



# Seattle City Council

May 11, 2015

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

RE: Seattle City Council supports the University of Washington Burke-Gilman Multimodal Connector 2015 TIGER Application as a project partner and in-kind funding partner

Dear Secretary Foxx:

We are writing in support of the University of Washington's application for TIGER funding for the Burke-Gilman Trail Multimodal Connector project. The Seattle City Council is pleased to support this transformative project, as the City has been a funding partner with in-kind contributions from the Seattle Department of Transportation for right of way access and signalization support at key intersections, and as a project partner for the work that Seattle City Light has already done through installing a new duct bank from the west boundary of the campus to the power substation on 15th Avenue NE along the Burke Gilman Trail right-of-way and for future utility realignment support.

The University of Washington is centered on an intersection undergoing dramatic change - the new Sound Transit-University of Washington light rail station is opening next year with an estimated 30,000 riders a day; the SR-520 floating bridge is currently under reconstruction, including a new bicycle and pedestrian lane between the east-side cities and Seattle; and the State, Sound Transit, City, and King County are finishing the gateway project ("Rainier Vista") next month that facilitates bike and pedestrian connections to the Burke-Gilman trail. The City of Seattle has been a partner in all of these projects, and the Council is committed to seeing this failing choke point on our shared regional Burke-Gilman bicycle/pedestrian path alleviated and addressed to ensure our residents and visitors have efficient, economical, and equitable forms of transportation.

The City further contributed to the transformation of this community last year, when the City of Seattle led Proposition 1, a successful ballot measure to make significant investments in transit services within the City of Seattle, including the high-impact metro hub at this Burke-Gilman trail intersection on Pacific Avenue.

All of these capital and transit projects, combined with the expected growth in population in the University District neighborhood, will put significant strain on the already overburdened and

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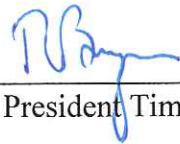
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nationally failing trail infrastructure. In fact, these projects assumed the UW's portion of the Burke-Gilman trail would be replaced to accommodate and incorporate the dramatic increase in pedestrian and bicycle traffic. As the custodian of the remaining 12.4 miles of the Burke-Gilman trail, we are particularly interested in ensuring the trail's success.

A well-balanced, multimodal transportation system is a key component of the transformation that is occurring and is expected to be realized in this critical Seattle corridor. Investment in the Burke-Gilman Trail Multimodal Connector achieves this goal and ensures all the investments mentioned above will deliver the greatest possible benefit.

While the Council's first priority is the City of Seattle's 2015 TIGER application for the Northgate Non-Motorized Access to Transit and Education project, we also urge your consideration and support for the University of Washington's application for TIGER funding.

Sincerely,



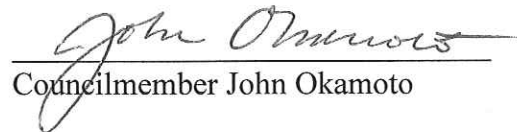
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Councilmember Kshama Sawant



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