

System Access Fund Application

Response ID:97 Data

2. General Information

1. Project title:

High Priority Sidewalks and Walkways

2. Sponsoring Agency:

Seattle

3. Cosponsors (if applicable)

NA

4. Contact name:

Jim Storment

5. Contact phone:

206-684-5013

6. Contact email:

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7. In what city(ies) is the project located?

Seattle

8. Which facility(ies) served by Sound Transit does the project benefit?

Mount Baker Station, Rainier Beach Station, Columbia City Station, Beacon Hill Station

9. Please identify the project's extent. For capital projects, please identify the start and end locations. For non-capital projects, please identify any area or population of focus.

Station access improvements include 4 distinct projects within the Southeast Seattle Link station walk/bikesheds:

- Sidewalk - S McClellan St between 23rd Ave S and 25th Ave S
 - Stairway - S Henderson St Right of Way between 39th Ave S and 41st Ave S
 - Sidewalk - 30th Ave S between S Dawson St and S Ferdinand St
 - Crossing Improvement - Beacon Ave S and S Stevens St Intersection
-

10. Please attach any relevant maps or project graphics (in PDF format). File size limit: 20MB

[SidewalksSE.pdf](#)

11. Please provide a narrative explanation of the proposed project. Include in your narrative:

The project scope.

Specific access problems or issues the proposed project will address and resolve.

How your jurisdiction has engaged and will continue to engage with the public in each stage of the project.

The High Priority Sidewalks and Walkways package includes 5 blocks of new sidewalks, 1 new off-street stairway connection, and 1 new signalized crossing improvement. These projects will provide direct, accessible, and comfortable pedestrian connections to 4 Sound Transit Link stations throughout Southeast Seattle.

Seattle currently has substantial gaps in its pedestrian infrastructure – gaps that deter easy access for people walking to and

from transit. As a result, Seattle's Pedestrian Master Plan emphasizes connections to frequent transit as a priority for pedestrian improvements. The projects proposed in this application will help to address pedestrian access gaps near existing ST Link stations and improve safety, convenience, and comfort for Sound Transit riders. The projects were prioritized based on safety, equity, health, and "age-friendly" factors, ensuring that they are targeting areas most in need of pedestrian improvements.

The 2 sidewalk projects (S McClellan St and 30th Ave S) fill critical gaps in the sidewalk network along key streets within 1/2-mile station walksheds. These improvements will make walking to stations more accessible and inviting for riders. The S Henderson St stairway project creates a new pedestrian connection from South Beacon Hill to Rainier Beach Station, reducing walking distance up to 1/2 mile for potential riders. Similarly, the Beacon Ave S and S Stevens St crossing improvement addresses a large gap between signalized crossings near Beacon Hill Station, making the station walking route more safe, direct, and accessible.

Two of the four projects within this package (S McClellan St and Beacon Ave S/S Stevens St) were included as recommended improvements in the 2008 Southeast Transportation Study (SETS). This document provided a detailed account of community preferences to improve the transportation network in Southeast Seattle with a particular focus on connections to Link light rail stations.

All projects within this package are in the early phases of design and development, and were recommended and informed by city planning efforts. Before projects reach 30% design, the City of Seattle will reach out to neighboring residents and businesses of the planned improvements and engage them in project design. As designs are further developed and projects proceed into construction, engagement with residents and businesses will continue to secure right-of-way acquisitions and notify residents of construction impacts. The project teams will also solicit input from community and stakeholder groups as needed during early phase design.

3. Customer Experience

12. In what specific ways will the project support making it easier and more convenient for people to get to the transit facility? (limited to 3,000 characters)

Each of the 4 projects in this package focus on improving the pedestrian environment in connection to Link stations to create a feeling of comfort, safety, and legitimacy for Sound Transit riders. The sidewalk and stairway projects provide dedicated spaces for people on foot to choose a direct, natural, and convenient route to the stations, allowing them to avoid long detours that make transit unappealing. These projects will also better separate pedestrians from vehicle traffic and resolve drainage issues that currently pose barriers to pedestrian access.

In some locations, projects also create new opportunities to build a more welcoming and inviting pedestrian environment near the stations by adding pedestrian-scale lighting, street trees, and other amenities. All sidewalk projects will be extensively reviewed for such opportunities by applying the best practices from Seattle's Complete Streets Checklist. The new traffic signal will create a controlled environment for pedestrians to safely cross Beacon Ave S and more directly access the station and nearby neighborhood amenities. All projects in this package will also include ADA improvements to enhance access for riders with mobility challenges who would otherwise be forced to travel in street or take less direct routes to access transit.

13. What key destinations (e.g. neighborhoods, employment centers, schools, community amenities, other multimodal facilities) does the access improvement connect to? (limited to 3,000 characters)

S McClellan St between 23rd Ave S and 25th Ave S:

This project links East Beacon Hill with the retail and employment opportunities along Rainier Ave S and Mt Baker Station. The S McClellan St corridor also serves as a connector between Mt Baker Station and Beacon Hill Station.

S Henderson St Right of Way between 39th Ave S and 41st Ave S:

The proposed new stairway connects South Beacon Hill to the businesses and places of worship along S Henderson St as well as Rainier Beach Station. The project is also in close proximity to Benefit Playground at 39th Ave S and S Benefit St.

30th Ave S between S Dawson St and S Ferdinand St:

This project connects Dearborn Park and Dearborn Park International School in East Beacon Hill to the stairway at S Ferdinand St that serves Columbia City Station.

Beacon Ave S and S Stevens St:

This proposed crossing improvement connects to Stevens Park and adjacent bus stops, local businesses and popular restaurants along Beacon Ave S, and Beacon Hill Station, which is located three blocks to the north.

14. Please attach any files needed to answer the question. File size limit: 20MB

4. Equity

15. Describe how the project makes it easier for populations that rely on transit (e.g. low-income populations, people with disabilities, households that do not own vehicles, youth, senior citizens, etc.) to get to the transit facility. Please include specific communities that will be served and how the project specifically improves their access. Please see the appendix of the System Access Fund Application Guidance document for potential data sources. (limited to 3,000 characters)

The projects included in this package were prioritized based on the equity, health, and "age-friendly" scoring in Seattle's Pedestrian Master Plan. This scoring factors in low income populations, disabled populations, communities of color, rates of physical activity rates, obesity, diabetes, and older adult populations to inform project selection. The criteria used in the Pedestrian Master Plan mirror the priorities of the System Access Fund: Safety, Equity, Health, and Customer Experience. As a result, all 4 projects are located within neighborhoods that rank as the "highest disadvantaged" areas within Seattle's Race and Social Equity Composite Index. Seattle's population overall is approximately 31% people of color, with an average annual income of approximately \$82,000 and 14% living in poverty.

16. Please attach any files needed to answer the question. File size limit: 20MB

[Sidewalks_Household_Income.pdf](#)

[Sidewalks_People_of_Color.pdf](#)

[Sidewalks_Population_Without_Car.pdf](#)

[Sidewalks_Poverty.pdf](#)

5. Connectivity

17. In what specific ways will the project reduce key barriers or close gaps for people to get to the transit facility? Please identify the specific barriers or gaps and how the project reduces these barriers and/or closes these gaps. (limited to 3,000 characters)

Each of the projects in this package focuses on eliminating barriers in the pedestrian network that prevent station access, and on creating pedestrian routes that are comfortable, accessible, and inviting for Sound Transit riders.

S McClellan St between 23rd Ave S and 25th Ave S:

The S McClellan St corridor provides a link between Beacon Hill Station and Mt Baker Station. Currently, there is a 3-block gap in the sidewalk network on the north side of S McClellan St between 23rd Ave S and 25th Ave S that prevents pedestrian access and reduces the convenience and comfort of walking to Mt Baker Station. The project would fill this gap with new sidewalks along the north side of street to make station access more inviting and appealing for residents in East Beacon Hill.

S Henderson St Right of Way between 39th Ave S and 41st Ave S:

Due to the layout of the existing street network in South Beacon Hill, residents living south of S Cloverdale St have limited options for accessing Rainier Beach Station. This street network limitation creates a long detour of up to ½ mile (using either S Cloverdale St or Carkeek Drive S), making light rail inaccessible to many residents. Providing a new stairway with a bike runnel along the S Henderson St right-of-way between 39th Ave S and 41st Ave S would expand Rainier Beach Station's walkshed and bikeshed and would improve the accessibility of the station to people walking and biking.

30th Ave S between S Dawson St and S Ferdinand St:

The street network west of Martin Luther King Jr Way S in Columbia City is fragmented and disconnected. This makes access to Columbia City Station challenging for residents living on the east side of Beacon Hill and near Dearborn Park. Providing a sidewalk on the east side of 30th Ave S between S Dawson St and S Ferdinand St would create a connection to the S Ferdinand St stairway and improve direct and convenient station access for pedestrians in this area.

Beacon Ave S and S Stevens St:

There are currently few controlled crossing opportunities between S Forest St and S Spokane St on Beacon Ave S. The crossing at S Stevens St was identified as a top priority on the Beacon Ave S corridor as it connects to the north end of the Beacon Hill Business District and Stevens Park. It is 3 blocks south of Beacon Hill Station. A signalized crossing at this intersection would substantially improve pedestrian access to Beacon Hill Station and the other community destinations along the Beacon Ave S corridor.

18. How does the project conform to transit, bicycle, pedestrian, and universal/ADA design best practices resulting in a connection that will attract existing and new riders? Sources of best practices can be found in the appendix of the System Access Fund Application Guidance document. (limited to 3,000 characters)

Each of the sidewalk projects will be constructed based on Seattle's Streets Illustrated Manual, which establishes rigorous standards for sidewalk width and landscaping/furniture zones. These elements are intended to maximize comfort and prioritize pedestrian experience and activation of the public realm.

All projects in the package will incorporate ADA/universal design to the greatest extent feasible. While the S Henderson St stairway project is not able to accommodate a wheelchair ramp due to space constraints, an alternative ADA-accessible route will continue to be provided on S Cloverdale St and the project will include lighting, handrails, stairway landings, and bike runnels to ensure the projects is as accessible as possible to the population in South Beacon Hill.

19. Please attach any files needed to answer the question. File size limit: 20MB

6. Safety and Human Health

20. How will the project specifically address an existing safety issue? (limited to 3,000 characters)

The four projects in this package are safety-oriented improvements that are intended to reduce conflicts between pedestrians and vehicles. Sidewalks and walkways are recognized by the Federal Highway Administration as "proven safety countermeasures." By separating pedestrians from vehicle traffic, they can result in a 65-89% reduction in crashes involving pedestrians walking along roadways. Additionally, these treatments reduce the need for pedestrian to cross the street to access parallel routes, which helps eliminate vehicle conflict points. Within the S McClellan St project area, there have been four pedestrian collisions since 2013, which the project will address.

Signalized pedestrian crossings create a controlled crossing opportunity for pedestrians, providing safe routes across busy arterial streets. The proposed crossing at Beacon Ave S and S Stevens St is about 370 feet from the nearest controlled crossing of Beacon Ave S, and a new signal will reduce the distance between controlled crossings. Additionally, there have been 2 pedestrian collisions on Beacon Ave S within 2 blocks of S Stevens St since 2013, reinforcing the need for controlled crossings in this area.

21. In what specific ways will the project support an increase in physical activity for people getting to the transit facility? (limited to 3,000 characters)

Each of the 4 projects in this package are pedestrian-focused improvements and will help encourage walking to light rail stations through the provision of new facilities. The proposed sidewalk projects, new stairway, and crossing improvements also tie in with Seattle's existing pedestrian network, creating a more connected and inviting system of pedestrian routes that support walking for both transportation and recreation. These improvements open new transit markets and encourage active transportation to a greater share of the Southeast Seattle population. Physical activity and obesity rates were 2 of the factors used to prioritize these projects and ensure that pedestrian improvements are implemented in areas most in need of physical activity benefits.

22. How will the project reduce a person's likelihood of using a personal vehicle to get to the transit facility? (limited to 3,000 characters)

By providing more complete and connected systems of dedicated pedestrian facilities, Sound Transit riders are more likely to reconsider driving to transit facilities and will be inclined to choose walking as a mode of transportation to and from stations. The sidewalks, stairway, and crossing improvement proposed in this package will improve the comfort and convenience of pedestrian station access routes in Southeast Seattle, making walking more appealing and accessible.

The neighborhoods served by these improvements are historically transit-friendly areas, environments where transit-oriented development thrives and car ownership is unusually low. These communities are experiencing very rapid growth rates (largely dense, transit-oriented development), and the proposed improvements are able to provide access to large numbers of potential transit markets. The Columbia City community is predicted to grow by 21% (based on a 20-year planning horizon), while North Beacon Hill and Union-Jackson would each grow by 12%. Much of this growth is specifically designated as transit-oriented housing, spotlighting the need for complete pedestrian networks and safe non-motorized access throughout these communities.

23. Please attach any files needed to answer the question. File size limit: 20MB

7. Funding Plan

24. Total cost of project:

\$2,510,000

25. Total requested from Sound Transit SAF

\$2,259,000 (90%)

26. Identify other sources of funding and whether those are secured or not yet secured.

Local match funding has been secured from the Levy to Move Seattle and various other local sources (e.g., Real Estate Excise Tax, Parking Taxes).

27. Please list all phases of this project, their projected costs and funding sources, and expected year of completion.

Each of the four projects in this package will include a planning, design, and construction phase. Any environmental permitting and right of way acquisition will take place concurrently with project design. These projects are still in the early phases of planning and design and projects schedules and budgets have not yet been fully developed. While engineer's estimates have not yet been compiled for all four projects in this package, estimates are based on engineer evaluations of project sites and comparisons to similar recently constructed projects, offering a reliable baseline estimate. The table below provides the project cost estimates and target construction years:

S McClellan St between 23rd Ave S and 25th Ave S: Construction 2022

S Henderson St between 39th Ave S and 41st Ave S: Construction 2021

30th Ave S between S Dawson St and S Ferdinand St: Construction 2022

Beacon Ave S and S Stevens St: Construction 2022

28. Please attach a complete budget for the project. File size limit: 20MB

[Sidewalk_Budget.xlsx](#)

29. Please identify secured or reasonably expected funds. For funds that are reasonably expected, please explain the procedural steps that will be taken to secure the funds, with dates for completion.

Local match funding has been secured from the Levy to Move Seattle and various other local sources (e.g., Real Estate Excise Tax, Parking Taxes). No additional steps are needed to program this funding, and no other funding is needed to complete the projects.

30. Acknowledge responsibility for ongoing operations and maintenance costs:

Yes

31. Is your funding request scalable?

Yes

32. Please attach any additional files needed to answer the questions. File size limit: 20MB

8. Delivery Plan

33. Questions for all applicants:

What is the current or anticipated level of environmental documentation for this project? Has documentation been approved? If not, provide anticipated date of completion.

Will Right of Way (ROW) be required for this project? If yes, please discuss the extent the project schedule depends on

ROW acquisition and your agency's experience in conducting ROW acquisitions of similar size and complexity.

Provide a brief overview of potential risks with this project, their potential impact, and mitigation strategies.

Each of the projects in this package are in their early phases of planning and design. Required environmental documentation and permitting has not yet been determined.

Right-of-way will not be required for the S Henderson St stairway project. Right of way needs have not yet been determined for the other 3 projects in the package, but will be evaluated at 30% design. Based on conceptual designs, right-of-way needs are expected to be minimal – likely involving temporary construction easements rather than permanent acquisitions.

Temporary construction easements for sidewalks with driveway tie-ins could delay project schedules. To mitigate this risk, the City of Seattle will begin the right-of-way acquisition process with dedicated right-of-way staff during the 60% design phase.

34. Questions for applicants seeking PE/Design funding:

Identify PE/Design milestones associated with the project, including anticipated activities and expected dates of completion for each milestone.

When will the PE/Design phase be complete?

Each of the projects in this package are in their early phases of planning and design and baseline project schedules have not yet been developed. Anticipated PE/Design milestones are as follows:

- S McClellan St between 23rd Ave S and 25th Ave S
 - o 30% Design – January 2021
 - o 60% Design – April 2021
 - o 90% Design – August 2021
 - o 100% Design – September 2021

- S Henderson St Right of Way between 39th Ave S and 41st Ave S
 - o 30% Design – January 2019
 - o 60% Design – April 2020
 - o 90% Design – August 2020
 - o 100% Design – September 2020

- 30th Ave S between S Dawson St and S Ferdinand St
 - o 30% Design – January 2021
 - o 60% Design – April 2021
 - o 90% Design – August 2021
 - o 100% Design – September 2021

- Beacon Ave S and S Stevens St
 - o 30% Design – January 2021
 - o 60% Design – April 2021
 - o 90% Design – August 2021
 - o 100% Design – September 2021

Anticipated PE/Design phase completions are as follows:

- S McClellan St between 23rd Ave S and 25th Ave S – September 2021
- S Henderson St between 39th Ave S and 41st Ave S – September 2020
- 30th Ave S between S Dawson St and S Ferdinand St – September 2021
- Beacon Ave S and S Stevens St – September 2021

35. Questions for applicants seeking Construction funding:

Provide an engineer's estimate for project cost.

Identify the relevant permits needed for the project and when they are scheduled to be acquired.

Provide the date when plans, specifications, and estimates will be submitted for approval.

When is the project scheduled to go to ad?

When is the project scheduled to be substantially complete?

Projects are in the early phases of planning and design and baseline project schedules have not yet been developed. Early anticipated PE/Design phase completions are as follows:

- S McClellan St between 23rd Ave S and 25th Ave S – September 2021
- S Henderson St between 39th Ave S and 41st Ave S – September 2020
- 30th Ave S between S Dawson St and S Ferdinand St – September 2021
- Beacon Ave S and S Stevens St – September 2021

Projects do not yet have complete engineer's estimates, and no permitting needs have yet been identified for these projects.

Anticipated plan, specification, and estimate submittals are as follows:

- S McClellan St between 23rd Ave S and 25th Ave S – October 2021
- S Henderson St between 39th Ave S and 41st Ave S – October 2020
- 30th Ave S between S Dawson St and S Ferdinand St – October 2021
- Beacon Ave S and S Stevens St – October 2021

Anticipated ad dates are as follows:

- S McClellan St between 23rd Ave S and 25th Ave S – December 2021
- S Henderson St between 39th Ave S and 41st Ave S – December 2020
- 30th Ave S between S Dawson St and S Ferdinand St – December 2021
- Beacon Ave S and S Stevens St – December 2021

Finally, anticipated substantial completion dates are as follows:

- S McClellan St between 23rd Ave S and 25th Ave S – September 2022
- S Henderson St between 39th Ave S and 41st Ave S – September 2021
- 30th Ave S between S Dawson St and S Ferdinand St – September 2022
- Beacon Ave S and S Stevens St – September 2022

36. Questions for applicants seeking non-capital funding:

Please describe the project implementation schedule including key milestones.

Please describe your ability to fund operations once System Access Funds are expended.

Please identify any performance measures the project is intending to achieve, which are not identified in the above application.

NA

37. Please attach any additional files needed to answer the questions. File size limit: 20MB

9. Additional information

38. Describe any additional aspects of your project not requested in the evaluation factors that could be relevant to the final project recommendation and decision-making process.

The projects proposed for funding will be fully funded if this grant request is awarded, and they are readily deliverable and usable immediately. They are very low-risk projects and they don't require any additional funding to reach completion. They address existing deficiencies within our high-demand station areas. They fit the System Access guidelines of "realistic," "reasonable," and "feasible."

The package of projects is scalable, and schedules are also somewhat flexible. Schedules shown above are based on immediate availability of funding. If this package of projects is funded through the System Access Fund, our hope is to receive

incremental funding based on the schedules shown. However, it is feasible to adjust this plan as needed: receiving full payment up-front and spending incrementally, advancing some local funds and receiving reimbursement later, or adjusting some project schedules to match the availability of System Access funding.

39. Please include any relevant additional materials. File size limit: 20MB
