

November 6, 2019

Dear Councilmembers:

We the undersigned urge you to make the timely investments to implement the Thomas Street Plan as part of your current budget deliberations. The reconnection of the street grid across Highway 99 at Thomas Street presents a once in a lifetime opportunity to improve the streets in this area into a public space amenity of city-wide significance. We have a limited window of time to design and construct in a boldly and city defining way before imminent development inhibits these possibilities.

As you well know, Thomas Street has been identified as a priority corridor for decades in multiple city and community plans. Most recently, Councilmember Sally Bagshaw in August of this year convened a charrette with representatives of the Mayor's Office and all involved City departments including SDOT, Seattle Center, Seattle City Light, OPCD, and SDCI. Also participating in the charrette were members from various community groups, bike, pedestrian and open space advocates, and developers. The strong unifying vision that came out of this charrette was to make Thomas Street a corridor that would prioritize people and place, support walking, biking and getting to transit, and that would be built for all ages and abilities. This group supported a strong bold vision that SDOT has used for its revisions.

Given the commercial and residential growth of this part of the city center, and the millions of visitors from near and far it attracts each year, we strongly believe this is a project that will benefit all Seattlelites and visitors providing:

- A long suppressed east-west connection with the only planned all ages and abilities biking route between them.
- A connected civic corridor for residents, businesses and over 18 million annual visitors directly to Seattle Center.
- A better option for thousands of people getting off buses on 7th Ave and the Streetcar to walk and bike to the new Arena via Thomas St for the 250 events per year.

SDOT has been working diligently to update Thomas Street Plan and its budget needed for both design and construction. Various funding sources are currently available for parts of this route, but there are still gaps in funding, including for the blocks from Dexter Ave west to 5th Avenue, and for capital construction costs necessary to fully implement the plan, once design is complete. Private development opportunity along these blocks that could contribute to the construction and implementation will be missed if the Design Plan is not completed in time to capture these investments.

We urge you with the resources now available to fund the implementation of the Thomas Street Plan. As you can see below, this plan has the broad support and is regarded as a high city funding priority of multiple citywide constituencies. We have a unique opportunity but limited window to ensure the Thomas Street Plan is realized. We look forward to working with you to seeing this project fully funded.

Sincerely,

Gordon Padelford

Gordon Padelford (E.D. of Seattle Neighborhood Greenways) on behalf of the MASS Coalition, which supports this budget request. The MASS Coalition is comprised of:

350 Seattle
500 Women Scientists Seattle
Cascade Bicycle Club
Disability Rights Washington
Rooted in Rights
Seattle Neighborhood Greenways
Seattle Subway
Seattle Transit Blog
Sierra Club Seattle Group
The Urbanist
Transit Riders Union



Thatcher Bailey

Thatcher Bailey
CEO Seattle Parks Foundation

Kara Stone

Kara Stone
Flagship Store Manager, REI

Lance Lopes

Lance Lopes
Project Manager, NHL Seattle
Foundation

Jane Zalutsky

Jane Zalutsky
Executive Director, Seattle Center

Richard de Sam Lazaro

Richard de Sam Lazaro
Manager, Government and Corporate Affairs
Expedia Group

Jonathan Cowin

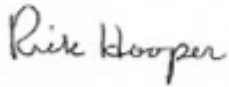
Jonathan Cowin
President, Feet First

Leslie Bain

Leslie Bain
Principal, Framework

Kevin Malgesini

Kevin Malgesini
Seattle Children's Theatre



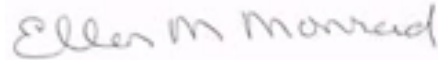
Rick Hooper
President, Uptown Alliance



Cyrus Despres
President, Uptown Arts & Culture Coalition



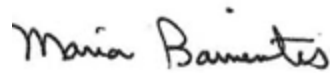
Mark Ostrow
Co-Leader, Queen Anne Greenways



Ellen Monrad
President
Queen Anne Community Council



Michael McQuaid
Chair, SLU Transportation Committee



Maria Barrientos
Uptown Alliance
Chair, Land Use Review Committee



Rick Browning
Uptown Alliance
Chair, Transportation Committee



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Sincerely,

A handwritten signature in black ink, appearing to read "John Stue", written over a horizontal line.

Store Manager
REI Seattle Flagship



October 15, 2019

Cecilia Sorci
Pacific Public Affairs
1403 3rd Avenue, #300
Seattle, WA 98101

(via email)

Dear Councilmember:

I am writing to urge you to make the timely investments to implement the Thomas Street Plan as part of your current budget deliberations. The reconnection of the street grid across Highway 99 at Thomas Street presents a once in a lifetime opportunity to improve the streets in this area into a public space amenity of city-wide significance. We have a limited window of time to design and construct in a boldly and city defining way before imminent development inhibits these possibilities.

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Sincerely,

A handwritten signature in black ink, appearing to read "Jill Cody". The signature is fluid and cursive, with the first name "Jill" and last name "Cody" clearly distinguishable.

Jill Cody, IALD, CLD, LC, LEED AP
Principal

October 18, 2019

Dear Councilmembers:

We the undersigned urge you to make the timely investments to implement the Thomas Street Plan as part of your current budget deliberations. The reconnection of the street grid across Highway 99 at Thomas Street presents a once in a lifetime opportunity to improve the streets in this area into a public space amenity of city-wide significance. We have a limited window of time to design and construct in a boldly and city defining way before imminent development inhibits these possibilities.

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Sincerely,



Peter Nelson
Weisman Design Group
peter@wdginc.com
206-322-1732