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:** Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project

   (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:** University of Washington

   Also identify co-sponsor(s): Seattle Department of Transportation (SDOT); Washington State Department of Transportation (WSDOT)

3. **Project Contact Peron:** Josh Kavanagh

   Address: 3745 15th Ave NE, Seattle, WA 98195-5360
   Phone: 206-685-1587
   Fax: 206-685-9289
   E-Mail: joshkav@uw.edu

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.

   The Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project will focus on improving safety and operations, including providing full vertical clearance for vehicular traffic on Montlake Boulevard Northeast/SR 513, extending the bridge span to support Montlake Boulevard Northeast/SR 513 HOV lane envisioned in the University Area Transportation Action Strategy (UATAS), improved pedestrian and bicycle accommodations, ADA compliance and aesthetic enhancements. The 2014 FHWA Grant funds will support the planning, preliminary engineering and design phases (PE/design) for the replacement of the Hec Edmundson (Hec Ed) Bridge. The planning and PE/design processes that will be undertaken will lay out an actionable path to achieving the following goals:

   • Make pedestrian and bicyclist safety improvements at the most hazardous pedestrian and bicycle intersection along the University of Washington (UW) portion of the Burke-Gilman Trail (BGT).

   • Improve the safety of the Hec Ed Bridge's west landing as an intersection and a crossing that is consistent with the UW's Burke-Gilman Multimodal Connector (BGC) Project. The

BGC project specifies that trail connections should include treatments such as tabled intersections, clear and adequate sightlines, and pedestrian scale lighting.

• Support the bridge as a critical link across Montlake Boulevard Northeast/SR 513, providing a direct route between employment, educational, residential and recreational centers of local and regional significance.

• Design a bridge that will accommodate the current 6,700 daily users (2013) as well as significant future increases in daily crossings. Studies of the University of Washington Link Light Rail station project a 22% increase for pedestrians and a 220% increase for bicyclists crossing the Hec Ed Bridge in the PM peak period by 2030.

• Integrate the bridge into the regional pedestrian and bicycle trail network that serves visitors, UW's daily campus population of over 65,000, and the 16,000 other residents, commuters, commercial users, and minority and low-income populations of the University Community Urban Center (UCUC).

• Enhance connections to regional amenities, natural resources, stadium and arena events, sustainable transportation options and other destinations within the UCUC.

• Meet the Americans with Disabilities Act (ADA) accessibility requirements and improve accessibility for people of all ages, abilities and backgrounds.

• Design the bridge to enhance direct connections to destinations in all directions and minimize out-of-direction travel for bicyclists and pedestrians.

• Design a bridge with an archway and span that will allow safe passage of oversized vehicles and trucks under the pedestrian/bicycle bridge with a proposed HOV lane allowance, thereby reducing collisions, delays and hazards for bridge users and vehicles traveling along Montlake Boulevard Northeast/SR 513.

• Develop an innovative design and aesthetic for the bridge appropriate to its function as both an iconic element and viewpoint of the Montlake Boulevard Northeast/SR 513 corridor, and a public face for the UCUC and the University of Washington.

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

1. THE PROJECT WILL PROVIDE A FUNCTIONING AND SAFE PEDESTRIAN AND BICYCLE CROSSING ACROSS MONTLAKE BOULEVARD NORTHEAST/SR 513.

The Hec Ed Bridge is a non-motorized, pedestrian and bicycle bridge that crosses Montlake Boulevard Northeast/SR 513, connecting to the west at the BGT and to the east at the Clarence S. “Hec” Edmundson Pavilion and the Graves Building. The Hec Ed Bridge, built in 1938 to design standards of that time, does not meet current vertical clearance requirements and has been struck repeatedly and frequently by vehicles over the decades. According to SDOT, the Hec Ed Bridge has rated ‘Poor’ for more than a decade, surviving damage from vehicular traffic as well as natural disasters such as the 2001 Nisqually earthquake, with a sufficiency rating (SR) of 35. Per SDOT’s rating system, any bridge with an SR of less than 50 is a replacement candidate. Despite fixes to maintain a functioning pedestrian and bicycle bridge, the Hec Ed bridge continues to deteriorate and demands more comprehensive rehabilitation. If left unimproved while demand for the bridge’s transportation services continues to grow, the bridge will further deteriorate, creating additional maintenance backlogs and compounding the costs of maintenance and repair.

2. THE PROJECT REVITALIZES AND LEVERAGES THE MOST HIGHLY USED EAST-WEST CONNECTION ALONG MONTLAKE BOULEVARD NORTHEAST/SR 513 AND IS THE ESSENTIAL CONNECTION FOR PEDESTRIANS AND BICYCLISTS

TRAVELING FROM THE NORTH ON THE BGT TO DESTINATIONS EAST AND SOUTHEAST OF MONTLAKE BOULEVARD NORTHEAST/SR 513.

A grade-separated crossing in the area of the Hec Ed Bridge provides a direct, desire line, grade change compatible path of travel for two primary movements. First, it serves as an essential direct connection between the employment, education, and transportation facilities in the UCUC to employment, recreational opportunities, and major sports event venues east of Montlake Boulevard Northeast/SR 513. Second, it serves bicyclists originating along the northern Burke-Gilman Trail and in the neighborhoods of Northeast Seattle who are bound for destinations east of SR 520 and along the east waterfront of Seattle. This connection will become increasingly important with the opening of the SR 520 multi-use path.

The Hec Ed Bridge provides a successful grade-separated crossing because of the direct path of travel it enables between pedestrian destinations and because of the natural slope at the location it serves. Pedestrians and bicyclists traveling east to west must travel uphill to the University of Washington campus to an elevation substantially higher than the Hec Ed Bridge. Therefore, there is no incremental additional effort required to go up to the bridge level compared to the level of effort required under any circumstance to get up to the elevation at the core of campus.

Other crossings over Montlake Boulevard Northeast/SR 513 are poor substitutes for the Hec Ed Bridge location. There is a distance of 0.7 miles between on-street marked crosswalks through the section of Montlake Boulevard Northeast/SR 513 that is served by the Hec Ed Bridge. If you consider other bridge crossings, without the Hec Ed Bridge, the distance between pedestrian crossings is 0.4 miles and the distance between crossings for bicycles is still 0.7 miles, with more than 906 hours of delay for pedestrians and bicyclists combined. People traveling by foot, bicycle or assistive wheeled devices are extremely sensitive to detours from their intended travel path. Many pedestrians and bicyclists will choose an unsafe crossing, especially in poor weather conditions, rather than travel out of their way.

Montlake Boulevard Northeast/SR 513 carries 40,000 vehicles per day. When the roadway is congested, it is common for this section to be filled with a solid wall of cars and trucks with no breaks for tens of minutes to hours. When traffic is free flowing, actual operating speeds routinely exceed 35-40 miles per hour. These conditions create an environment that is extremely hazardous for pedestrians and bicyclists to cross without the aid of a grade-separated facility or a signalized intersection.

3. THE PROJECT IS A CRITICAL LINK TO THE BURKE-GILMAN TRAIL (BGT) WHICH WILL ENHANCE AND SUPPORT THE BURKE-GILMAN MULTIMODAL CONNECTOR PROJECT (BGC).

The Hec Ed Bridge’s cracked and damaged structure, overgrown and invasive vegetation on the east landing, blind intersections, failure to meet ADA requirements on the west ramp, and over-capacity condition have made traveling over the bridge treacherous for the more than 6,000 daily users, particularly during peak commute periods. The BGC project provides guidance for improvements to the Hec Ed Bridge. The goals of the BGC (http://UW.edu/bgt) reflect two parallel priorities: safety and place making. First and foremost, the University of Washington-owned 1.7 mile section of the BGT is a multi-use trail, one which serves: Seattle commuters; regional recreation users; UCUC residents; staff, students and faculty of the UW. The BGC’s design for the west interface between the bridge, the Burke-Gilman Trail and the connection to Snohomish Lane will eliminate deficiencies and significantly enhance this intersection and crossing by incorporating design treatments such as widening the trail, improving sightlines, using a range of different surface materials to indicate a mixing zone and slower speeds, increased signage and wayfinding devices, improved lighting, multiple seating options, bicycle parking and gateway elements.

4. THE PROJECT WILL HELP SERVE THE PROJECTED DEMAND FOR BICYCLE AND PEDESTRIAN TRANSPORTATION IN THIS CORRIDOR WITH THE OPENING OF THE UNIVERSITY OF WASHINGTON LINK LIGHT RAIL STATION IN 2016.

Studies of the University of Washington Link Light Rail station project a 22% increase for pedestrians and a 220% increase for bicyclists crossing the Hec Ed Bridge in the PM peak hour by 2030. For pedestrians and bicyclists traveling north from the Montlake Bridge, the Hec Ed Bridge represents the most desirable and in-direction route. Replacing the Hec Ed Bridge will create infrastructure that is safe, comfortable and convenient to use and will encourage people of all ages, abilities and modes to commute along the Burke-Gilman Trail and make the critical east-west connection across Montlake Boulevard Northeast/SR 513 using the Hec Ed Bridge. The new Sound Transit Bridge at the University of Washington Link Light Rail station provides a safe crossing over Montlake Boulevard Northeast/SR 513, however, the crossing is only suitable for users traveling westbound on the BGT and to the southern part of the UW campus. In addition, any individual traveling to or from the north using the Sound Transit Bridge, must travel out-of-direct, which is extremely undesirable for all modes in all weather conditions, but particularly for pedestrians in inclement weather. Safe, accessible crossings with capacity for the increase in pedestrians and bicyclists crossing over Montlake Boulevard Northeast/SR 513 is also critical. Passengers from the University of Washington Link Light Rail station will flood onto the BGT approximately every seven minutes beginning in early 2016. When all expansion programs are completed, light rail trains will arrive every six minutes for up to 20 hours each day. Without bridge improvements, added congestion to crossing movements over Montlake Boulevard Northeast/SR 513 will increase safety hazards and collisions.

5. THE CURRENT HEC ED BRIDGE IS INADEQUATE FOR CURRENT AND FUTURE VOLUMES OF PEDESTRIAN AND BICYCLE TRAFFIC.

Currently, the volume of pedestrians and bicyclists creates a bottleneck and a conflict of modes at the east and west bridge landings, leading to safety issues, travel time delays and a decrease in the quality of experience for pedestrians and bicyclists. The Hec Ed Bridge was not designed in 1938 to be perpendicular to the highest volume section of shared-use path in Washington – the BGT was then a low-volume train spur. Due to poor intersection design with the BGT and the west stairway to Snohomish Lane, documented conflicts between pedestrians and bicyclists have identified this bridge as the most hazardous trail intersection and crossing along the UW campus portion of the BGT.

6. THE PROJECT WILL HELP OPTIMIZE TRANSPORTATION EFFICIENCY IN THIS CORRIDOR AND ENHANCE COMMUNITY LIVABILITY.

The Project builds on existing efforts to enhance connections between the UCUC and other destinations by directly addressing safety and capacity constraints that disrupt the community's connection to amenities such as schools, work, medical services, entertainment venues, restaurants, grocery stores, parks and natural resources. With a median household income 54% lower and individual poverty frequency 138% higher than citywide averages, the UCUC is in acute need of affordable transportation options. This is illustrated by the fact that UCUC households are 46% more likely to be car-free than their counterparts in the rest of Seattle.

7. THE PROJECT WILL LEVERAGE THE UCUC'S ECONOMIC COMPETITIVENESS BY IMPROVING THE CONNECTION TO CAMPUS AND REGIONAL EVENTS HOSTED AT THE INTRAMURAL ACTIVITIES CENTER, EAST CAMPUS ATHLETIC FIELDS, CLARENCE S. "HEC" EDMUNDSON PAVILION AND HUSKY STADIUM.

Located in close proximity to the east landing of the current Hec Ed Bridge, Husky Stadium, the Clarence S. "Hec" Edmundson Pavilion and the UW's athletic facilities host 64 campus events and more than 95 regional events each year, serving as an important economic engine for the region. At least 20% of the state's population follows Husky Football – more than 1.3 million people watch on TV or listen on the radio. In fact, UW Athletics attracts out-of-state fans in larger numbers than those attending professional football or baseball games in Seattle. This project will enable more fans and community members to easily get to and from the stadium, pavilion and athletic facilities via non-motorized modes, while reducing the burden on the region's road network.

8. PROJECT TIMING IS CRITICAL.

FHWA funding represents the only viable opportunity to ensure future grant funding opportunities in 2016 can be pursued for the construction phase of the Bridge so that construction of the replacement bridge coincides with the construction of the Burke-Gilman Multimodal Corridor Project, the Montlake Triangle/Lower Rainier Vista Project, and for the bridge to be completed in time for the opening of the University of Washington Link Light Rail station and the opening of the SR 520 multi-use path in 2016. If the Hec Ed Bridge is not replaced, the subpar performance of the current facility will continue until it incurs damage beyond repair and is forced to be decommissioned. Replacing this critical piece of infrastructure in the Montlake Boulevard Northeast/SR 513 corridor will reduce long-term operation and maintenance costs.

5. **Project Location:** Seattle, WA

Answer the following questions if applicable:

a. Crossroad/landmark nearest to beginning of project: Burke-Gilman Trail at the west landing

(Identify landmark if no crossroad)

b. Crossroad/landmark nearest to end of project: Clarence "Hec" Edmundson Pavilion at the east landing

(Identify landmark if no crossroad)

6. **Map:** Include an 81/2" x 11" legible vicinity map (if applicable) with the completed application form. (*If unable to send map electronically, provide separately by fax or mail*)

7.	**Federal Functional Classification Code** *(Select only one)* *Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.*	
	Rural Functional Classifications ("under 5,000 population") (Outside the federal-aid urbanized and federal-aid urban areas)	**Urban Functional Classifications ("over 5,000 population")** (Inside the federal-aid urbanized and federal-aid urban areas)
	☐ **00** Exception	☒ **00** Exception
	☐ **01** Principal Arterial - Interstate	☐ **11** Principal Arterial – Interstate
	☐ **02** Principal Arterial	☐ **12** Principal Arterial – Expressway

	☐ **06** Minor Arterial ☐ **07** Major Collector ☐ **08** Minor Collector ☐ **09** Local Access ☐ **21** Proposed Principal Arterial – Interstate ☐ **22** Proposed Principal Arterial ☐ **26** Proposed Minor Arterial ☐ **27** Proposed Major Collector ☐ **28** Proposed Minor Collector ☐ **29** Proposed Local Access	☐ **14** Principal Arterial ☐ **16** Minor Arterial ☐ **17** Collector ☐ **19** Local Access ☐ **31** Proposed Principal Arterial – Interstate ☐ **32** Proposed Principal Arterial – Expressway ☐ **34** Proposed Principal Arterial ☐ **36** Proposed Minor Arterial ☐ **37** Proposed Collector ☐ **39** Proposed Local Access
	NOTE: ***Federally Funded Projects.*** *A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".* ***Examples of Exceptions:*** • *Any bicycle and/or pedestrian project.* • *Projects not on a roadway and using CMAQ or other funds* • *Any transit project, including equipment purchase and park-and-ride lot projects.*	

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).

The Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project responds to the urgent need to address the current 'poor' rating (sufficiency rating of 35) and state of disrepair at the most heavily used pedestrian and bicycle bridge along Montlake Boulevard NE/SR 513. Studies of the University of Washington Link Light Rail station project a 22% increase for pedestrians and a 220% increase for bicyclists crossing the Hec Ed Bridge in the PM peak hour by 2030. For pedestrians and bicyclists traveling north from the Montlake Bridge, the Hec Ed Bridge represents the most desirable and in-direction route. Replacing the Hec Ed Bridge will create infrastructure that is safe, comfortable and convenient to use and will encourage people of all ages, abilities and modes to commute along the Burke-Gilman Trail and make the critical east-west connection across Montlake Boulevard Northeast/SR 513 using the Hec Ed Bridge. The Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project will specifically advance and support non-motorized modes within the center through the following methods:

Improving Safety –

The Hec Edmundson Pedestrian/Bicycle Bridge Replacement project will develop a plan to greatly reduce the risk of collisions and injuries at its east and west connecting points by improving intersection design in several important ways including: improving sightlines by creating more generous queuing space and eliminating visual obstructions like invasive vegetation and drastic grade changes, improving ADA accessibility, increasing capacity for multiple non-motorized modes of travel, reconfiguring the east and west landings, adding lighting and other safety features that are consistent with the Burke-Gilman Trail Design Conceptual Plan. As a significant intersection and crossing along the BGT, the plan assigns it a design treatment known as a "major mixing zone". Major mixing zones reconcile multiple, major campus pathways, connecting them to or across the BGT. Major mixing zones take up significant real estate and serve community wayfinding needs. As a major mixing zone, the Hec Ed Bridge intersection with the BGT may contain:

• Multiple seating options
• Substantial gateway elements
• Pedestrian scale lighting (pole mounted, bollard, or integral with walls)
• Accent lighting (in-grade, integral with furnishings)
• Interpretive messaging and public art
• Bicycle racks
• Wayfinding devices
• Traffic control devices
• Bicycle runnels at stairs

From a vehicular standpoint, the bridge replacement will meet the required clearance envelopes over Montlake Boulevard Northeast/SR 513 by correcting its arch and will be designed for long-term durability and strength. Other design and safety elements relevant to vehicular traffic and/or nearby street parking will be evaluated during the planning and schematic design phase funded through this grant.

Promoting Walking and Bicycling –

As the only crossing of the congested Montlake Boulevard Northeast/SR 513 from the historic core of the UW campus and Burke-Gilman Trail for over half a mile, the Hec Ed Bridge has long been one of the only convenient ways to access UW athletic facilities, Union Bay Natural Area, and the Montlake Bridge on foot or by bicycle. Even with the construction of Sound Transit's new connection from the Light Rail Station, there is still a quarter mile of out-of-direction travel needed for users on foot and bicycle to access the Union Bay Natural Area, recreation facilities, and employment destinations to the east if the Hec Ed Bridge were not available. Replacement will make the Hec Ed Bridge connection safe and attractive to users on foot and bicycle, reducing SOV that add to Montlake Boulevard Northeast/SR 513 traffic and preserving a more direct connection for users coming from the North and connecting to the Link light rail station.

Describe how the project or program will enhance or support the potential for increased housing/employment densities in the center.

The UCUC has significant economic and ethnic diversity with a mix of public housing, market-rate multifamily housing and single family homes. There is also significant age diversity in the UCUC and on the Burke-Gilman Trail as well; a senior-housing facility sits at one end of the trail and just down the trail are UW residence halls, a preschool and a mature neighborhood of single-family homes. Transportation investments in the UCUC, including completion of the Burke-Gilman Multimodal Connector, are stimulating housing growth as 3,200 new units are expected to come on line by 2017. Featuring unbundled parking and reduced parking demand and construction costs, these added units help mitigate the natural increase in housing costs. The diversity of the UCUC helps make the Hec Ed Bridge project an outstanding investment in affordability and equity.

New housing investments in the UCUC include:

- Today nearly 6,500 students live in UW housing and another 2,500 beds (a 38% increase in housing facilities) will be added in west campus by 2015.
- Seattle Children's Hospital and the UW are partnering to build a 180-unit residential development. Employees of Children's and the UW will have priority for the units, providing economic housing close to work for people who might not be able to afford in-city rents.
- Vulcan Inc. is planning a new 212-unit, seven-story apartment building in the UCUC, which will house about 300 to 350 residents.
- Avalon Bay has constructed a 284-unit private apartment development near the future U-District Link light rail station, with easy connectivity to the Burke-Gilman Trail. The building includes energy efficiency features and an affordable housing program.

Seattle's Comprehensive Plan sets a goal of "an efficient transportation system that balances different modes, including public transit, pedestrian, bicycle and automobile" for the UCUC (Goal UC-G3). The Project will increase the efficiency of the UCUC's transportation system by preserving and enhancing a critical component of the regional bicycle and pedestrian transportation network. Bicyclists traveling to and from Northeast Seattle use the bridge to access SR 520 bike-and-ride facilities and the Lake Washington Loop route. Simultaneously the bridge serves as a critical pedestrian route connecting east campus and the Burke-Gilman Trail to the University's athletic facilities and sports fields, as well as to employment destinations to the east such as Seattle Children's Hospital. The Project will improve the

functionality of this heavily used crossing, enabling pedestrians and bicyclists to more efficiently travel across Montlake Boulevard Northeast/SR 513.

The Project supports the Seattle Comprehensive Plan's policy to "emphasize comfortable, safe, attractive pedestrian and bicycle access throughout the UCUC" (UC-P10). Seattle's adopted 2014 Bicycle Master Plan goals include quadrupling bicycle ridership between 2014 and 2030 and reducing the bicycle collision rate by half between 2013 and 2030. The BGC project planned by the UW, along with this project, will help achieve these goals. The Hec Ed Bridge is one of the most heavily used Burke-Gilman Trail crossings and has long been considered one of the most hazardous intersections along the trail. At present, steps lead from the bridge up to the main campus, terminating within one foot of the trail's edge in an area where sight lines are limited. The aforementioned bicycle traffic to and from Northeast Seattle conflicts with the crossing traffic. The combined heavy use of this narrow bridge by both pedestrians and bicyclists creates undesirable conflicts between these two user groups. Several improvements to this intersection are included in the UW's Burke-Gilman Multimodal Connector TIGER grant application, such as installing a speed table to passively calm traffic, improving lighting, and separating pedestrian and bicycle traffic. The Project would implement the remaining recommendations from the Burke-Gilman Trail Corridor Study http://goo.gl/o58zB for this intersection, including reconstruction of the stairs that currently terminate on the trail to provide an adequate landing area and improve sightlines, and expansion of the bridge access ramp to allow easier bicycle turning movements. These improvements will increase pedestrian and bicycle safety at this high traffic location, in support of multiple plans and policies adopted for the UCUC.

Located in short proximity to the east landing of the current Hec Ed Bridge are Husky Stadium, the Clarence S. "Hec" Edmundson Pavilion and the UW's athletic facilities, which host 64 campus events and more than 95 regional events each year, serving as an important economic engine for the region. This project initiative is consistent with the Seattle Comprehensive Plan's goal to supply direct access to recreation (UVG18).

Seattle's Comprehensive Plan also directs the UCUC to "take advantage of Sound Transit improvements to address local transportation needs and impacts and facilitate intermodal connection" (UC-P11). The restored Hec Ed Bridge will help implement this policy by improving connections for pedestrians and bicyclists to the University of Washington Link Light Rail station, which is scheduled to open in 2016. 27,000 daily riders are expected to board light rail at this station by 2030, with the majority arriving on foot or by bicycle. The Hec Ed Bridge currently experiences 6,700 daily users, with pedestrian traffic projected to increase by 22% and bicycle users to increase by 220% during peak commuting hours by 2030. The new Sound Transit Bridge provides a safe crossing over Montlake Boulevard Northeast/SR 513, however, the crossing is only suitable for users traveling westbound on the BGT and to the southern part of the UW campus. In addition, any individual traveling to or from the north using the Sound Transit Bridge, must travel out-of-direction with 8.7 minute trip delays for pedestrians and 33 minute trip delays for bicyclists, which is extremely undesirable for all modes in all weather conditions, but particularly for pedestrians in inclement weather. Furthermore, PSRC's Growing Transit Communities Strategy identified "preserve and connect" as the most appropriate implementation approach for the University of Washington Link Light Rail station, with "ensuring accessibility by multiple modes of transportation" as a key strategy. The Project directly addresses these charges by making it safer and easier for pedestrians and bicycles to connect to this light rail station from Northeast Seattle and the Burke-Gilman Trail. As envisioned by these policies, the Project should be funded and implemented so construction can be completed with the opening of the light rail station in 2016, as proposed in this grant application.

With the region's third largest employer, largest academic institution, six grocery stores, a year-round farmers' market, 16 libraries, two museums, two botanical gardens, six

performing arts venues, countless restaurants and six medical facilities all located in the UCUC, this area represents one of the most location-efficient living options imaginable. Through local mobility options like the Hec Ed Bridge and the Burke-Gilman Trail, residents of the UCUC have access to opportunities to live, work, learn and play.

Open space is an important component of urban areas and a key factor in promoting active living. The Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project seeks to leverage connections to open spaces, public space and event venues by defining a safe, accessible connection to the UCUC open space and event venues to the west and open space, natural areas, Lake Washington waterfront and event venues to the west. The Project will have a focus on emphasizing a connection to specific Seattle open spaces including: the Burke-Gilman Trail, small pocket parks, children's play areas, urban squares, natural areas, sports fields and extensive green areas within the urban environment and making these amenities readily available to the community.

Seattle's Comprehensive Plan calls for urban centers to "receive the most substantial share of Seattle's growth, consistent with their role in shaping the regional growth pattern." The UW is in the process of constructing 2,500 additional beds by 2015 (a 38% increase since 2010) in an effort to concentrate housing in mix-use buildings proximate to the UW; revitalize the neighborhood; implement land-use patterns that promote walk-, bike- and transit-friendly neighborhoods; and encourage transportation choices that support UW's commitment to carbon neutrality. This housing will help transform the UCUC into a model of transit-oriented development. The UW, SDOT, and WSDOT's investment in the Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project is part of a long-term commitment to a transportation strategy centered on walking, biking and transit. That strategy has reduced UW's drive-alone rate to just 20%, saved as much as $280 million in parking construction costs and enabled the recycling of $73 million in land from parking use to public facilities and open space.

- **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

The Hec Ed Bridge is used by a remarkably broad spectrum of the community including workers of all income levels, students and seniors. The Project will provide a safe and economical link to transportation options for people of all ages, abilities and backgrounds. The current span is not ADA compliant and the Project will ensure this vital connection is available for all users with all levels of mobility. By serving projected demand for bicycle and pedestrian transportation in this corridor, the Hec Edmundson Pedestrian/Bicycle Bridge

[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."

Replacement Project will help optimize transportation efficiency and support economic competitiveness, improve public health, reduce greenhouse gas emissions and reliance on foreign oil and enhance community livability.

The UW, SDOT and WSDOT partnership is deeply committed to the health, safety, and walkability of our community. As part of the preeminent regional bicycle and pedestrian facility, the Project will attract thousands of people to healthy transportation activities and amenities each day. This convenience and reliability is further enhanced by the new BGC improvements occurring at the west landing of the bridge. Location-efficiency is particularly critical for the senior residents of Seattle Housing Authority's property just north of the Hec Ed Bridge along the BGT, nearby student-family housing and the 31% of UCUC residents living below the poverty line. Seattle's Comprehensive Plan calls for a 33% increase in household density and a 19% increase in employment density in the UCUC over the 20 year planning window, further increasing the opportunities for location-efficient living and the urgency of investing in the UCUC's non-motorized transportation options and transit connections for its diverse population. The premise of location-efficiency assumes walkable, bikeable neighborhoods. The Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project would focus on removing a key constraint for achieving this in the UCUC by addressing the failing infrastructure of one of its primary non-motorized transportation connections.

Bicycle facilities

Though thousands of people on bicycles cross the current bridge every day, the conditions they encounter are far below a modern standard for bicycle facility design. The western landing of the bridge on the Burke-Gilman Trail presents one of the most significant conflict points on the entire University owned sections of the trail, as poor sightlines and a tiny mixing area create dangerous interactions between bikes and people on foot. At the east end, bicycle users find their way around a blind corner to an ADA ramp leading to a landing, and from their battle an extreme grade rivaling Seattle's hilliest bike lanes in order to get up onto the bridge. A new, modern design will fix the significant usability and safety impacts of this outdated bridge, creating a more attractive connection for current users and allowing use by those who are currently deterred by poor conditions.

Walkability

The Hec Ed Bridge is a critical walking connection between the central UW campus and destinations at its eastern landing, but it presents significant safety challenges from a poor crossing of the Burke-Gilman Trail, poorly directed bicycle traffic, and a lack of ADA access. The new bridge design will make this a safe walking connection for the thousands of current daily users and the countless more who avoid its poor condition or are unable to use it due to mobility challenges.

Public Transit Access

In 2016, the Hec Ed Bridge is expected to see a significant increase in traffic on a daily basis due to the opening of the University of Washington Link Light Rail station. With the all-ages and abilities regional pedestrian and bicycle network anchored by the Burke-Gilman Trail, the potential bike travel shed for Link Light Rail from destinations to the north is significant. Studies of the University of Washington Link Light Rail station and the transit users it will generate, project a 22% increase for pedestrians and a 220% increase for bicyclists crossing the Hec Ed Bridge in the PM peak hour by 2030.

Landscape and/or streetscape

The new bridge will be developed with an innovative design and aesthetic appropriate to its function as an iconic element and viewpoint of the Montlake Boulevard Northeast/SR 513 corridor, and a public face for the UCUC and the University of Washington.

- **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.

The Hec Ed Bridge is an essential direct connection between the employment, education, and transportation facilities in the UCUC to employment, recreational opportunities, and major sports event venues east of Montlake Boulevard Northeast/SR 513. The Project supports the Seattle Comprehensive Plan's policy to "emphasize comfortable, safe, attractive pedestrian and bicycle access throughout the UCUC" (UC-P10). Seattle's adopted 2014 Bicycle Master Plan goals include quadrupling bicycle ridership between 2014 and 2030 and reducing the bicycle collision rate by half between 2013 and 2030.The BGT improvements planned by the UW, along with this project, will help achieve these goals. The Hec Ed Bridge is one of the most heavily used BGT crossings and has long been considered one of the most hazardous intersections along the trail. At present, steps lead from the bridge up to the main campus, terminating within one foot of the BGT's edge in an area where sight lines are limited. The aforementioned bicycle traffic to and from Northeast Seattle conflicts with the crossing traffic. The combined heavy use of this narrow bridge by both pedestrians and bicyclists creates undesirable conflicts between these two user groups. Several improvements to this intersection are included in the UW's Burke-Gilman Trail Multimodal Connector TIGER grant application, such as installing a speed table to passively calm traffic, improving lighting, and separating pedestrian and bicycle traffic. The Project would implement the remaining recommendations from the BGT Corridor Study http://goo.gl/o58zB for this intersection, including reconstruction of the stairs that currently terminate on the trail to provide an adequate landing area and improve sightlines, and expansion of the bridge access ramp to allow easier bicycle turning movements. These improvements will significantly increase pedestrian and bicycle safety at this high traffic location.

Located in short proximity to the east landing of the current Hec Ed Bridge are Husky Stadium, the Clarence S. "Hec" Edmundson Pavilion and the UW's athletic facilities, which host 64 campus events and more than 95 regional events each year, serving as an important economic engine for the region. At least 20% of the state's population follows Husky Football – with more than 1.3 million people watching on TV or listening on the radio. In fact, UW Athletics attracts out-of-state fans in larger numbers than those attending professional football or baseball games in Seattle. The Project will enable more fans and community members to easily get to and from the stadium, pavilion, and athletic facilities via active or alternative transportation, while reducing the burden on the region's transportation network. This project initiative is consistent with the Seattle Comprehensive Plan's goal to supply direct access to recreation (UVG18).

Seattle's Comprehensive Plan also directs the UCUC to "take advantage of Sound Transit improvements to address local transportation needs and impacts and facilitate intermodal connection" (UC-P11). The restored Hec Ed Bridge will help implement this policy by improving connections for pedestrians and bicyclists to the University of Washington Link Light Rail station, which is scheduled to open in 2016. 27,000 daily riders are expected to

board light rail at this station by 2030, with the majority arriving on foot or by bicycle. The Hec Ed Bridge currently experiences 6,300 daily users, with pedestrian traffic projected to increase by 22% and biycle users to increase by 220% during peak commuting hours by 2030. The new Sound Transit Bridge provides a safe crossing over Montlake Boulevard Northeast/SR 513, however, the crossing is only suitable for users traveling westbound on the Burke-Gilman Trail and to the southern part of the UW campus. In addition, any individual traveling to or from the north using the Sound Transit Bridge, must travel out-of-direct, which is extremely undesirable for all modes in all weather conditions, but particularly for pedestrians in inclement weather. Furthermore, PSRC's Growing Transit Communities Strategy identified "preserve and connect" as the most appropriate implementation approach for the University of Washington Link Light Rail station, with "ensuring accessibility by multiple modes of transportation" as a key strategy. The Project directly addresses these charges by making it safer and easier for pedestrians and bicycles to connect to this light rail station from northeast campus and the Burke-Gilman Trail. As envisioned by these policies, the Project should be funded and implemented so construction can be completed with the opening of the light rail station in 2016, as proposed in this grant application.

Hec Edmundson Pedestrian/Bicycle Bridge Replacement project will develop a plan to greatly reduce the risk of collisions and injuries at its east and west connecting points by improving intersection design in several important ways including: improving sightlines by creating more generous queuing space and eliminating visual obstructions like invasive vegetation and drastic grade changes, improving ADA accessibility, increasing capacity for multiple non-motorized modes of travel, reconfiguring the east and west landings, adding lighting and other safety features that are consistent with the Burke-Gilman Trail Design Conceptual Plan. As a significant intersection and crossing along the BGT, the plan assigns it a design treatment known as a "major mixing zone". Major mixing zones reconcile multiple, major campus pathways, connecting them to or across the BGT. Major mixing zones take up significant real estateand serve community wayfinding needs. As a major mixing zone, the Hec Ed Bridge intersection with the BGT will contain:

• Multiple seating options
• Substantial gateway elements
• Pedestrian scale lighting (pole mounted, bollard, or integral with walls)
• Accent lighting (in-grade, integral with furnishings)
• Interpretive messaging and public art
• Bicycle racks
• Wayfinding devices
• Traffic control devices
• Bicycle runnels at stairs

From a vehicular standpoint, the bridge replacement will meet the required clearance envelopes over Montlake Boulevard Northeast/SR 513 by correcting its arch and will be designed for long-term durability and strength. Other design and safety elements relevant to vehicular traffic and/or nearby street parking will be evaluated during the planning and schematic design phase funded through this grant.

The Hec Ed Bridge is part of a network of walkways, trails and sidewalks that allow people to walk and bicycle through the University Community Urban Center (UCUC) in multiple directions. The bridge is a critical connection across a major pedestrian and bicyclist barrier, allowing the higher education functions to the west of Montlake Boulevard Northeast/SR 513 and the regional recreational amenities and employment destinations to the east of Montlake Boulevard Northeast/SR 513 to interact with each other and with the greater commercial and neighborhood communities to the north and south.

The Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project addresses the urgent need to respond to the failing condition and current operating needs of the most highly used east-west non-motorized bridge in the UCUC. The bridge does not meet current requirements or operating needs, both of which have evolved since the bridge was originally constructed in 1938. If it is not replaced with a new structure that can meet those needs now and into the future, this critical link is at risk of being severed. The bridge is a vital complement to the UW Burke-Gilman Multimodal Connector and will leverage the functionality of the larger, 27-mile Burke-Gilman Trail and the 175-mile regional trail network.

The current 18-foot wide bridge spans across Montlake Boulevard Northeast/SR 513, a vehicular corridor that is over capacity and serves more than 40,000 vehicles daily. The bridge connects at the west to the Burke-Gilman Trail, Washington's most heavily used multi-use trail, and at the east to the Clarence S. "Hec" Edmundson Pavilion, Husky Stadium and Intramural Activities Center (IMA) and Graves Building, which serves a total of 1,099,368 users each year and hosts over 95 regional sporting events including camps and competitions. The Project will not only address the capacity needs for daily users, but will also help accommodate local and regional events with user rates exceeding 60,000 people in one day

Seattle's Bicycle Master Plan focuses on expanding bicycle facilities on the city's street network and completing Seattle's well-known urban bicycle trail system, including the Burke-Gilman Trail. The plan's stated goal is to quadruple the amount of bicycling in Seattle between 2014 and 2030. The Hec Ed Bridge is a modest, but critical component of the UW-owned Burke-Gilman Trail segment and, therefore, warrants a significant investment to realize this goal. On that same thread, the Seattle Pedestrian Master Plan (PMP) calls for a long-term action plan to make Seattle the most walkable city in the nation. The plan establishes the policies, programs, design criteria and projects that will further enhance pedestrian safety, comfort and access in all of Seattle's neighborhoods. Through the PMP, Seattle strives to make its own transportation system more environmentally, economically and socially sustainable. The Project will create a crossing that not only serves as a vital connection, but also welcomes pedestrians of all ages and abilities to meet their transportation and physical activity needs.

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?

- **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.

- **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.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINACIAL 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).

Phase	Amount	Estimated Year of Obligation
Planning	$519,000.00	2015
PE/Design	$951,500.00	2015
[select phase]		

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

Planning, PE/Design

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? [yes/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.
    - At what stage of completion is your design?
        - Have Preliminary Plans been submitted to WSDOT for approval?
            - If not, when is this milestone scheduled to be complete?
        - When are Preliminary Plans expected to be approved?
    - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

3.2 What is the status of Right of Way?

- How many parcels do you need?
- What is the zoning in the project area (e.g., commercial, residential, etc.)?
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity?
- If not, when do you expect a consultant to be selected, under contract, and ready to start?

- Identify <u>all</u> relevant right of way milestones, including the current status and estimated completion date of each. For example:
    - True cost estimate of Right of Way
    - Right of Way Plans (stamped)
    - Relocation Plan (if applicable)
    - Right of Way Certification
    - Right of Way Acquisition
    - Certification Audit by WSDOT Right of Way Analyst
    - Relocation Certification, if applicable

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.
- Identify the environmental permits needed for the project and when they are scheduled to be acquired.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval.
- When is the project scheduled to go to ad?

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?

Collaboration and Stakeholder Engagement:
The Project is a joint pursuit of the University of Washington, the Seattle Department of Transportation (SDOT) and the Washington State Department of Transportation. Each agency has their own expectations for stakeholder and public involvement and those will be considered as a baseline for this project. Even though the Project is in the early planning stages, outreach has already begun to key stakeholder organizations. Letters of support are expected from the people and organizations listed below. Those who respond with interest will be invited to provide input and feedback at key meetings and phases of the planning and schematic design process:

- Associated Students of the University of Washington (ASUW)
- Bicycle Alliance of Washington
- Cascade Bicycle Club
- Central Greenways
- Commute Seattle
- Feet First
- Graduate and Professional Student Senate (GPSS)
- Groundswell NW
- Madison Greenways
- McCude, Godfrey & Emerick INS P.S.
- Recycled Cycles
- Seattle Children’s Hospital
- Seattle Greenways
- SEIU 925
- Simulab Corp.
- Skanska Corp.
- Spokespeople
- University District Chamber of Commerce
- University Volkswagen/Audi
- Urban Land Institute Northwest
- UW Athletics
- UW Botanical Gardens
- UW Disability Services
- UW Intramural Activities

- UW Medicine
- Zipcar

In addition to this organizational outreach, over 600 individual supporters have already signed on to endorse the project via the Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project website (https://www.washington.edu/facilities/transportation/tip/heb).

Stakeholder outreach and public engagement will be integral parts of the planning and schematic design process for the Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project. Below is a preliminary outline of the community involvement plan for this project, which will be further refined in step #1 noted below.

1. After the grant is secured, UW, SDOT and WSDOT will meet to create a detailed public engagement plan.
2. UW, SDOT and WSDOT will co-host two kickoff meetings to be attended by interested stakeholders and user groups identified from the list above. These initial meetings will be designed to enable stakeholders and users to provide input into the planning process.
3. UW, with SDOT and WSDOT participation, will conduct outreach and engage with a diversity of stakeholder and user groups. Outreach and engagement activities may include work group, peer review, user surveys, open house forums, committee presentations, brown bags, and news articles.
4. Outreach will be broad and includes, but is not limited to, the following stakeholders: elected officials and public offices, UW departments and student organizations, UCUC businesses and organizations and special interest organizations.
5. As information is collected from the overall public outreach process, data and feedback will be communicated to the planning and schematic design team.
6. Simultaneously, during the schematic design process, representatives from UW, SDOT and WSDOT will meet every two weeks for three months with the consultant team. Input from outreach and engagement activities will be shared with the consultants during these meetings and used to inform the final schematic design.
7. UW, SDOT and WSDOT stakeholders will review the final schematic design work.
8. An open house will be held, including a presentation of the final schematic design work to interested stakeholders and users groups.
9. The final draft schematic design report will be published on the Hec Ed Bridge website (http://uw.edu/hec-ed-bridge) and public comment on the plan will be invited. Public comments received at this stage will be considered as part of implementation of the project.

A variety of methods to provide information and gather feedback from the public could be utilized.
General information will be shared through the following avenues:

- Postcards
- Informational fliers
- Project website (https://www.washington.edu/facilities/transportation/tip/heb)
- Neighborhood blogs
- Local newspapers and newspaper blogs
- Articles in interest group newsletters
- Reports to elected officials and academic leadership
- Open houses
- Stakeholder and user input could be gathered through the following methods:
- Surveys on the project website

- Surveys handed out in person at presentations and open houses
- Written and verbal comments at presentations

Project planning updates will be reported back to stakeholders, user groups and the public in the following ways:

- Reports to leadership groups
- Articles in newsletters
- Website
- Follow-up open house

The Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project website has been developed and maintained as an efficient, cost-effective way to provide information to key stakeholders, campus staff, faculty, students and the general public. The website will be advertised on all project materials, through the media and City, and with links from key stakeholders, such as WSDOT, SDOT, University of Washington, and neighborhood groups.

A link to a survey was placed on the website to capture the preferences, issues, and concerns of the public after they viewed the project information on the site. Survey results will be carefully studied by the planning and schematic design team.

Two open house events will be conducted during the programming phase in January and February 2015 to provide information and gather feedback. Post cards will be handed out on campus as well.
The Seattle Comprehensive Plan lays out a set of goals, policies, and objectives that apply to the entire city. The Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project is consistent with the following Seattle Comprehensive Plan goals:

TG3: Promote safe and convenient bicycle and pedestrian access throughout the transportation system (p.3.4).

TG8: Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system (p.3.8).

TG11: Strive to achieve the following mode choice goals for use of travel modes through the City's land use strategies and transportation programs: University District Proportion of work trips made using Non-

SOV Modes 2000 56%/2010 Goal 62%/2020 Goal 70%; University District Proportion of all trips made using Non-SOV Modes 2000 60%/2010 Goal 65%/2020 Goal 70% (p.3.8).

TG15: Increase walking and bicycling to help achieve City transportation, environmental, community and public health goals (p.3.11).

TG16: Create and enhance safe, accessible, attractive and convenient street and trail networks that are desirable for walking and biking (p.3.11).

TG21: Promote healthy neighborhoods with a transportation system that protects and improves environmental quality (p.3.14).

TG22: Reduce or mitigate air, water, and noise pollution from motor vehicles (p.3.14).

TG23: Promote energy-efficient transportation (p.3.14).

UC-G3: An efficient transportation system that balances different modes, including public transit, pedestrian, bicycle and automobile, and minimizes negative impacts to the community (p.8.165).

UVG18: Designate as urban centers unique areas of concentrated employment and housing, with direct access to high-capacity transit, and a wide range of supportive land uses such as retail, recreation, public facilities, parks, and open space (p.1.10).

UVG39: Through the creation, preservation, and enhancement of the city's open spaces, support the development patterns called for by this plan, enhance environmental quality, provide light, air, and visual relief; offer community-building opportunities; provide buffers between residential areas and incompatible uses; provide spaces for sports and recreation; and protect environmentally sensitive areas (p.1.25).

UVG40: Enhance the urban village strategy through the provision of (2) recreational opportunities for daytime populations in urban centers (p.1.25).
The Project is also consistent with the following policies established in Seattle's Comprehensive Plan:

T1: Design transportation infrastructure in urban villages to support land use goals for compact, accessible, walkable neighborhoods (p.3.3).

T2: Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Plan for the surrounding neighborhood (p.3.3).

T3: Encourage and provide opportunities for public involvement in planning and designing of City transportation facilities, programs, and services, and encourage other agencies to do the same (p.3.3).

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 (p.3.3).

T5: Establish multi-modal hubs providing transfer points between transit modes in urban centers and villages (p.3.3).

T17: Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system, and reduce greenhouse gas emissions (p.3.9).

T19: Pursue transportation demand management (TDM) strategies at the regional and urban center levels, and strengthen regional and urban center-based partnerships working on TDM measures. Coordinate and develop relationships with urban center, regional and state partners so customers see their travel choices and the various TDM promotions as a coordinated, integrated system that makes a difference in the community (p.3.9).

T30: Improve mobility and safe access for walking and bicycling, and create incentives to promote non-motorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations (p.3.11).

T34: Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps (p.3.11).

T35.5 Provide facilities for non-motorized modes of travel that keep pace with development in the City (p.3.12).

T36: Promote safe walking, bicycling, and driving behavior through education, enforcement and engineering design, in order to provide public health benefits and to reinforce pedestrian, bicycle and motorist rights and responsibilities (p.3.12).

T55: Coordinate with other city, county, regional, state, and federal agencies to purse opportunities for air and water quality improvement, street and stormwater runoff prevention, reduction in vehicle miles traveled, and noise reduction (p.3.15).

UC-P10: In pursuit of Comprehensive Plan Policies T42, T43, and T44, emphasize comfortable, safe, attractive pedestrian and bicycle access throughout the center, especially those routes identified in Figure 2 (p.8.166).
UC-P11: Take advantage of Sound Transit improvements to address local transportation needs and impacts and facilitate intermodal connections, such as bus and monorail and surface transit (p.8.168).

UV3, #10: Parks, open spaces, street designs, and recreational facilities that enhance environmental quality, foster public health and attract residential and commercial development (p.1.5).

UV50: Establish, through the combined systems of urban trails, green streets and designated boulevards, a network among the city's varied open space features and urban villages and urban centers as well as connections with recreational and natural areas within the Puget Sound region (p.1.26).

UV52: Guide development of shoreline public access and recreation as important elements in the city's open space network (p.1.26).

Additionally, the project is consistent with other relevant plans, which include:

• Regional Growth Management Plan (Vision 2040) http://goo.gl/cxuvB
• Metropolitan Transportation Plan (Transportation 2040) http://goo.gl/Hppzy
• Seattle Bicycle Master Plan http://www.seattle.gov/transportation/bikemaster.htm
• Seattle Pedestrian Master Plan http://goo.gl/2OlhC
• University Area Transportation Action Strategy http://goo.gl/YcJyK
• Strategic Plan for Seattle's University District http://goo.gl/z8hm2
• King County Strategic Plan for Public Transportation http://goo.gl/H2KnO
• Sound Transit Long Range Plan http://goo.gl/9kECc

1. THE PROJECT EXTENDS OR COMPLETES A REGIONAL OR LOCAL BICYCLE AND PEDESTRIAN SYSTEM, AND/OR ADDS FACILITIES TO AN EXISTING BICYCLE AND PEDESTRIAN SYSTEM OR NETWORK.

The Hec Ed Bridge is part of a network of walkways, trails and sidewalks that allow people to walk and bicycle through the University Community Urban Center (UCUC) in multiple directions, and ultimately links into a network of 175 miles of regional trails. The bridge is a critical connection across a major pedestrian and bicyclist barrier, allowing the higher education functions to the west of Montlake Boulevard Northeast/SR 513 and the employment destinations and regional recreational amenities to the east of Montlake Boulevard Northeast/SR 513 to interact with each other and with the greater commercial and neighborhood communities to the North and South.

The Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project addresses the urgent need to respond to the failing condition and current operating needs of the most highly used east-west non-motorized bridge in the UCUC. The bridge does not meet current requirements or operating needs, both of which have evolved since the bridge was originally constructed in 1938. If it is not replaced with a new structure that can meet those needs now and into the future, this critical link is at risk of being severed. The bridge is a vital complement to the UW Burke-Gilman Multimodal Connector and will leverage the functionality of the larger, 27-mile Burke-Gilman Trail and the 175-mile regional trail network. FHWA funding represents the only viable opportunity to ensure future grant funding opportunities can be pursued for the construction phase of the bridge so that construction of the replacement bridge coincides with the construction of the Burke-Gilman Multimodal Corridor Project, the Montlake Triangle/Lower Rainier Vista Project, and for the bridge to be completed in time for the opening of the University of Washington Link Light Rail station and the opening of the SR 520 multi-use path in 2016. If the Hec Ed Bridge is not replaced, the subpar performance of the current facility will continue until it incurs damage beyond repair and is forced to be decommissioned. Replacing this critical piece of infrastructure in the Montlake Boulevard Northeast/SR 513 corridor will reduce long-term operation and maintenance costs.

2. THE PROJECT ADDRESSES A NEED IN THE COMMUNITY AND REDUCES KEY BARRIERS TO USE AND FUNCTIONALITY.

SDOT conducts an annual inspection for the Hec Ed Bridge. The last Bridge Inspection Report was completed on May 1, 2013. According to SDOT, the Hec Ed Bridge has rated ‘Poor’ for more than a decade, with a sufficiency rating (SR) of 35. Per SDOT’s rating system, any bridge with an SR of less than 50 is a replacement candidate. This is based on the following factors:

1. The arch element has longitudinal and transverse cracks with efflorescence which is an indicator of significant moisture within the reinforced concrete mass. This also would indicate the possibility of deterioration of reinforcing steel.
2. The east abutment has settled. The east and west abutments have cracks that have been repaired and re-cracked indicating the cracks are active.
3. The concrete pedestrian railing has numerous vertical cracks
4. During the 2001 Nisqually earthquake the bridge sustained impact damage that caused concrete spalling and there was evidence of additional settlement and rotation of the abutments.
5. In addition to structural defects the bridge has a number of functional concerns:

a. Low clearance, the southbound curb lane has a low clearance and receives numerous impacts each year.
b. The pedestrian railing does not meet current height standards.
c. The pedestrian crossing does not meet current ADA standards.

The Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project planning and design phase would take into account the following elements:

Function

Montlake Boulevard Northeast/SR 513 is a state highway that transports 40,000 vehicles per day. At-grade crossings through the segment served by the Hec Ed Bridge are 0.7 miles apart. Pedestrians will not travel this far out of the way to make a safe crossing. Instead they will try their luck dashing through gaps in traffic. The Hec Ed Bridge is vital to the safety of the several thousands of people who cross at this location on a daily basis. Based on a study of cross traffic with the Burke-Gilman Trail, the Hec Ed Bridge is used by over 6,300 people every day between 7AM and 6PM. On football game days, usage can easily double that amount. In addition, significant volumes of pedestrians and bicyclists rely on the Hec Ed Bridge for local and regional trips. The new Sound Transit Bridge provides a safe crossing over Montlake Boulevard Northeast/SR 513, however, the crossing is only suitable for users traveling westbound on the Burke-Gilman Trail and to the southern part of the UW campus. In addition, any individual traveling to or from the north using the Sound Transit Bridge, must travel out-of-direct, which is extremely undesirable for all modes in all weather conditions, but particularly for pedestrians in inclement weather.

Aesthetic

The Hec Ed Bridge has the potential to be a landmark that allows people to be oriented within the City of Seattle and the UCUC. It can be an iconic, visual gateway to the UW, and also provide views down and across Montlake Boulevard Northeast/SR 513 to UW's athletic and intramural facilities. Currently, views are framed by the native tree canopy and are more pronounced in winter, when the largely deciduous forest becomes semi-transparent and the bridge is visually connected to the larger Montlake Boulevard Northeast/SR 513 corridor. A goal of the Project is to reconcile the conflicts and challenges that plague the current bridge by not only addressing function, but also capturing an aesthetic that would complement the surrounding landscape and serve as an iconic regional structure.

Safety

The Hec Edmundson Pedestrian/Bicycle Bridge Replacement project will develop a plan to greatly reduce the risk of collisions and injuries at its east and west connecting points by improving intersection design in several important ways including: improving sightlines by creating more generous queuing space and eliminating visual obstructions like invasive vegetation and drastic grade changes, improving ADA accessibility, increasing capacity for multiple non-motorized modes of travel, reconfiguring the east and west landings, adding lighting and other safety features that are consistent with the Burke-Gilman Trail Design Conceptual Plan. As a significant intersection and crossing along the Burke-Gilman Trail, the plan assigns it a design treatment known as a "major mixing zone". Major mixing zones reconcile multiple, major campus pathways, connecting them to or across the BGT. Major mixing zones take up significant real estateand serve community wayfinding needs. As a major mixing zone, the Hec Ed Bridge intersection with the BGC will contain:

- Multiple seating options
- Substantial gateway elements
- Pedestrian scale lighting (pole mounted, bollard, or integral with walls)
- Accent lighting (in-grade, integral with furnishings)
- Interpretive messaging and public art
- Bicycle racks
- Wayfinding devices
- Traffic control devices
- Bicycle runnels at stairs

From a vehicular standpoint, the bridge replacement will meet the required clearance envelopes over Montlake Boulevard Northeast/SR 513 by correcting its arch and will be designed for long-term durability and strength. Other design and safety elements relevant to

vehicular traffic and/or nearby street parking will be evaluated during the planning and schematic design phase funded through this grant.

Transit and Other Connections

In addition to serving a capacity and connection need for bicyclists and pedestrians crossing Montlake Boulevard Northeast/SR 513, the Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project, if funded and a replacement constructed, will significantly enhance connections to Link light rail, Sound Transit Express Bus, King County Metro Transit, Community Transit, UW Shuttles and the UW campus E1 parking lot. It will also significantly improve pedestrian connections between the Burke-Gilman Trail, King County Metro Transit, Community Transit and Sound Transit service on Northeast Stevens Way, and the 3.5 million square foot Health Sciences Center and 1.8 million square foot UW Medical Center on the south side of NE Pacific St. The Hec Ed Bridge's close proximity to the SR 520 and I-5 make it part of a critical intersection for commuting to work, accessing amenities and getting around the region. This is why the UW, the state, local and federal governments are investing billions of dollars to ensure this area can accommodate transportation growth and continue to thrive.

The combination of all of these elements will dramatically improve the effective capacity, accessibility, functionality, and safety for pedestrians and bicyclists using the Bridge for exclusively non-motorized trips and as a means of connecting with transit and vehicle parking options..

3. THE LEVEL OF PUBLIC ACCESS TO THE PROJECT THAT WOULD BE EXPECTED TO PROVIDE UTILIZATION OF THE FACILITY.

In 2016, the Hec Ed Bridge is expected to see a significant increase in traffic on a daily basis due to the opening of the University of Washington Link Light Rail station. With the all-ages and abilities regional pedestrian and bicycle network anchored by the Burke-Gilman Trail, the potential bike travel shed for Link Light Rail from destinations to the north is significant. The Hec Ed Bridge will provide the most direct route to the University of Washington Link Light Rail station for these multimodal travelers. The Hec Ed Bridge will also provide the most direct link for commuters from the same travel shed who will be utilizing the new SR 520 multi-use trail to reach employment and other destinations east of Lake Washington. The UW, one of the region's largest economic engines, has a total economic impact of $9.1 billion alone. The UW is the largest employer in Seattle and the third-largest in Washington. It supports 70,000 jobs statewide in every sector of the economy, including construction, business and professional services, restaurants and hotels, information technology, security and temporary employment companies. The UW is also proud to have more than 16,000 of its employees represented by nine labor unions. The UW campus, along with a long list of valued public amenities such as six grocery stores, a year-round farmers market, 16 libraries, two museums, two botanical gardens, six performing arts venues, countless restaurants and six medical facilities, are all located within the UCUC, making this urban center one of the most location-efficient living options imaginable. The premise of location-efficiency assumes walkable, bikeable neighborhoods. The Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project would focus on removing a key constraint for achieving this in the UCUC by addressing the failing infrastructure of one of its primary non-motorized connections.

Open space is an important component of urban areas and a key factor in promoting active living. The Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project seeks to leverage connections to open spaces, public space and event venues by defining a safe, accessible connection to the UCUC open space and event venues to the west and open space, natural areas, Lake Washington waterfront and event venues to the west. The Project will have a focus on emphasizing a connection to specific Seattle open spaces including: the Burke-Gilman Trail, small pocket parks, natural areas, children's play areas, urban squares,

sports fields and extensive green areas within the urban environment and making these amenities readily available to the community.

Seattle's Comprehensive Plan calls for urban centers to "receive the most substantial share of Seattle's growth, consistent with their role in shaping the regional growth pattern." The UW is in the process of constructing 2,500 additional beds by 2015 (a 38% increase since 2010) in an effort to concentrate housing in mix-use buildings proximate to the UW; revitalize the neighborhood; implement land-use patterns that promote walk-, bike- and transit-friendly neighborhoods; and encourage transportation choices that support UW's commitment to carbon neutrality. This housing will help transform the UCUC into a model of transit-oriented development. The UW, SDOT, and WSDOT's investment in the Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project is part of a long-term commitment to a transportation strategy centered on walking, biking and transit. That strategy has reduced UW's drive-alone rate to just 20%, saved as much as $280 million in parking construction costs and enabled the recycling of $73 million in land from parking use to public facilities and open space.

4. THE USER GROUPS THAT WILL BENEFIT FROM THE PROJECT, INCLUDING COMMUTERS, RESIDENTS, COMMERCIAL USERS, MINORITY AND LOW-INCOME POPULATIONS AS IDENTIFIED IN THE PRESIDENT'S ORDER FOR ENVIRONMENTAL JUSTICE, SENIORS, PEOPLE WITH DISABILITIES, AND LIMITED ENGLISH PROFICIENCY POPULATIONS.

The Hec Ed Bridge is used by a remarkably broad spectrum of the community including workers of all income levels, students and seniors. The Project will provide a safe and economical link to transportation options for people of all ages, abilities and backgrounds. The current span is not ADA compliant and the Project will ensure this vital connection is available for all users with all levels of mobility. By serving projected demand for bicycle and pedestrian transportation in this corridor, the Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project will help optimize transportation efficiency and support economic competitiveness, improve public health, reduce greenhouse gas emissions and reliance on foreign oil and enhance community livability.

The UW, SDOT and WSDOT partnership is deeply committed to the health, safety, and walkability of our community. As part of the preeminent regional bicycle and pedestrian facility, the Project will attract thousands of people to healthy transportation activities and amenities each day. This convenience and reliability is further enhanced by the new BGC improvements occurring at the west landing of the bridge. Location-efficiency is particularly critical for the senior residents of Seattle Housing Authority's property just north of the Hec Ed Bridge along the BGT, nearby student-family housing and the 31% of UCUC residents living below the poverty line. Seattle's Comprehensive Plan calls for a 33% increase in household density and a 19% increase in employment density in the UCUC over the 20 year planning window, further increasing the opportunities for location-efficient living and the urgency of investing in the UCUC's non-motorized options and transit connections for its diverse population.

5. THE RESOURCE IS THREATENED; THERE WILL BE A LOSS OF OPPORTUNITY IF THIS PROJECT IS NOT FUNDED.

If the Hec Ed Bridge is not replaced, the subpar performance of the current facility will continue until it eventually fails or is forced to be decommissioned, at a cost as high as $2 million. The cost of a new pedestrian/bicycle bridge varies considerably and is dependent on many factors, including structural materials, span and topography. However, replacing this critical piece of infrastructure in the Montlake Boulevard Northeast/SR 513 corridor will reduce long-term operation and maintenance costs with an accumulation amount of over $1.5 million. The tremendous investment that is occurring at this node in the transportation network, with the University of Washington Link Light Rail, SR 520 bridge replacement, and

major improvements of the Burke-Gilman Multimodal Connector, needs an investment in this last critical connection in the chain to fully realize its potential. The initial phase of the UW Burke-Gilman Multimodal Connector will begin construction in June of 2014. FHWA funding represents the only opportunity to ensure planning and schematic design completion that will allow time to apply for future funding opportunities that would coordinate with trail construction and enable completion prior to the opening of Link Light Rail.

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 Hec Ed Bridge is currently the only pathway from the Montlake Bridge to the Burke-Gilman Trail that avoids at-grade crossings of congested Montlake Boulevard and Pacific Street, but the bridge's abrupt grade and poorly-integrated landings significantly diminish its safety and attractiveness for bicycle and walking trips. Users on bicycles are forced to utilize a circuitous and narrow ADA ramp and substantial grade to access the bridge at its east landing, and encounter a busy and congested crossing of the Burke-Gilman trail at the west landing. Planning a replacement for the Hec Ed Bridge will result in actionable steps for making this connection accessible for bicycle users of all ages and ability levels, consistent with the goals of the Seattle Bicycle Master Plan. While the new Sound Transit connection will create a functional grade-separated connection from the Montlake Bridge for trips headed west on the Burke-Gilman Trail, it is out-of-direction for trips headed north, especially those on foot who will experience over 0.5 miles of out-of-direction travel and 792 hours of delay per day. In addition to SOV trip reduction for travel through the area, a better bridge can reduce the SOV demand observed in UW's eastern parking lots, particularly the high turnover lots with significant trip generation that serve sports facilities and the popular Intramural Activities center by, improving safe access from the Burke-Gilman Trail and the University's path system.

The Hec Ed Bridge is vital to the safety of the several thousands of people who cross at this location on a daily basis. Based on a study of cross traffic with the Burke-Gilman Trail, the Hec Ed Bridge is used by over 6,700 people every. On football game days, usage can easily double that amount. Significant volumes of pedestrians and bicyclists rely on the Hec Ed Bridge for local and regional trips. The new Sound Transit Bridge will provide a safe crossing over Montlake Boulevard Northeast/SR 513, however, the crossing is only suitable for users traveling westbound on the BGT and to the southern part of the UW campus. In addition, any individual traveling to or from the north using the Sound Transit Bridge, must travel out-of-direct, which is extremely undesirable for all modes in all weather conditions, but particularly for pedestrians in inclement weather. Studies of the University of Washington Link Light Rail station project a 22% increase for pedestrians and a 220% increase for bicyclists crossing the Hec Ed Bridge in the PM peak period by 2030.

The Hec Ed Bridge project connects directly with the 27-mile Burke-Gilman Trail and the 175-mile regional trail network, as well as the extensive path and sidewalk system of the

University of Washington and the UCUC. This connection will become increasingly important with the opening of the SR 520 multi-use path.

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.

Increasing connections between walking, bicycling and transit while promoting regional trip-making is central to enabling car-free or car-light lifestyles, which directly reduces dependence on oil and fossil fuel emissions. The robust transit service to the UCUC extends the bicycle and pedestrian network to all regional employment and commercial centers and allows complete trips to be made in emission free modes, including light rail trains and trolley busses fueled by the region's abundant hydroelectric power.

By reducing the need for automobile traffic, the Hec Ed Bridge project supports UW and regional mode-shift goals as part of a resilient and multimodal transportation network. By enabling more people to commute by green transportation modes, UW has avoided building 7,200 new parking spaces and eliminated the need for more pavement. Unlike automobile traffic, which is susceptible to gridlock and reliant on fossil fuels, trail traffic is carbon-neutral and includes a mix of speeds and conveyances. The Hec Ed Bridge's proximity to arterial corridors and highway bottlenecks offers a prominently visible reminder of the safe, comfortable, and convenient pedestrian and bicycle alternatives to SOV travel.

In July of 2011, King County Metro Transit adopted a 20- year strategic plan for public transportation committing King County Metro to supporting bicycle and pedestrian access to jobs, services and the transit system as a key strategy for efficiently extending the reach of the transit system and supporting economic growth. This plan also aims to reduce greenhouse gas emissions by shifting single-occupant drivers to other modes. The Hec Ed Bridge is an essential component for achieving both of these countywide goals over the next 20 years (http://goo.gl/vBasP).

In September 2014 Puget Sound Bike Share, a public/private partnership, will be launching 50 new bike share stations with 500 bikes in the four densest core neighborhoods in Seattle – including the UCUC. With multiple bike share stations near the Burke-Gilman Trail and one specifically located at the UW Link light rail station closest to the Hec Ed Bridge, the Project

will provide a critical facility for the thousands of occasional cyclists that will use bike share to extend the transit network, provide midday mobility, and enjoy recreational riding.

This project targets improving a key connection between transit and the educational, employment, and civic life opportunities that exist in the University Community Urban Center. The Hec Ed Bridge project removes the capacity constraint on bicycle and pedestrian connections to Link light rail, Sound Transit Express Bus, King County Metro Transit, Community Transit, UW Shuttles service and Microsoft Connector shuttle service. It significantly improves pedestrian connections between the Burke-Gilman Trail, King County Metro Transit, Community Transit and Sound Transit service on NE Stevens Way and the campus' largest academic and research complex, the 3.5 million square foot Health Sciences Center and 1.8 million square foot UW Medical Center on the south side of NE Pacific St.

The current 18-foot wide bridge spans across Montlake Boulevard Northeast/SR 513, a vehicular corridor that is over capacity and serves more than 40,000 vehicles daily. With its adjacency to SR 520 and I-5 and excess emissions from congested UCUC arterials, air quality is a significant concern for UCUC residents. Walking, biking, and transit trips enabled by the Burke-Gilman Trail and Hec Ed Bridge pay double dividends for air quality in that they both remove the emissions from trips shifted to the active modes or transit and reduce delays for, and emissions from, the remaining motor vehicles.

The Project will increase participation in low- and no-free carbon commuting modes. Since 2000, the number of individuals commuting to UW by bicycle has more than doubled while pedestrian commuting has increased by 20%. However, additional increases in walking and bicycling trips – including those linked to transit trips – cannot be accommodated on today's Burke-Gilman Trail unless the Burke-Gilman Multimodal and Hec Ed Bridge Replacement Project are completed. The project responds to increased demand for more sustainable transportation choices with an accessible, quality, low carbon multimodal corridor within one of the largest urban centers in Seattle. The Hec Ed Bridge project will stimulate growth in travel modes that generate fewer or no greenhouse gas emissions and can reduce vehicle miles traveled by better connecting the places we live, work, play and learn and supporting dense and high quality land use.

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's estimated costs and

Project Sponsor	University of Washington (Lead Sponsor), Seattle DOT (CA Sponsor), Washington State DOT
Project Title	Hec Edmundson Pedestrian/Bicycle Bridge Replacement Project

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Planning	University of Washington	Secured	$ 81,000
Planning	PSRC FHWA	Unsecured	$ 519,000
Planning			
		Planning TOTAL:	$ 600,000
		Estimated Planning Completion Date (month and year):	May-15

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	University of Washington	Secured	$ 148,500
PE/Design	PSRC FHWA	Unsecured	$ 951,500
PE/Design			
		Preliminary Engineering / Design TOTAL:	$ 1,100,000
		Estimated PE/Design Completion Date (month and year):	Sep-15

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Right of Way			
Right of Way	NA		$ -
Right of Way			
		Right of Way TOTAL:	$ -
		Estimated ROW Completion Date (month and year):	

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction	To Be Determined	Unsecured	$ 10,300,000
Construction			
Construction			
		Construction TOTAL	$ 10,300,000
		Estimated Construction Completion Date (month and year):	TBD

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Other	NA		$ -
Other			
		Other TOTAL:	$ -
		Estimated Other Completion Date (month and year):	NA

TOTAL Estimated Project Cost, All Phases:	**$**	**12,000,000**
Estimated Project Completion Date (month and year):		**Dec-15**

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

An imperative connection

More than 6,300 pedestrians and bicyclists cross the Hec Edmundson Bridge each day, with a projected pedestrian increase of 22 percent and project bicyclist increase of 220 percent by 2030, even with the addition of a Sound Transit bridge crossing over Montlake Boulevard.

The bridge serves as a critical link across SR 513 / Montlake Boulevard Northeast, providing a direct route between academic, employment, residential and recreational centers of local and regional significance.

The bridge is part of a regional pedestrian and bicycle trail network that serves 16,000 residents and a daily campus population of more than 65,000 in the University Community Urban Center, including commuters, commercial users, minority and low-income populations.

Leveraging existing investments

The Hec-Edmundson Bridge further supports existing investments in Link light rail extension, Husky Stadium, the Burke-Gilman Trail, SR 520 replacement, student and employee housing, medical facilities, and entertainment within the University Community Urban Center.

Project budget

Planning	Total	FHWA Grant	UW
Programming	$180,000	$155,700	$24,300
Environmental Analysis	$80,000	$69,200	$10,800
Historical Review	$25,000	$21,625	$3,375
Survey and Analysis	$45,000	$38,925	$6,075
Geotech	$60,000	$51,900	$8,100
Transportation Consulting	$80,000	$69,200	$10,800
Planning design fees	$64,000	$55,360	$8,640
Management Fees	$66,000	$57,090	$8,910
Planning Total:	**$600,000**	**$519,000**	**$81,000**

Preliminary Engineering and Design	Total	FHWA Grant	UW
Design	$862,000	$745,630	$116,370
Civil Consultant	$30,000	$25,950	$4,050
Elevator Consultant	$15,000	$12,975	$2,025
Mechanical Consulting	$15,000	$12,975	$2,025
Structural Consulting	$10,000	$8,650	$1,350
Other Consulting and Support	$91,000	$78,715	$12,285
Management Fees	$77,000	$66,605	$10,395
Engineering and Design Total:	**$1,100,000**	**$951,500**	**$148,500**

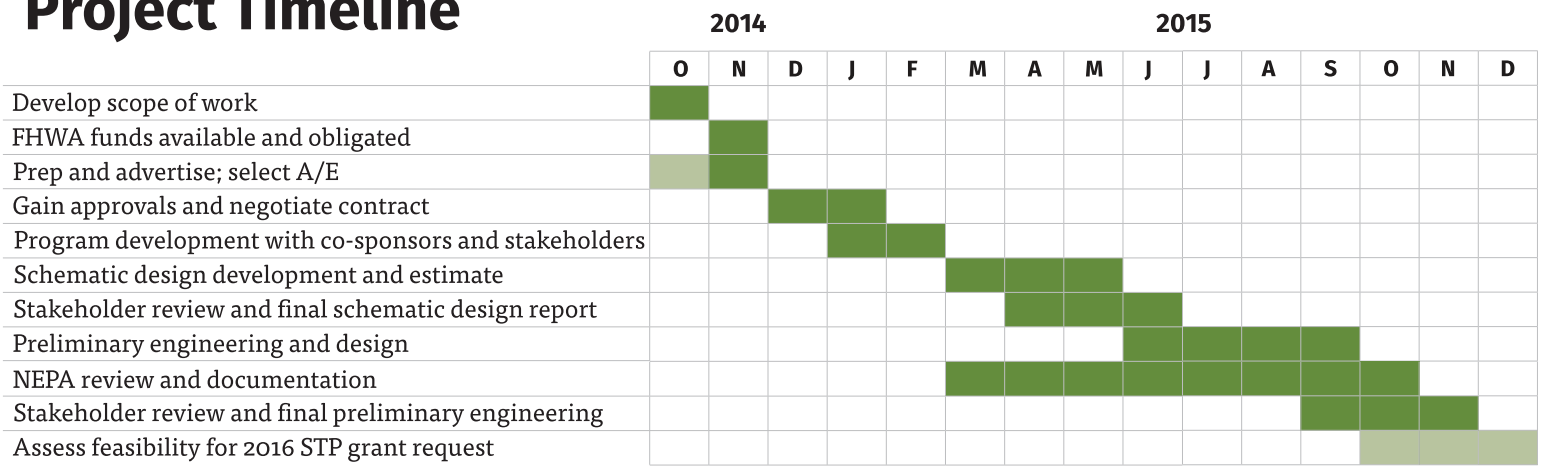
Total:	**$1,700,000**	**$1,470,500**	**$229,500**

Substandard for today's world

Oversized vehicles and trucks collide or get trapped beneath the substandard clearance and off-center arch of the bridge frequently, causing significant delays and hazards for both roadway and bridge users.

Photo courtesy Montlaker Blog/Twitter user @jordanilarde

Project Timeline



Cracks and crumbles; a 76-year-old bridge

The bridge's arch has longitudinal and transverse cracks with efflorescence, which is an indicator of significant moisture within the reinforced concrete mass. This also would indicate the possibility of deterioration of reinforcing steel.

The east abutment has settled, and the east and west abutments have cracks that have been repaired and re-cracked, indicating that the cracks are active.

The pedestrian railing does not meet current height standards and also contains numerous vertical cracks.

During the 2001 Nisqually earthquake, the bridge sustained impact damage that caused concrete spalling and there was evidence of additional settlement and rotation of the abutments.

A busy crossing over a busy boulevard

In 2011, WSDOT's average annual daily traffic for SR 513/Montlake Boulevard for the segment on the University of Washington campus was 41,000 vehicles, compared to just 14,000 near Magnuson Park. This makes the UW segment the busiest section of roadway throughout all of SR 513/Montlake Boulevard.

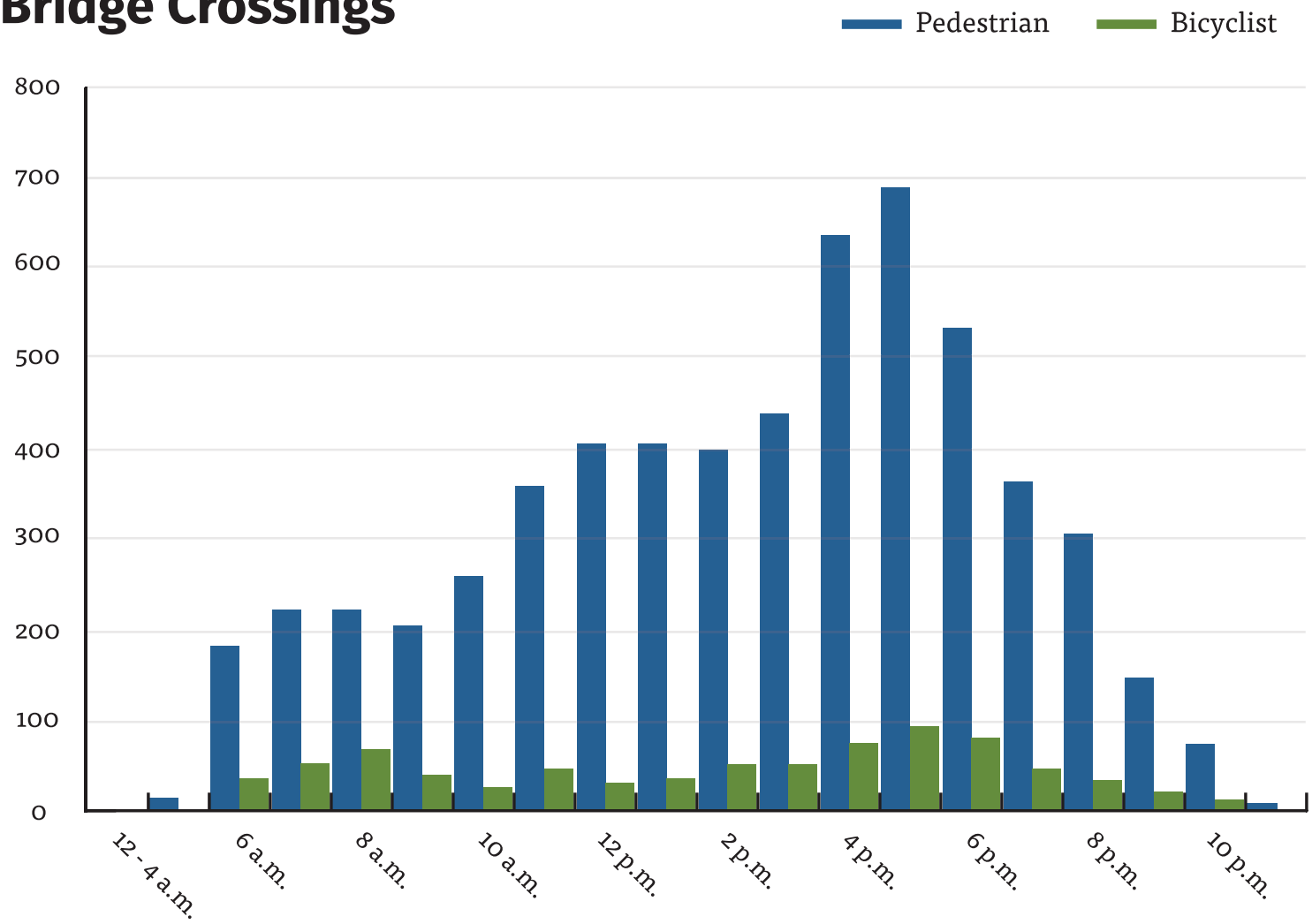
Inaccessible

The slope on the east side of the bridge is greater than eight percent, meaning it is far out of compliance with ADA standards,but also a difficult connection for many users.

Tight turns make for poor or no sightlines for people on bicycles or people on foot approaching the bridge from both the south and the north.

The other two pedestrian crossings over SR 513/Montlake Boulevard feature stairs on the east landings, making this steep ramp the most accessible path across Montlake. The next closest crossing is a 5-10 minute walk away, or up to 20 minutes of out-of-direction travel.

Bridge Crossings



Trail Counts

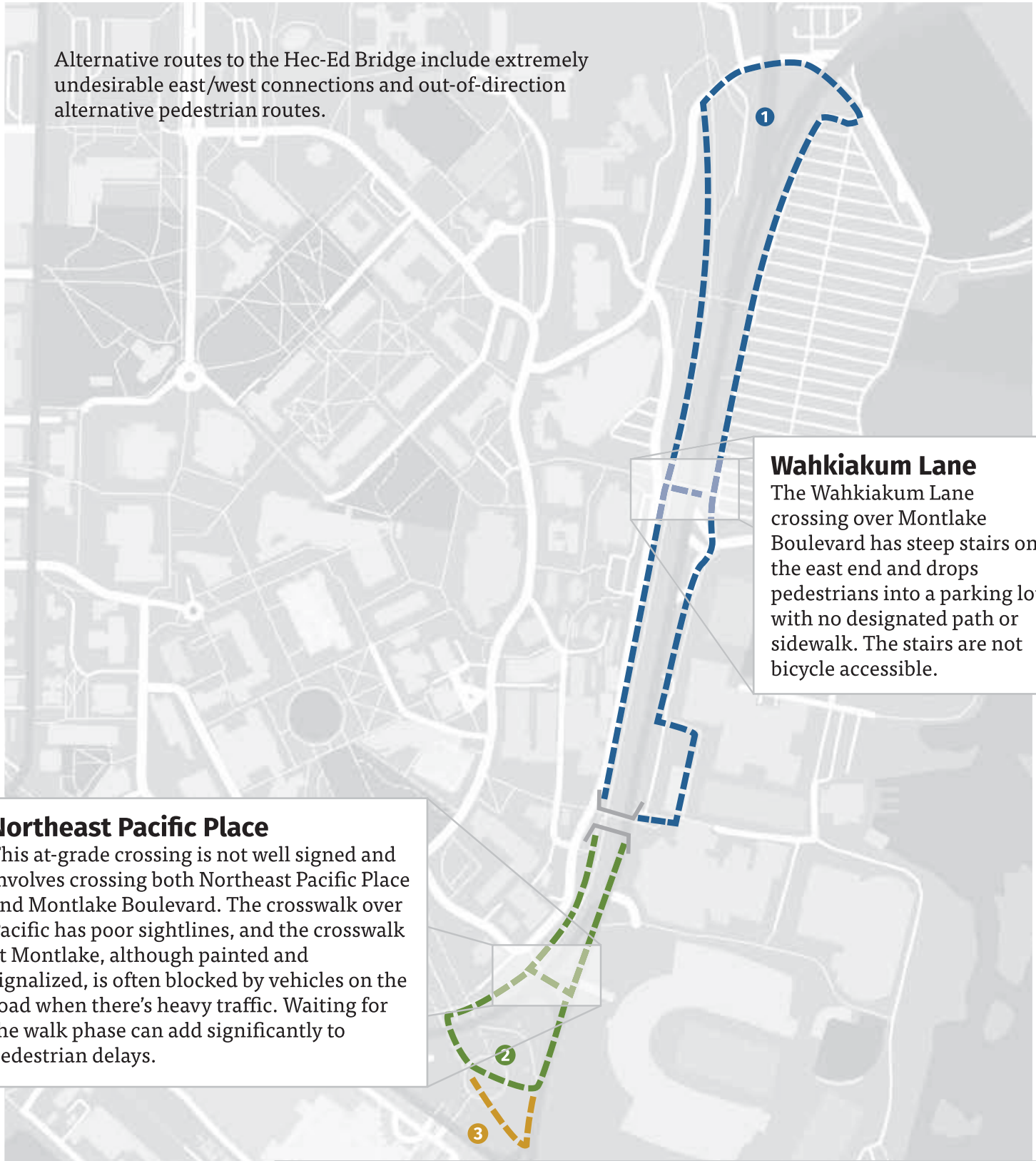
Location	Trail Approach		Crossing Approach		Potential Crossing Conflict	Key Cycling Access/Destination Location
	Bicyclists	*Pedestrians*	*Bicyclists*	*Pedestrians*		
West of University Bridge	408	174				
Brooklyn Avenue Northeast & Northeast Pacific Street (west)	418	234	13	21		
Brooklyn Avenue Northeast & Northeast Pacific Street (east)	501	240	8	20		
15th Avenue Northeast & Northeast Pacific Street (west)	479	249	21	100		✓
15th Avenue Northeast & Northeast Pacific Street (west)	497	315	11	70		
Hitchcock Bridge	459	243	82	301	✓	✓
T-Wing Overpass (on trail, east of overpass)	449	260	49	99		✓
Rainier Vista (west)	474	298	40	48		✓
Rainier Vista (east)	471	292	106	44		✓
Hec Edmundson Bridge	472	269	70	820	✓	✓
Northeast Wahkiakum Lane Bridge	425	159	4	600	✓	
Pend Oreille Road Northeast (south)	438	136	6	81		
Pend Oreille Road Northeast (north)	435	178	7	24		

a) Potential crossing-conflict areas are trail locations where more than 200 bicycle or pedestrian users crossed or accessed the trail during the p.m. peak hour.

b) Key access points are locations where the highest numbers of cyclists accessing or leaving the trail were observed.

Undesirable alternative routes

Alternative routes to the Hec-Ed Bridge include extremely undesirable east/west connections and out-of-direction alternative pedestrian routes.



Wahkiakum Lane

The Wahkiakum Lane crossing over Montlake Boulevard has steep stairs on the east end and drops pedestrians into a parking lot with no designated path or sidewalk. The stairs are not bicycle accessible.

Northeast Pacific Place

This at-grade crossing is not well signed and involves crossing both Northeast Pacific Place and Montlake Boulevard. The crosswalk over Pacific has poor sightlines, and the crosswalk at Montlake, although painted and signalized, is often blocked by vehicles on the road when there's heavy traffic. Waiting for the walk phase can add significantly to pedestrian delays.

Route	Distance	Trip Delay (minutes)*		Total Delay (hrs/day)*		
		Bicyclists	*Pedestrians*	*Bicyclists*	*Pedestrians*	*Bicyclists and Pedestrians*
Hec Edmundson Bridge	0 miles	0	0	0	0	0
1 Pend Oreille Road	.26	1.1	4.5	17	404	421
2 Rainier Vista Bridge	.51	2.2	8.7	33	792	825
3 Rainier Vista at-grade	.56	2.4	9.6	36	870	906

** Does not include waiting time for signal delays*

The Burke-Gilman Trail: a major mixing zone

The design of major mixing zones on the new Burke-Gilman Trail will help reconcile multiple, major pathways, connecting them to or across the Burke-Gilman Trail.

Major mixing zones will feature seating options, pedestrian scale lighting, bike parking and wayfinding elements.

Cyclists, runners and pedestrians using the Burke-Gilman Trail with a view of the bridge, facing east.

Crossing the Burke-Gilman Trail from the Hec- Ed Bridge, facing north.

Safety concerns

"As the person in charge of the First Aid Office at the IMA, I really support updating the bridge. When it rains we see quite a few people come in with some really gnarly road injuries due to slipping and falling on that bridge. A couple of our older patrons avoid it altogether due to how steep it is."

– Sara Jones

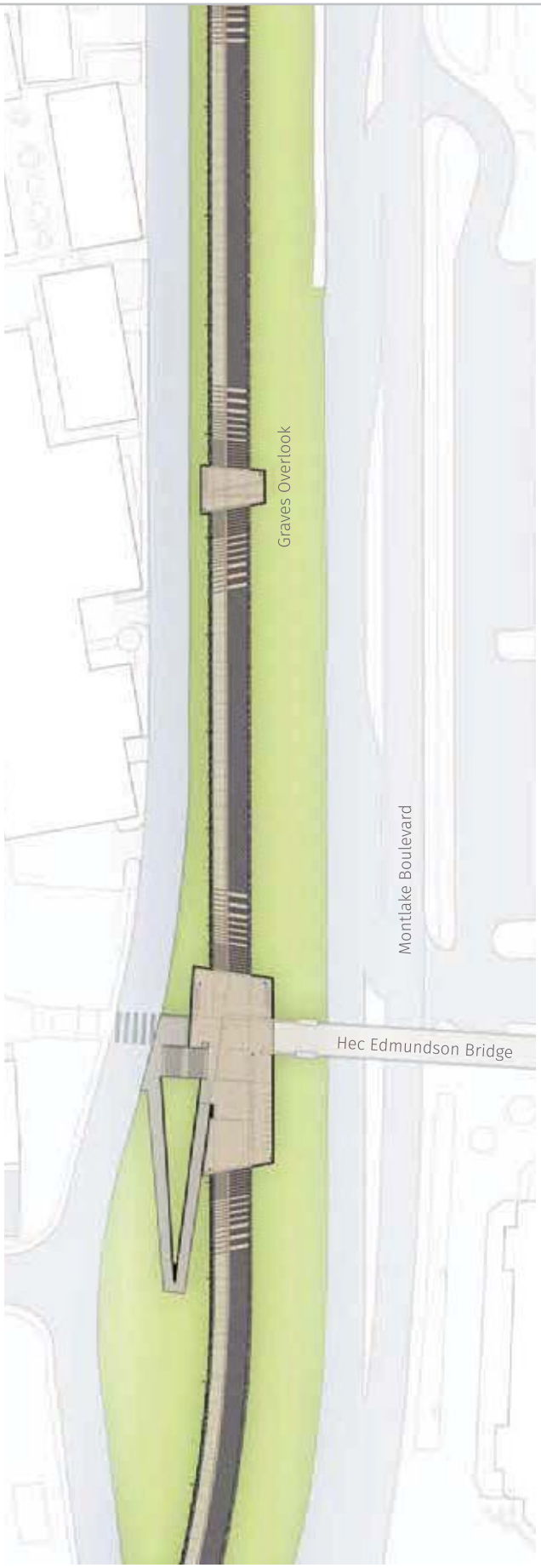
East bridge landing, facing west toward SR 513/Montlake Boulevard during peak hours.

An imperative connection

From home games to sports camps, visiting lecturers to visits from the president or the Dalai Lama, the Hec Ed Bridge carries thousands of Washingtonians each year to important destinations on the east side of SR 513/Montlake Boulevard.

Connections to the Burke-Gilman Trail

This is the conceptual plan view of the Burke-Gilman Multimodal Connector planned improvements in this area.



Intramural Activities Building (IMA)

View of the IMA and Graves Hall from the Hec Ed Bridge

Heavy traffic on Montlake Boulevard traveling beneath the bridge

The Alaska Airlines Arena at Hec Edmundson Pavilion

Husky Stadium and SR 513/ Montlake Boulevard

City of Seattle
Edward B. Murray, Mayor

Department of Transportation
Goran Sparrman, Interim Director

May 7, 2014

Puget Sound Regional Council
Attn: Charlie Howard
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

Dear PSRC STP/CMAQ Reviewers:

I am writing in support and on behalf of the Seattle Department of Transportation (SDOT) as a co-applicant and co-sponsor with the Washington State Department of Transportation (WSDOT) and the University of Washington (UW) in our joint request for federal funding for the Hec Edmundson Bicycle/Pedestrian Bridge Replacement Project. We are pleased to support this planning and design effort under the university's leadership as a fully committed and active partner. In addition, SDOT has agreed to serve as the Certification Acceptance agency for the project.

The Hec Ed Bridge is a heavily used, urban, pedestrian bridge that crosses over Montlake Blvd/SR 513, connecting to the west at the Burke Gilman Trail and to the east at the Hec Edmundson Pavilion and the Intramural Activities Building. SDOT maintains and operates this critical pedestrian bridge that connects the central University Community Urban Center to recreation venues and the Lake Washington waterfront to the east. Not only does it accommodate the university's faculty, staff and students, but it also facilitates the thousands of city residents and other users who recreate and commute daily on the Burke-Gilman Trail west of Montlake Blvd/SR 513 and on the Union Bay Natural Area and Waterfront Trail east of Montlake Blvd/SR 513. The bridge also serves as a main conduit for university athletic facilities and regional cultural and sporting events.

As part of our regional planning for light rail, the replacement of SR 520 and the development of the Montlake Triangle, SDOT, WSDOT and UW have been engaged with other regional partners on the impacts that transit and highway infrastructure growth will have on the surrounding pedestrian and bicycle systems. The UW, WSDOT and SDOT have agreed to address this through a robust, inclusive, and necessary planning and design effort for the Hec Ed bridge replacement, as it is one of only three bridges that make an east-west connection for pedestrians and bicyclists over Montlake Blvd/SR 513.

This project is consistent with the goals of the STP/CMAQ program and should rank highly based on the region's criteria. The project is important to the overall success of Link Light Rail, the Burke-Gilman Trail, and redevelopment of the Montlake Triangle. It is consistent with Seattle's priorities in its Comprehensive Plan and Bicycle and Pedestrian Master Plans. In addition, the project has been supported by the community as part of a recommended action in the University Area Transportation Action Strategy. This transportation plan for the University District Regional Growth Center was developed in partnership with community stakeholders.

Seattle Municipal Tower
700 5th Avenue
Suite 3800
PO Box 34996
Seattle, Washington 98124-4996

Tel (206) 684-ROAD / (206) 684-5000
Fax: (206) 684-5180
Hearing Impaired use the Washington Relay Service (7-1-1)
www.seattle.gov/transportation

Successful planning, design, and subsequent construction of the Hec Ed bridge replacement will stimulate the use of non-motorized transportation options, reduce harmful greenhouse gas emissions, and will serve as a key east-west connection within a world-class active transportation system. We urge your consideration and support for the University of Washington, WSDOT, and SDOT joint application for federal funding.

Sincerely,

Goran Sparrman, P.E.
Interim Director, Seattle Department of Transportation

Washington State Department of Transportation

Lynn Peterson
Secretary of Transportation

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710

206-440-4000 / Fax 206-409-7250
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 28, 2014

Puget Sound Regional Council
1011 Western Ave, Suite 500
Seattle, WA. 98104

RE: PSRC King County Countywide Non-motorized Grant Program
Hec Edmundson Bicycle/Pedestrian Bridge Replacement Project

Dear PSRC Reviewers:

I am writing in strong support and on behalf of the Washington State Department of Transportation (WSDOT) as a co-applicant and co-sponsor along with Seattle Department of Transportation (SDOT) and the University of Washington (UW) in a joint request for PSRC funding for the Hec Edmundson Bicycle/Pedestrian Bridge Replacement Project. We are pleased to support this conceptual planning and design effort under the university's leadership as a fully committed, active and enthusiastic planning partner.

The Hec Ed Bridge is a heavily used, urban, pedestrian bridge that crosses over Montlake Blvd/SR 513, connecting to the west at the Burke Gilman Trail and to the east at the Hec Edmundson Pavilion and the Intramural Activities Building. WSDOT has a keen interest in the planning and replacement of this critical pedestrian bridge that connects the central University Community Urban Center to the Lake Washington waterfront to the east. This critical east-west connection is highly traveled by users coming and going from all directions along Montlake Blvd/SR 513 corridor. Not only does it accommodate the university's faculty, staff and students, but it also facilitates the thousands of state residents and other users who recreate and commute daily on the Burke Gilman Trail west of Montlake Blvd/SR 513 and on Union Bay Natural Area and Waterfront trail east of Montlake Blvd/SR 513. The bridge also serves as a main conduit for university athletic facilities and regional cultural and sporting events.

As part of the regional planning for light rail, the replacement of SR 520 and the development of the Montlake Triangle, WSDOT, SDOT and the UW have been engaged with other regional partners on the impact this new transit and highway infrastructure growth will have on the surrounding pedestrian and bicycle systems. The UW, WSDOT and SDOT have agreed to address this through a robust, inclusive and necessary planning and design effort for the Hec Ed bridge replacement as it is one of only three bridges that make an east-west connection for pedestrians and bicyclists over Montlake Blvd/SR 513. In

addition, this project intends to correct the bridge's arch and resulting irregular vertical clearance over SR 513 to ensure the smooth and unobstructed flow of commercial truck traffic through the corridor which is of particular interest to WSDOT.

Successful planning, design, and eventual construction of the Hec Ed bridge replacement, will encourage the use of non-motorized transportation options, reduce harmful greenhouse gas emissions, and will serve as a key east-west connection within a world-class active transportation system. We urge your consideration and support for this joint application for PSRC funding.

We look forward to working with the UW and SDOT to expedite this important project.

Sincerely,

Mike Cotten

Mike Cotten, P.E.
Assistant Regional Administrator for King and Snohomish Counties