space.

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 and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, and especially for persons with disabilities and special needs.

The Stevens Way entrance is a key pedestrian and bicycle corridor for those traveling to campus from private and public residential areas to the west. Stevens Way continues westwardly off of University

property to NE 40th Street, which provides access from the Wallingford residential district, under I-5 and under Eastlake Ave NE (a principal arterial with ADVT of 31,000) from a high density residential section of the University Community Urban Center. The Stevens Way entrance is a key connector to the Burke Gilman Trail regional shared use path and it is the primary King County Metro and Community Transit bus entrance and exit from the central campus, serving 20 bus routes.

The Stevens Way Entrance Project will help accommodate the increased pedestrian activities resulting from increased public and private housing densities immediately to the west of the project area (see attached area map). The project will improve transit facilities. Improved sidewalks will facilitate transfers between the East-West bus stops improved by the project and the North-South bus stops on the adjacent 15th Ave NE, and will improve access to all of these bus stops.

- 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.

The Stevens Way Entrance Project is consistent with the following Destination 2030 policies:

RT-8.1 Develop and maintain efficient, balanced, multimodal transportation systems which provide connections between urban centers and link centers with surrounding communities

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.

RT-8.12 Support transportation system management programs, services, and facility enhancements which improve transit's ability to compete with single-occupant vehicle travel times.

RT-8.14 Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban centers and along corridors connecting centers.

RT-8.18 Investments in transportation facilities and services should support compact, pedestrian-oriented land use development throughout urban communities, and encourage growth in urban areas, especially in centers.

RT-8.33 Develop a regionally coordinated network of facilities for pedestrians and bicycles which provides effective local mobility, accessibility to transit and ferry services and connections to and between centers.

RT-8.38 Support opportunities to redevelop the road system as multimodal public facilities which accommodate the needs of pedestrians, cyclists, transit, high-occupancy vehicles, automobiles, and trucks.

The Stevens Way entrance is a key pedestrian and bicycle corridor for those traveling to campus from private and public residential areas to the west. Stevens Way continues westwardly off of University property to NE 40th Street, which provides access from the Wallingford residential district, under I-5 and under Eastlake Ave NE (a principal arterial with ADVT of 31,000) from a high density residential section of the University Community Urban Center. The Stevens Way entrance is a key connector to the Burke Gilman Trail regional shared use path and it is the primary King County Metro and Community Transit bus entrance and exit from the central campus, serving 20 bus routes.

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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 – who 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:

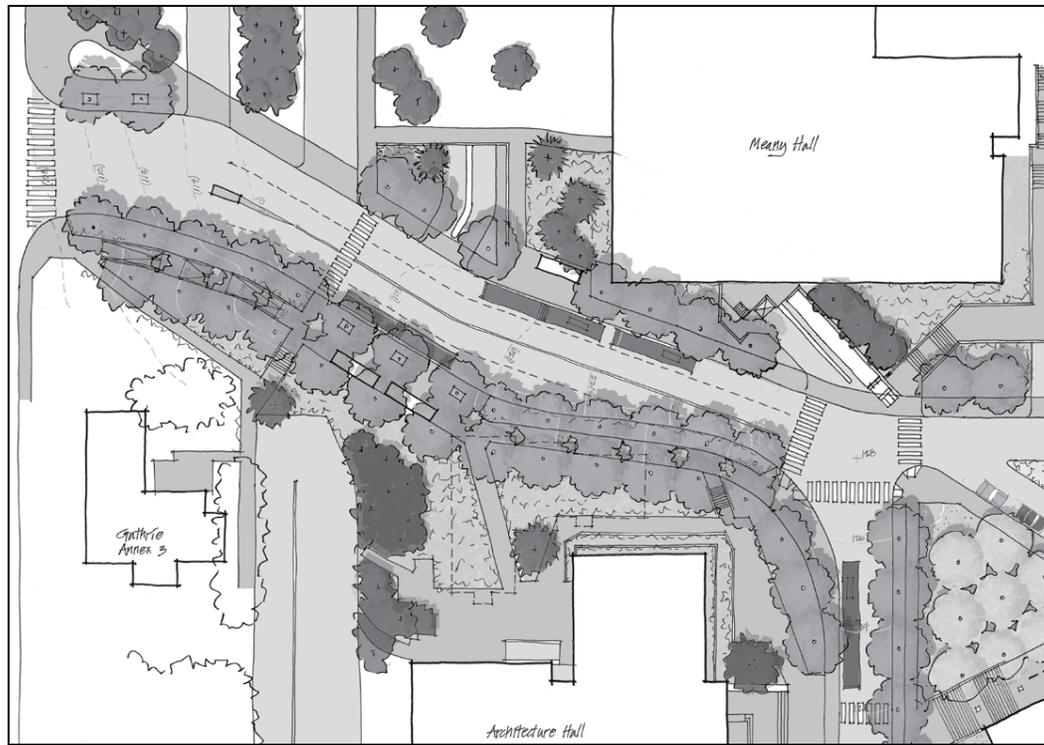
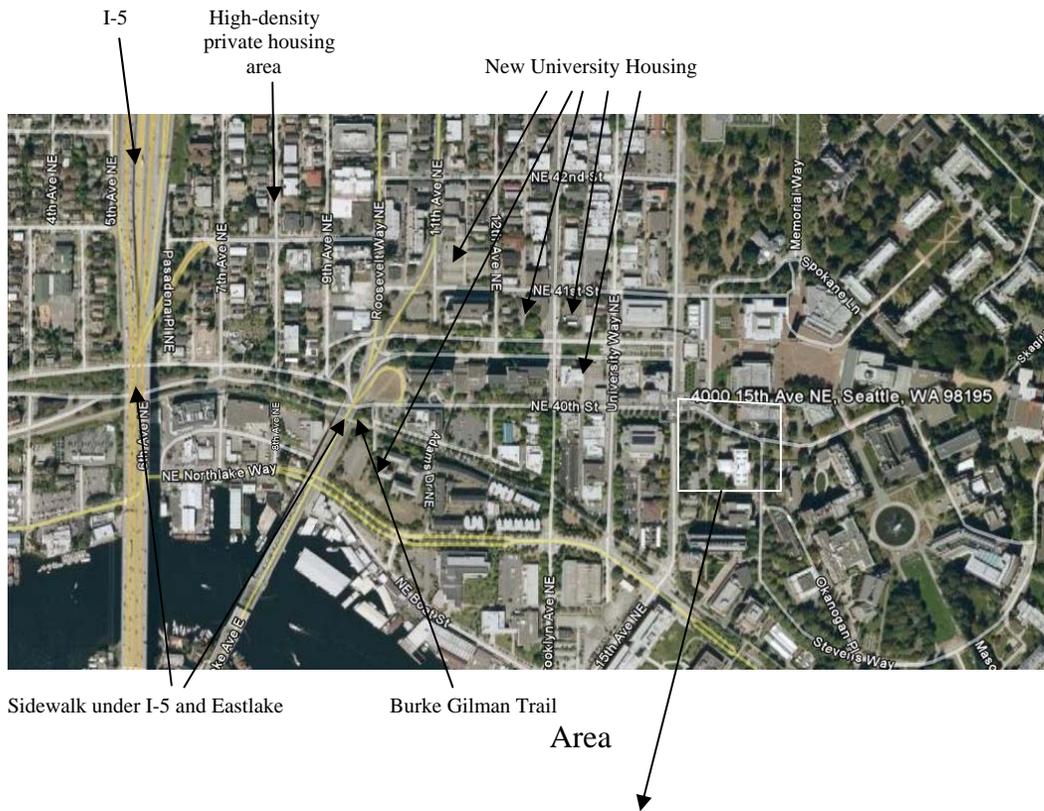
- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit 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 will improve a key linkage in the pedestrian network, both within the Urban Center and connecting the urban center to adjacent neighborhoods and to a regional shared use path, the Burke Gilman Trail. Approximately 18,000 employees and students commute the University by walking. Stevens Way continues westwardly off of University property to NE 40th Street, and this corridor provides access from private housing in the Urban Center (a five minute walk from the entrance), from the Wallingford residential district (a10 minute walk from the entrance) and from the Eastlake residential district (a15 minute walk from the entrance). NE 40th Street sidewalks travel under I-5 and under Eastlake Ave NE (a principal arterial with ADVT of 31,000). The Stevens Way entrance is a significant choke point in the corridor. During the peak pedestrian period (10 AM – 1 PM), 3,500 pedestrians overwhelm the substandard pedestrian facilities. Sections of sidewalk have an effective width of less than two feet, they are uneven, have cross slopes, exceed ADA slope standards and conflict with bus stop queuing areas. Grant funds will be used to regrade and improve pedestrian facilities, improve bus stops, improve the sequential experience for those entering campus and will supplement independently funded curb-to curb roadway funding.

The Project will improve transit facilities for the 21,000 employees and students who commute by transit and for those passing through the area on one of the 20 Metro and Community Transit routes traveling on Stevens Way. Improved sidewalks will facilitate transfers between the East-West bus stops improved by the project and the North-South bus stops on the adjacent 15th Ave NE, and will improve access to all of these bus stops.

Stevens Way Entrance Project

University of Washington



Partial Site Plan