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June 2, 2015

The Honorable Anthony Fox
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: City of Seattle NORTHGATE PEDESTRIAN AND BICYCLE BRIDGE TIGER
application

Dear Secretary Foxx:

The City of Seattle is applying for a US Department of Transportation TIGER grant for the Northgate Link Light Rail Station Non-motorized Access Project, including the Northgate Pedestrian and Bicycle Bridge. The Lake City Neighborhood Alliance, representing 25 Lake City community organizations, strongly endorses this proposal.

Lake City consists of five Seattle neighborhoods (Cedar Park, Matthews Beach, Meadowbrook, Victory Heights, Olympic Hills) and several micro-communities (Douglas Park and Little Brook), all surrounding the Lake City Hub Urban Village (HUV). Many of our residents commute via bicycle or bus. The Northgate Pedestrian and Bicycle Bridge will be a tremendous asset to Lake City residents and businesses. The Northgate community is immediately west of our Lake City community. The Sound Transit Northgate Link Light Rail Station will be our closest Light Rail Station and the Northgate Transit Oriented Development site will be our closest transit site.

This TIGER FY 2015 grant would provide the remaining funds needed to construct these improvements which have been acknowledged in a number of plans including:

- The Northgate Coordinated Transportation Investment Plan (2007)
- Seattle's Bicycle Master Plan (2013)
- Puget Sound Regional Council's Growing Transit Communities effort
- PSRC's Regional Bike Network
- Northgate Urban Design Plan

The centerpiece of this Project—the proposed pedestrian and bicycle bridge—will make it safer and easier to get between the community assets on the east side of I-5 (community center, library, rapid transit facilities, the shopping center) and those on the west (the North Seattle College, NW Hospital and medical facilities, parks and neighborhood commercial areas). The bridge, with its direct connection to the Northgate Link station, will provide access to the regional rail service for a much greater proportion of North Seattle. It will also

make non-motorized access to Northgate's many bus routes much more attractive for those in Seattle's Lake City, Licton Springs, Bitter Lake, and North Park neighborhoods, which have an above average number of residents from economically disadvantaged populations.

Per the 2010 publically available census data, the Lake City HUV has an ever-increasing population density with a very large percentage (78%) of rental units. Many of these residents do not have cars. The under-served families, youth, and seniors who live in the Lake City HUV and the residents living in the Lake City neighborhoods would benefit from this Non-Motorized Access Project.

The improvements would also greatly expand access to the North Seattle College, with its two-year and four-year degree programs, over 50 certificate programs and over 14,000 students. The college, home to the Opportunity Center for Employment and Education, a one-stop shop for social, educational and employment services could be reached in a reasonable time from much further away than at present, benefitting Center patrons and the region. Non-motorized access is an important rung on the ladder of opportunity, presenting a low cost, healthy means of transport (with beneficial environmental effects).

In summary, LCNA strongly endorses this proposal. If you have any questions, please do not hesitate to contact me.

Very sincerely,

A handwritten signature in blue ink that reads "Sandra Adams Motzer". The signature is written in a cursive style.

Sandra Adams Motzer
Chair
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