

Section V.d. 2014 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

❖ Nonmotorized Program

This application is available on the King County Department of Transportation website at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

****Please read this section before completing the application****

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 countywide funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the countywide competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Attach your completed application to an email and send it to kcgrantcompetition@kingcounty.gov. All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014**.

Please note: the project budget spreadsheet is a required attachment, the budget spreadsheet can be downloaded from the following website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Definition of a project:

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a 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).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

If you have questions please contact Peter Heffernan at 206-477-3814 or peter.heffernan@kingcounty.gov

Section VI.c. 2014 King County 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/2014KCountywideCFP.aspx>

PROJECT DESCRIPTION INFORMATION

1. **Project Title:** Missing Links in White Center, Roxbury Street Sidewalks
(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520HOV (104th Ave NE to 124th Ave NE)
2. **Sponsoring Agency:** King County, DOT, Road Services
Also identify co-sponsor(s): City of Seattle

3. **Project Contact Person:** Susan Oxholm

Address: 201 S Jackson; KSC TNR 0317; Seattle, WA 98104
Phone: (206) 477-3629
Fax: NONE
E-Mail: Susan.Oxholm@kingcounty.gov

4. **Project description.** Please distinguish between the scope of the project and the justification and/or need for the project.

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.

Construction of a 450 foot long stretch of missing sidewalk, curb and gutter along SW Roxbury Street in White Center, an equity and social justice community, on the southwest border of Seattle in the North Highline Potential Annexation Area. This request includes funding for the Preliminary Engineering and Construction phases. There will be a Right of Way phase, funded with local funds, to purchase a small triangle of radius at the corner so that American with Disabilities Act compliant corner "bulb-outs" and ramps can fit, and to compensate businesses for potential loss of frontage parking.

b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

This missing sidewalk on Roxbury Street is directly across from Roxhill Elementary (Seattle Public School), a private daycare center, Roxhill Park and Playfields, and a senior housing facility. The project directly links to a recently completed sidewalk project by the City of Seattle (state/federal, Safe Routes to School funding) and is within a block of two of METRO's top twenty bus routes -- the Rapid Ride C Line and route 120. The project would

replace uneven, cracked asphalt with dozens of utility steel doors recessed in the path - a definite hazard for the pedestrian and bicycling public - with concrete 8 foot wide, sidewalk, curb and gutter. Illegal parking on the right-of-way and a safer solution for pedestrians, with cars driving into and out of businesses over the sidewalk, would be designed. SW Roxbury is a main arterial providing east-west travel on the southern end of the West Seattle peninsula and is located in the King County Comprehensive Plan designated, White Center Unincorporated Activity Center. Traffic on Roxbury is high with over 15,000 vehicles per day. There have been ten collisions at this location in a three year period, one of which involved a pedestrian.

5. Project Location: Roxbury Street SW

Answer the following questions if applicable:

a. Crossroad/landmark nearest to beginning of project: 30th Avenue SW

(Identify landmark if no crossroad)

b. Crossroad/landmark nearest to end of project: mid-block between 30 and 28th Avenues SW

(Identify landmark if no crossroad)

6. Map: Include an 8 1/2" x 11" legible vicinity map (if applicable) with the completed application form. *(If unable to send map electronically, provide separately by fax or mail)*

<p>7.</p>	<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>	
	<p align="center"><u>Rural Functional Classifications</u> <u>("under 5,000 population")</u></p> <p align="center">(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 align="center"><u>Urban Functional Classifications</u> <u>("over 5,000 population")</u></p> <p align="center">(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 checked="" type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input 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>

<input type="checkbox"/> 29 Proposed Local Access	
<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. 	

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 2014 STP/CMAQ King County 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, 2014. 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.

Application length: Please be as brief as possible but provide sufficient information on your project, 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 kcgrantcompetition@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Preservation, Non-motorized). All applications will be posted to the King County Web site. All applications must be submitted by 11:59 p.m., Wednesday, May 7, 2014.

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 Section IVb, Evaluation Criteria for Countywide Grant Programs, Non-Motorized 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

A. Please explain how your project addresses the following:

• Center Development

- Describe how the project will advance or support non-motorized modes within the center.
- Describe how the project or program will enhance or support the potential for increased housing/employment densities in the center.
- Describe how the project furthers the objectives and aims of existing adopted policies and plans for the center.
- Describe the level of public access to the project (for example, current and future land use in the vicinity of the facility such as schools, residences, commercial, retail, tourist areas, etc. that would be expected to provide utilization of the facility).

• Project's Benefit to the Center

- Describe how the project remedies a current or anticipated problem for non-motorized modes within the center or reduces modal conflicts involving pedestrians and/or bicyclists?
- Describe the user groups who will benefit from this project (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President’s Order for Environmental Justice¹) and how it provides users with non-motorized option for travel.
- Describe how the project or program will improve: (address each relevant area)
 - Bicycle facilities
 - Walkability
 - Public transit access
 - Landscape and/or streetscape

• Circulation and Safety within the Center

- Describe how the project improves access to major destinations or improves circulation within the center (home/work/school/other).
- Describe how the project or program completes a physical gap or completes an essential link in the non-motorized transportation network.
- Describe how the project improves safety or resolves an existing safety problem.
- Describe how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

¹ The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

SECTION B: CONNECTING CORRIDORS

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

A. Please explain how your project addresses the following:

• Benefit to Center

- Describe how the project provides users traveling to/from the center(s) with non-motorized options for travel.
- Describe how the project furthers the objectives and aims of adopted policies and plans for the center(s).
- Describe how this project will benefit or enhance support the development of the center(s). Does it support multiple centers?

Construction of sidewalks has been seen to spur economic development. The proposed project would construct missing non-motorized facilities providing for a continuous sidewalk for pedestrians between stores, services, schools and bus stops in the North Highline potential annexation area across the street from the City of Seattle's city limits and within the White Center Unincorporated Activity Center. It is anticipated that new and additional businesses will locate here once pedestrian amenities have been constructed, offering non-motorized users easier access to reach shopping, schools, and services.

This missing link of sidewalk is located:

- Directly across the street from Roxhill Elementary, a Seattle Public School of close to 400 students where 81% of the students qualify for reduced or free lunch.
- Directly across the street from the Growing Start preschool and daycare center - many of whom attend Roxhill Elementary.
- Across the street and next to Roxhill Elementary are the Roxhill Playfields, frequently used by the West Seattle Youth Soccer League, various West Seattle youth baseball leagues, and neighborhood children. The parking lot for the playfields and school is inadequately small and parents and children are frequently parking on city streets nearby and walking to the school or playfields.
- Adjacent to the Roxhill playfields is a senior housing facility.
- Directly east of this missing sidewalk is a Safeway, grocery store and two gas stations, a bowling alley and a Planned Parenthood health clinic.

Development within the White Center potential annexation area is consistent with many King County Comprehensive Plan policies that encourage pedestrian activity and promote economic development. One policy, U-110, states that, "King County should concentrate facilities and services within the Urban Growth Area to make it an desirable place to live and work, to increase the opportunities for walking and biking within the community, to more efficiently use existing infrastructure capacity and to reduce the long-term costs of infrastructure maintenance."

King County's Comprehensive Plan identifies White Center as the only designated unincorporated activity center in urban, unincorporated King County. Policy U-153 guides design features of this area and states that "Safe and attractive walkways and bicycle lanes with access to each major destination including schools, community centers and commercial areas" should be included.

Completion of missing sidewalk infrastructure on Roxbury will make this urban commercial area more attractive to businesses and consumers while complying with King County Comprehensive Plan policies directing urban design, economic development and growth regarding non-motorized facilities.

Funding to construct missing link sidewalks here will further satisfy the goals of the King County Comprehensive Plan and other growth management related policies to make urban areas more attractive to absorb growth and urban re-development. This section of Roxbury Street is a missing link that could benefit surrounding businesses, make walking or biking here more attractive and make pedestrian and bicycle travel safer for existing users.

- **System Continuity, Circulation and Safety**

- Describe how this project or program provides a "logical segment" that links to a center
- Describe how the project fills in a missing link or removes barriers to a center, and how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network
- .Describe how the project improves safety and/or reduces modal conflict.

Construction of missing sidewalks, curb and gutter along Roxbury Street will provide for a safer bicycle and pedestrian journey in a completely urbanized setting along a 4 lane, principle urban arterial that carries over 15,000 cars per day. City of Seattle traffic statistics report eleven pedestrian and two bicycle collisions on Roxbury within a 1/4 mile of the project location with one of those pedestrian collisions occurring where this project begins - at 30th Ave SW. King County traffic reports indicate that an additional six vehicular collisions occurred on Roxbury at the project area, between 28th and 30th Avenues SW, over the past four years.

The project design will include designated ingress and egress for cars currently parked on or crossing the sidewalk right-of-way into the auto parts and auto body businesses, the gas station at the corner and an espresso stand. New sidewalk and designated driveway will make walking and biking here safer - especially for seniors, small children or parents walking with strollers who currently must dodge cars driving over the asphalt path (no curb present) to park on or enter into business parking lots. Re-design of parking for these businesses is consistent with King County Comprehensive Plan Policy for the White Center Unincorporated Activity Center U-153 d. that says "off-street parking (should be)...located to the side or rear of buildings".

The project will re-locate access to several utilities and provide better roadway drainage. The asphalt surface that exists currently is interrupted with recessions for utility vaults and doors. There is an asphalt burm that a property owners has placed across the path creating a 5 inch bump to cross over. Smooth, concrete sidewalks will make walking or biking this area much safer and easier to navigate.

Currently, pedestrians and bicyclists are completely exposed to the fast moving traffic without any sort of buffer or barrier. Construction of the missing links of sidewalk will encourage and improve access for pedestrians and bicyclists to walk, shop, and/or ride the bus. This project will provide pedestrians and bicyclists with a safer route to the bus, to the

surrounding schools, playfields, day care center, the vetrenarian around the corner, the grocery store and other small businesses along this stretch of roadway.

- **Sustainability**

- Describe how this project or program supports a long-term strategy to maximize the efficiency of the corridor and/or the bicycle or pedestrian network.
- Describe the user groups who will benefit from this project over time (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President's Order for Environmental Justice) and how it provides users with non-motorized options for travel.

The White Center community has been identified as an Equity and Social Justice neighborhood whose populations are people of color with low incomes that lack English proficiency. A recent King County study shows this neighborhood scoring the highest for equity and social justice in a consolidated demographic study. Between 51-91% of the population in this neighborhood is of color, the median household income is between \$5,000-\$49,000 - well below the state average and national poverty line - and between 17-58% lack English proficiency.

Completion of this missing link of sidewalk fulfills King County-developed neighborhood community pedestrian plans and complements the City of Seattle's recent project constructed across the street. The pathway is used by many users that are often slower to walk because they are older or younger to access the public facilities and businesses in their neighborhood.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINANCIAL PLAN

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

2. Financial Plan

In this section, sponsors will address questions regarding the funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. A sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

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.

2.1. Select only one funding source below, STP or CMAQ.

STP

CMAQ

2.2. Identify the amount requested by phase, and identify the estimated year of obligation (2015, 2016 or 2017).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
PE/Design	\$98,610.00	2015
Construction	\$333,890.00	2016
[select phase]		

2.3 Identify the project phases that will be fully completed if requested funding is obtained:

PE, CN, ROW

2.4 Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from following King County website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Attach the completed spreadsheet, along with this application, and submit via email to kcgrantcompetition@kingcounty.gov, by the deadline of 11:59 p.m. May 7, 2014. The Project Budget and Schedule spreadsheet form may be downloaded at:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Project Readiness:

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

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

3. If funds are requested for Right of Way:

3.1 What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS)
 - Environmental Assessment (EA)

- Documented Categorical Exclusion (DCE)
 - Categorical Exclusion (CE)
- Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. December, 2015
- At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? No
 - If not, when is this milestone scheduled to be complete? November, 2015
 - When are Preliminary Plans expected to be approved? November, 2015
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. (none)

3.2 What is the status of Right of Way?

- How many parcels do you need? 1 maybe 2 - purchase of small segment for radius of corner and potential compensation to business owner for loss of frontage parking.
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Light Commercial
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. Condemnation not likely.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Very experienced.
- If not, when do you expect a consultant to be selected, under contract, and ready to start?
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way March 2015
 - Right of Way Plans (stamped) March 2015
 - Relocation Plan (if applicable) N/A
 - Right of Way Certification November 2015
 - Right of Way Acquisition March-November 2015
 - Certification Audit by WSDOT Right of Way Analyst November 2015
 - Relocation Certification, if applicable N/A

4. If funds are requested for Construction:

4.1 Complete sections 3.1 and 3.2 above.

4.2 What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available. Yes, attached
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. Environmental permits schedule will be developed with in the preliminary engineering process. The project is located on existing road right of way with no sensitive areas present. It does not appear that any extensive NEPA or Section 106 processes will be required.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. November 2015
- When is the project scheduled to go to ad? February 2016

REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

SECTION D: COMMUNITY SUPPORT/ENVIRONMENTAL JUSTICE/PLANNING

4. Please explain how your project addresses the following:

- Has the project been developed through a collaborative and inclusive planning process? Please describe. (If not, please describe how developed.)
- Is this project or program specifically identified in a local plan, transit plan, or regional plan. If not, is the project or program consistent with plan policies? Please provide citation of the corresponding policies and/or specific project references in the identified plan.
- Is this an important opportunity--if we fund this project or program now, what other benefits will result?
- Will an opportunity be missed if the project is not funded in this competition?

King County engaged the North Highline community extensively during the early and mid-2000's when it operated a fully staffed, pedestrian program. Community plans from that time identified this missing link segment for funding and the project currently appears in King County, Roads Capital Improvement Project list and has budget authority. King County is visitng with the Highline Community Service Area on May 8 to discuss renewed support for the project.

Completing missing links of sidewalk in urban unincorporated areas is a prime directive of several King County Comprehensive Policies. The project also includes a re-design for local business parking and access that will improve the safety of the walking and biking public who are subject to cars turning in and out and parking on the asphalt pathway that currently exists without a curb. Directing parking to the side or rear of businesss is a design policy found in King County's Comprehensive Plan as it applies to the White Center Unincorporated Activity Center.

The City of Seattle's partnership in the project stems from their desire to complete the missing link directly across from their most recently completed sidewalk. The selection of the highly competitive Safe Routes to School funding for Seattle's project that connects with this proposal is an indication of the importance of the project. The state's Safe Routes to School program only funds non motorized projects with high school children use. This missing link of sidewalk is surrounded by existing and new sidewalk and is a gap directly across from a elementary school, playfields, senior living and a daycare center.

King County funding is extremely limited and sidewalk funding is simply not available without grant revenues. Without the City of Seattle's participation and a grant award to fund this project, it will not be constructed and the ability to capitalize on the existing sidewalk improvements recently completed by the City of Seattle, across the street will be lost.

SECTION E: MODE SHIFT

5. Please explain how your project addresses the following:

- Describe how the project eliminates SOV trips and induces a mode shift..
- Discuss the potential for non-motorized use. For example, use counts and/or user survey data from existing similar facilities combined with data on the population in the surrounding area to estimate the potential number of users of the proposed facility (more, less and why)
- Describe how the project connects to other non-motorized facilities.

The project links directly to newly constructed sidewalk, curb and gutter directly across the street. To the east, this missing link connects to 8 foot wide concrete sidewalk that already exists.

This missing link of sidewalk on Roxbury Street in White Center is one block to the west of and within a short walk to several other main line METRO and Sound Transit bus stops that travel downtown and to Sea Tac Airport. Completing this missing link of sidewalk will encourage transit riders by offering a safer and easier pathway to reach bus stops.

Roxbury Street serves a highly ethnic, low income urban population. It is well known that low income communities rely on public transit and non motorized options more heavily than other more affluent communities because of the costs associated with owning and operating a car. The project location is only one block to the east of an existing bus stop (METRO transit bus routes 21 and 22 and Rapid Ride C Line) and in either direction, only a few blocks from METRO transit bus routes 113 and 120 on 26th Avenue SW. The 113 is a commuter route and routes 120 and Rapid Ride C Line are two of the top twenty bus routes in Metro's system based on ridership. All five routes carry approximately 20,000 riders annually. Completion of these missing links in sidewalk infrastructure will make walking to bus stops easier and safer.

SECTION F: 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.

6. 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.

Roxbury Street is the site of frequent traffic accidents and at this location, one pedestrian accident within the past three years. Construction of this missing link of sidewalks could prevent accidents involving pedestrians and possibly other vehicles reacting to cars turning out from non defined driveways onto the roadway. When accidents occur, congestion occurs that increases emissions from cars waiting to get around the accident or for it to clear. Completion of this missing link of sidewalk could reduce emissions by lowering the risk of accidents for vehicles and non motorized users and resultant emissions from accident-related congestion, at this location.

The project will also offer transit, pedestrians and bicyclists a more efficient, safer place to walk to the bus stop or ride a bicycle. Improvements in urban non-motorized infrastructure can help those in choosing a way to get somewhere by making it easier to do so.

Section V.e. Total Estimated Project Cost and Schedule

Please fill in as many rows as needed in the tables below, to fully and accurately reflect your

Project Sponsor	King County, DOT, Road Services
Project Title	Missing Sidewalks on Roxbury, White Center

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Planning			
Planning			
Planning			

Planning TOTAL: \$ -

Estimated Planning Completion Date (month and year): _____

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	King County / Seattle	Secured	\$ 15,390
PE/Design	PSRC Non Motorized	Unsecured	\$ 98,610
PE/Design			

Preliminary Engineering / Design TOTAL: \$ 114,000

Estimated PE/Design Completion Date (month and year): December, 2015

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Right of Way	King County / Seattle	Secured	\$ 75,000
Right of Way			
Right of Way			

Right of Way TOTAL: \$ 75,000

Estimated ROW Completion Date (month and year): 12/1/2015

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction	King County / Seattle	Secured	\$ 52,110
Construction	PSRC Non Motorized	Unsecured	\$ 333,890
Construction			

Construction TOTAL \$ 386,000

Estimated Construction Completion Date (month and year): 12/1/2016

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Other			
Other			

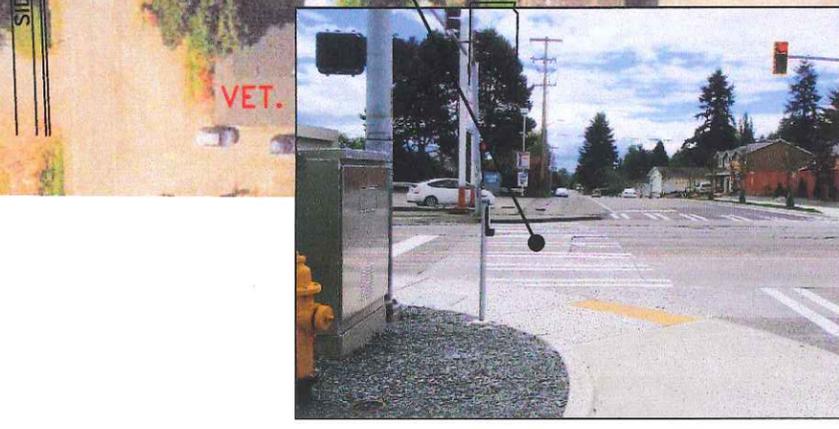
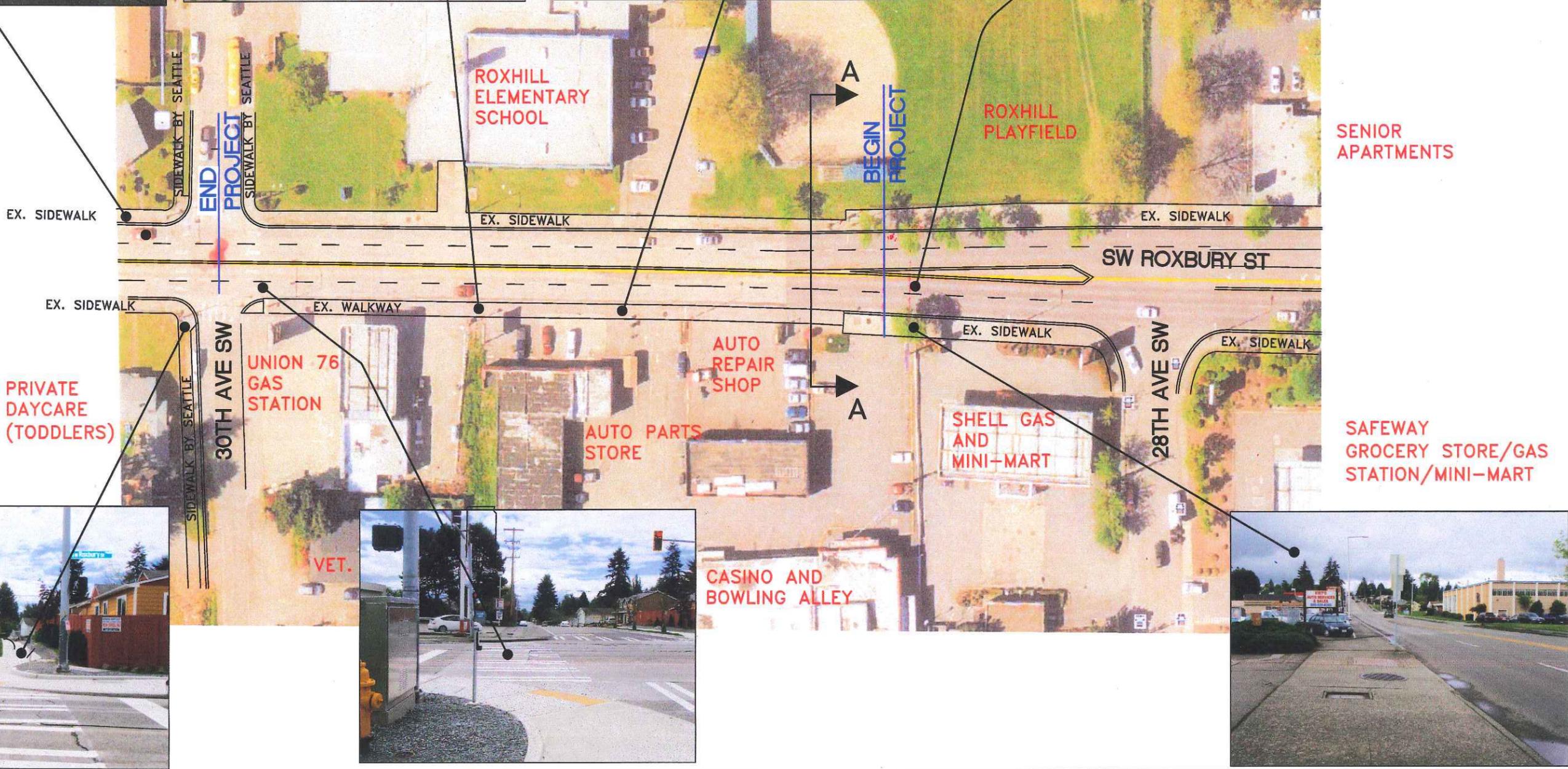
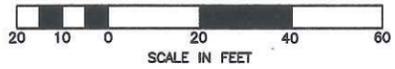
Other TOTAL: \$ -

Estimated Other Completion Date (month and year): _____

TOTAL Estimated Project Cost, All Phases: \$ 575,000

Estimated Project Completion Date (month and year): 12/1/2016

* Additional information on these categories may be found at
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>.



SURVEY JOB NO:					
CHECKED:					
CAD ENTERED:					
DESIGNED:					
CHECKED:					
SUPERVISOR:					
	NUM.	REVISION	BY	DATE	

KING COUNTY DEPT. OF TRANSPORTATION
 HAROLD TANIGUCHI, DIRECTOR
SOUTHWEST ROXBURY STREET
 28TH AVENUE SOUTH TO 30TH AVENUE SOUTH



Seattle Department of Transportation
Collision Records

Study ID: 523

SW Roxbury from Olson Pl to 36th Ave SW

01/01/2010 thru 10/06/2013

LOCATION	TOT ACC	PDO ACC	INJ ACC	FTL ACC	# INJ	# FTL	ACCIDENT TYPE									
							OTH	HDO	ANG	RE	SS	PCY	PED	RGT TRN	LFT TRN	PRK CAR
TOTALS	223	130	78	0	112	0	27	5	36	50	11	2	11	1	35	2

Along Corridor

TOTAL RECORDS SUMMARIZED = 223

Note:

1. "Not Enough Damage" and "Non-State Matched" numbers are only included in the TOT/ACC aggregations.
2. Collision Types compiled using the Washington State Collision Code
3. Under 23 United States Code Section 409, this data or record is not subject to discovery, and shall not be used as evidence in any for damages. This data or record also may be exempt from public disclosure under RCW 42.56.290

DEFINITION OF ABBREVIATIONS

- TOT/ACC = Total # of Collisions
- PDO/ACC = Total # of Property Damage Only Collisions
- INJ/ACC = Total # of Injury Collisions
- FTL/ACC = Total # of Fatal Collisions
- #/INJ = Total # of Injured
- #/FTL = Total # of Fatalities
- OTH = Other Collision Type
- HDO = Head-on Collision
- ANG = Right Angle
- RE = Rear End
- SS = Sideswipe
- PCY = Pedalcyclist
- PED = Pedestrian
- RGT/TRN = Right Turn
- LFT/TRN = Left Turn
- PRK/CAR = Parked Car

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Seattle Department of Transportation
Collision Records

Study ID: 523

SW Roxbury from Olson Pl to 36th Ave SW

01/01/2010 thru 10/06/2013

LOCATION	ACCIDENT TYPE															
	TOT ACC	PDO ACC	INJ ACC	FTL ACC	INJ #	FTL #	Oth	HDO	ANG	RE	SS	PCY	PED	TRN	LFT TRN	PRK CAR
12TH AVE SW AND SW ROXBURY ST	4	2	1	0	2	0	0	0	1	1	1	0	0	0	0	0
14TH AVE SW AND SW ROXBURY ST	2	1	1	0	1	0	0	0	1	0	0	0	0	0	1	0
15TH AVE SW AND SW ROXBURY ST	11	7	4	0	5	0	1	0	4	1	1	0	1	0	3	0
17TH AVE SW AND SW ROXBURY ST	11	7	4	0	6	0	1	0	3	2	0	0	1	0	3	0
18TH AVE SW AND SW ROXBURY ST	3	1	2	0	4	0	0	0	0	0	0	0	0	0	1	0
20TH AVE SW AND SW ROXBURY ST	1	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0
21ST AVE SW AND SW ROXBURY ST	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0
24TH AVE SW AND SW ROXBURY ST	2	1	1	0	2	0	0	0	1	1	0	0	0	0	0	0
26TH AVE SW AND SW ROXBURY ST	17	12	5	0	5	0	0	0	8	0	0	1	0	0	7	0
27TH AVE SW AND SW ROXBURY ST	5	3	1	0	1	0	0	0	2	0	0	0	1	0	0	0
30TH AVE SW AND SW ROXBURY ST	3	2	1	0	2	0	1	0	0	0	0	0	1	0	1	0
31ST PL SW AND SW ROXBURY ST	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34TH AVE SW AND SW ROXBURY ST	1	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0
35TH AVE SW AND SW ROXBURY ST	4	1	2	0	3	0	0	0	0	0	1	0	1	0	1	0
5TH AVE SW AND SW ROXBURY ST	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
6TH AVE SW AND SW ROXBURY ST	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0
7TH AVE SW AND SW ROXBURY W ST	2	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0
8TH AVE SW AND SW ROXBURY ST	21	10	11	0	18	0	0	0	7	5	0	0	0	0	5	0
DELRIIDGE WAY SW AND SW ROXBURY ST	18	7	8	0	12	0	0	0	3	0	0	0	3	1	7	0
OLSON PL SW AND SW ROXBURY ST	10	6	3	0	3	0	3	0	2	0	0	0	0	0	2	0
SW ROXBURY ST AND 11TH AVE SW	2	1	1	0	1	0	0	0	0	1	0	0	1	0	0	0
SW ROXBURY ST AND 28TH AVE SW	3	3	0	0	0	0	0	0	2	0	0	0	0	0	1	0
SW ROXBURY ST BETWEEN 10TH AVE SW AND 11TH AVE SW	2	1	1	0	3	0	0	1	0	1	0	0	0	0	0	0
SW ROXBURY ST BETWEEN 11TH AVE SW AND 12TH AVE SW	3	1	1	0	1	0	0	0	0	2	0	0	0	0	0	0
SW ROXBURY ST BETWEEN 12TH AVE SW AND 13TH AVE SW	6	2	2	0	2	0	0	0	0	3	0	0	0	0	0	0
SW ROXBURY ST BETWEEN 13TH AVE SW AND 14TH AVE SW	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0

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Seattle Department of Transportation Collision Records

Study ID: 523

SW Roxbury from Olson Pl to 36th Ave SW

01/01/2010 thru 10/06/2013

LOCATION	TOT ACC	PDO ACC	INJ ACC	FTL ACC	# INJ	# FTL	#	ACCIDENT TYPE									
								OTH	HDO	ANG	RE	SS	PCY	PED	TRN	LFT TRN	PRK CAR
SW ROXBURY ST BETWEEN 14TH AVE SW AND 15TH AVE SW	15	13	2	0	5	0	0	0	0	1	11	2	0	0	0	0	0
SW ROXBURY ST BETWEEN 15TH AVE SW AND DELRIDGE WAY SW	6	2	2	0	2	0	0	0	0	0	3	0	0	1	0	0	0
SW ROXBURY ST BETWEEN 17TH AVE SW AND 18TH AVE SW	2	0	2	0	2	0	0	0	0	1	0	0	0	0	0	0	0
SW ROXBURY ST BETWEEN 18TH AVE SW AND 20TH AVE SW	1	0	1	0	2	0	0	0	0	0	1	0	0	0	0	0	0
SW ROXBURY ST BETWEEN 20TH AVE SW AND 21ST AVE SW	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SW ROXBURY ST BETWEEN 22ND AVE SW AND 23RD AVE SW	2	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0
SW ROXBURY ST BETWEEN 23RD AVE SW AND 24TH AVE SW	2	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
SW ROXBURY ST BETWEEN 27TH AVE SW AND 28TH AVE SW	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
SW ROXBURY ST BETWEEN 28TH AVE SW AND 30TH AVE SW	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SW ROXBURY ST BETWEEN 30TH AVE SW AND 31ST PL SW	5	3	2	0	3	0	0	0	0	3	0	0	1	0	0	0	0
SW ROXBURY ST BETWEEN 32ND AVE SW AND 34TH AVE SW	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SW ROXBURY ST BETWEEN 34TH AVE SW AND 35TH AVE SW	6	6	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1
SW ROXBURY ST BETWEEN 35TH AVE SW AND 36TH AVE SW	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SW ROXBURY ST BETWEEN 5TH AVE SW AND 6TH AVE SW	4	3	1	0	1	0	0	0	0	2	0	0	0	0	0	1	0
SW ROXBURY ST BETWEEN 6TH AVE SW AND 7TH E AVE SW	3	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0
SW ROXBURY ST BETWEEN 7TH W AVE SW AND 8TH AVE SW	11	8	3	0	3	0	0	0	0	1	0	0	6	1	0	0	1
SW ROXBURY ST BETWEEN 8TH AVE SW AND 9TH AVE SW	2	1	1	0	2	0	0	0	0	1	0	0	0	0	0	0	0
SW ROXBURY ST BETWEEN 9TH AVE SW AND 10TH AVE SW	3	2	1	0	1	0	0	0	0	1	0	0	2	0	0	0	0
SW ROXBURY ST BETWEEN DELRIDGE WAY SW AND 17TH AVE SW	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
SW ROXBURY ST BETWEEN KELSEY LN SW AND 22ND AVE SW	2	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
SW ROXBURY ST BETWEEN OLSON PL SW AND 5TH AVE SW	14	7	7	0	12	0	0	0	0	9	0	0	2	2	0	0	0

*
↓

Total Collisions = 10
Ped = 1

Plus 6 vehicle collisions in KADOT records (see attached)

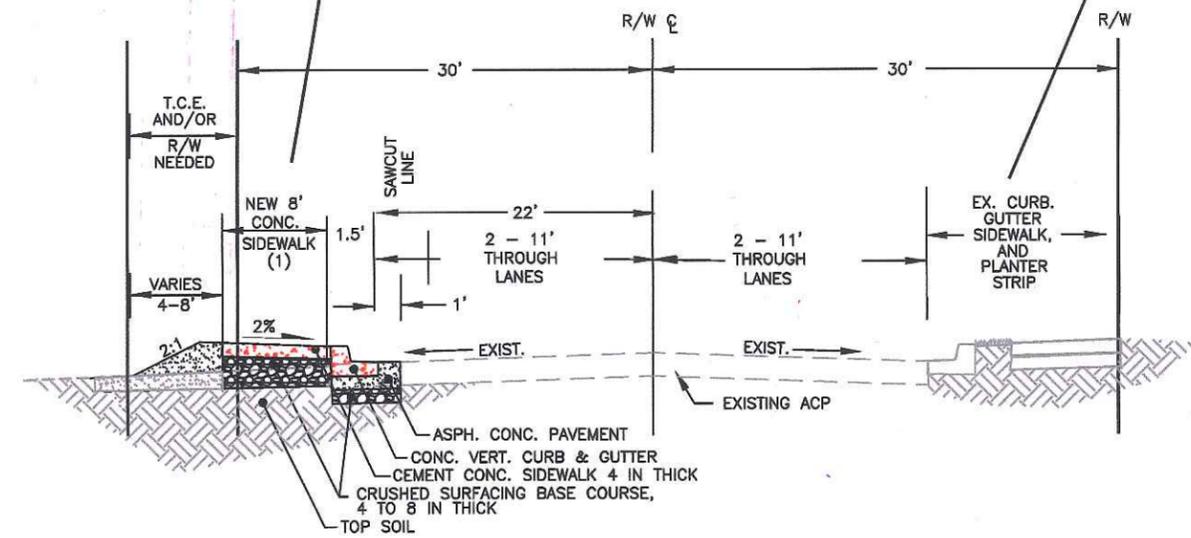
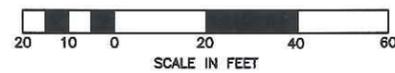
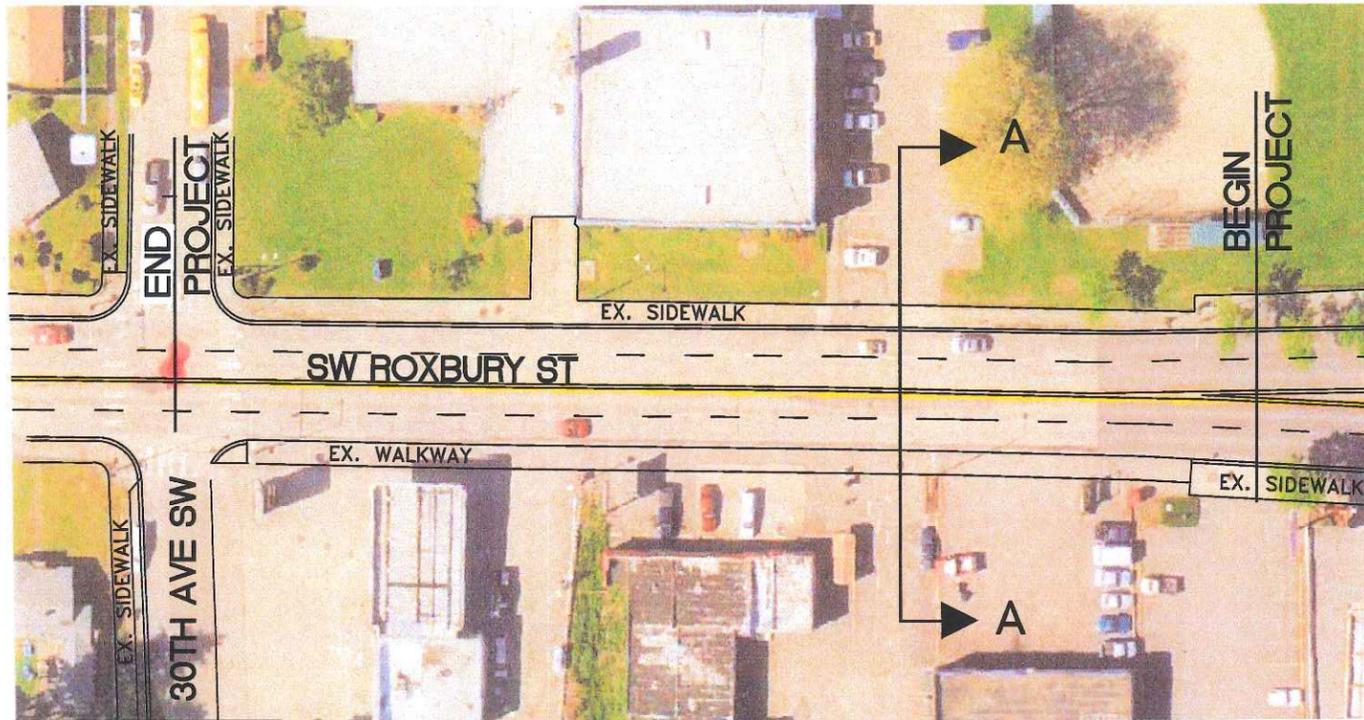
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Collisions on SW Roxbury St from 28th Ave SW to 30th Ave SW
January 1, 2009 through December 31, 2013

Road #	Milepost	Road	Report #	Date	Time	Severity	Collision Type	Weather	Lighting	Junct Rel
90152	2.9900	SW ROXBURY ST	3192557	6/19/13	20:30	2	Entering at angle	Overcast	Dark-Street Lights On	At Intersection and Related
90152	2.9900	SW ROXBURY ST	3165174	10/18/10	19:40	1	Entering at angle	Clear or Partly Cloudy	Dark-Street Lights On	At Intersection and Related
90152	2.9900	SW ROXBURY ST	3184178	9/3/10	11:45	2	Entering at angle	Clear or Partly Cloudy	Daylight	At Intersection and Related
90152	2.9900	SW ROXBURY ST	3096122	9/2/10	19:20	1	Entering at angle	Clear or Partly Cloudy	Daylight	At Intersection and Related
90152	2.9900	SW ROXBURY ST	2983506	4/23/11	17:00	1	From same direction - both going straight - one stopped - rear-end	Clear or Partly Cloudy	Daylight	At Intersection and Related
90152	3.1070	SW ROXBURY ST	3504990	9/5/13	10:26	1	From same direction - both going straight - both moving - sideswipe	Raining	Daylight	Not at Intersection and Not Related

Total 6

Source: Washington State Department of Transportation
This information is governed by Federal Law 23 United States Code Section 409. Under this law, data maintained for purposes of evaluating potential highway safety enhancements "... shall not be subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data."



SECTION A-A
SOUTHWEST ROXBURY STREET
 30TH AVENUE SW TO APPROX. 510 FT EAST

(1) IF PROPERTY OWNERS BALK AT R/W REQUEST, MAY NARROW SIDEWALK TO 6 FT.

SURVEY JOB NO:				
CHECKED:				
CAD ENTERED:				
DESIGNED:				
CHECKED:				
SUPERVISOR:				
	NUM.	REVISION	BY	DATE

FED. AID No. _____
 ARMS PROJECT No. _____
 ORACLE PROJECT No. _____
 MAINTENANCE DIVISION No. _____

KING COUNTY DEPT. OF TRANSPORTATION
 HAROLD TANIGUCHI, DIRECTOR

SOUTHWEST ROXBURY STREET
 28TH AVENUE SOUTH TO 30TH AVENUE SOUTH





KING COUNTY DEPT. OF TRANSPORTATION
 HAROLD TANIGUCHI, DIRECTOR

SOUTHWEST ROXBURY STREET
 28TH AVENUE SOUTH TO 30TH AVENUE SOUTH
VICINITY MAP

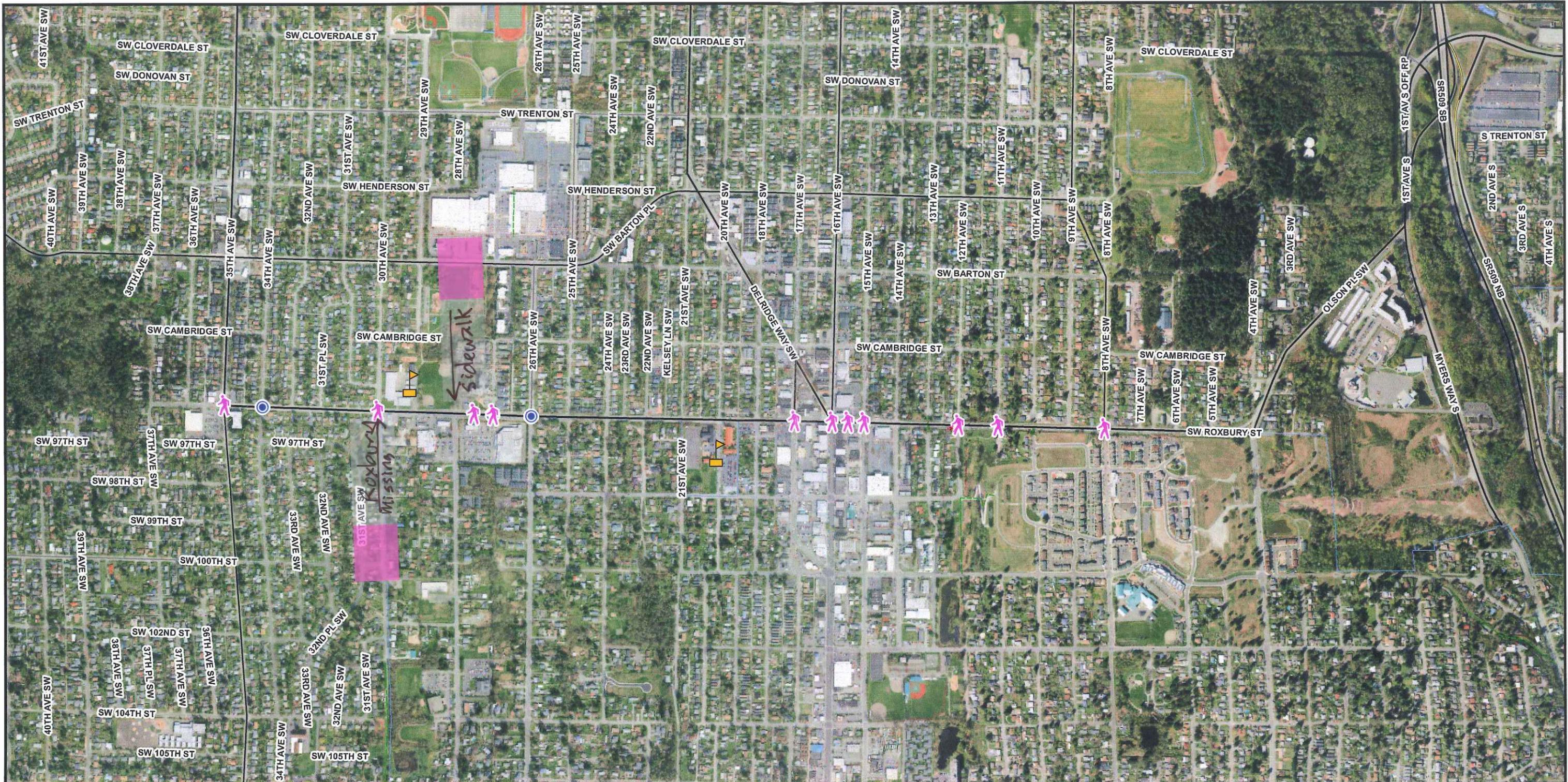


King County

SW Roxbury Street: 2830 to 30th Ave SW
Project Estimate

Location: SW Roxbury St: #2830 to 30th Ave SW
Project #: 1116888
Length: 465' (+ 45' as a 10% as margin)
By: D.Bleasdale
Date: 4/30/2014

			King County Engineer's Estimate			
Item No.	Std Item No.	Item Description	Quantity	Unit	Unit Cost	Total Costs
Preparation						
1	0001	Mobilization	Lump Sum	L.S.	\$ 34,577	\$ 34,577
2	0035	Clearing and Grubbing	Lump Sum	L.S.	\$ 2,305	\$ 2,305
3	0050	Removal of Structures and Obstructions	Lump Sum	L.S.	\$ 2,305	\$ 2,305
Grading						
4	0310	Roadway Excavation Incl. Haul	100	C.Y.	\$ 85.00	\$ 8,500
Storm Sewer						
5	3090	Catch Basin Type 1 with Thru Inlet	0	Each	\$ 1,200.00	\$ -
6	3091	Catch Basin Type 1	0	Each	\$ 1,000.00	\$ -
7	3105	Catch Basin Type 2 48 In. Diam.	0	Each	\$ 3,000.00	\$ -
8	3602	Corrugated Polyethylene Storm Sewer Pipe 12 In. Diam.	0	L.F.	\$ 57.00	\$ -
Surfacing						
9	5095	Crushed Surfacing Base Course	200	C.Y.	\$ 90.00	\$ 18,000
Hot Mix Asphalt						
10	5767	HMA Cl. 1/2" PG 64-22	40	Ton	\$ 150.00	\$ 6,000
Erosion Control and Landscape						
11	6471	Inlet Protection	6	Each	\$ 95.00	\$ 570
12	6470	Street Cleaning	32	Hour	\$ 170.00	\$ 5,440
13	6490	Erosion/Water Pollution Control	5,000 Doll.	Est.	\$ 5,000.00	\$ 5,000
Traffic						
14	6700	Cement Conc. Traffic Curb and Gutter	510	L.F.	\$ 40.00	\$ 20,400
15	6806	Paint Line	0	L.F.	\$ 0.40	\$ -
16	6890	Permanent Signing	Lump Sum	L.S.	\$ 3,000.00	\$ 3,000
17	6912	Traffic Signal System Modification	Lump Sum	L.S.	\$ 40,000.00	\$ 40,000
18	6971	Project Temporary Traffic Control	Lump Sum	L.S.	\$ 30,000.00	\$ 30,000
19		Uniformed Police Officer	40	Hour	\$ 85.00	\$ 3,400
Other						
20	7006	Structure Excavation Class B Incl. Haul	0	C.Y.	\$ 35.00	\$ -
21	7008	Shoring or Extra Excavation Class B	0	S.F.	\$ 1.00	\$ -
22		Gravel Backfill for Trench	0	C.Y.	\$ 70.00	\$ -
23	7055	Cement Concrete Sidewalk	320	S.Y.	\$ 70.00	\$ 22,400
24	7058	Cement Conc. Sidewalk Ramp Type 1A	4	Each	\$ 4,500.00	\$ 18,000
25		Cement Conc. Driveway Entrance	240	SY	\$ 70.00	\$ 16,800
26	3100	Adjust Catch Basin	4	Each	\$ 750.00	\$ 3,000
27		Adjust Storm Drain or Box Lid w/ Riser	8	Each	\$ 500.00	\$ 4,000
28	7728	Minor Change	15,000	Calc.	\$ 15,000.00	\$ 15,000
29	7736	SPCC	Lump Sum	L.S.	\$ 1,000.00	\$ 1,000
30		Relocate Business Signs	2	Est.	\$5,000	\$ 10,000
Design Estimate (30% of CE plus \$25k for Public Outreach)					PE	\$ 114,000
Property Services, Rights of Entry, Easements, Deed Takes					ROW	\$ -
Engineer's Construction Estimate (incl. 10% contingency) \$ 296,666					CE	\$ 386,000
Contract Management & Construction Inspection (30%) \$ 89,000					TOTAL	\$ 500,000
Match @ 13.5% from City of Seattle					\$	67,500
ROW Cost from City of Seattle					\$	75,000
Grant Request					\$	432,500



Legend

Pedestrian and Bicycle Collisions - Last 3+ Years

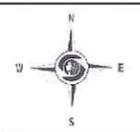
 Pedestrian Collisions

 Bicycle Collisions

SW Roxbury Street Road Safety Corridor









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 merchantability, accompany this product.
 Coordinate System: State Plane, NAD83-91
 Washington, North Zone
 Orthophoto Source: Pictometry 2007
 PLOT DATE : 12/5/2013
 AUTHOR : <Your Name>
 <Map Location>