

## Section VI - 2009 King 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/2009KCCtywideComp.aspx>

**\*\*Please read all of the text in this section before completing this application.\*\***

**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 2009 STP/CMAQ King 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, 2009. 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.

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, 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 [peter.heffernan@kingcounty.gov](mailto:peter.heffernan@kingcounty.gov). Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15<sup>th</sup>, 2009**.

**Definition of a project:** For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the 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). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

### PROJECT DESCRIPTION INFORMATION

<b>1</b>	<b>Project Title:</b> Burke Gilman Trail (NW Vernon Place to the Chittenden Locks) <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE)</i>
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2	<p><b>Sponsoring Agency:</b> City of Seattle</p> <p>Also identify any co-sponsor(s):</p>
3	<p><b>Project Contact Person:</b> Jude Willcher</p> <p>Address: City of Seattle Department of Transportation, PO Box 34996, Seattle, WA 98124</p> <p>Phone: 206-684-4059</p> <p>Fax: 206-684-3238</p> <p>E-Mail: jude.willcher@seattle.gov</p>
4	<p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p><b>a. Project scope:</b> 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.</p> <p>This project will complete construction of the final link of the Burke-Gilman Trail. The design for the trail has already been completed - funds from this grant will only be used for construction. This trail will be located along the north side of the existing railroad tracks. Once completed, it will be possible to bicycle from Golden Gardens to Redmond. This trail segment will be located entirely within the Ballard Urban Center which, in turn, links to the University District and Downtown Seattle.</p> <p><b>b. Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>This project will benefit bicycle commuters from both a safety and a consistency standpoint, and offer a non-motorized alternative for utilitarian and personal trips. Construction of this trail will allow bicyclists, pedestrians and other non-motorized users to avoid traveling on Shilshole Avenue Northwest and NW Market Street. It also formalizes a new, safe crossing at the intersection of Shilshole Ave NW and NW Vernon Place. The completion of this section of the Burke-Gilman Trail extends the range of non-motorized travel by connecting two existing sections of trail. This trail system makes bicycle commuting a convenient, viable alternative through the Ballard and Fremont Urban Hub Villages and the University District Urban Center. It also helps complete a larger regional system with connections all the way to Redmond and downtown Seattle. The existing trail is heavily used, between 3,000-4,000 bicyclists and pedestrians use the Burke-Gilman Trail on a daily basis.</p> <p>Commuters will benefit substantially from this trail. We expect a significant mode shift to happen with the completion of this trail segment (see Air Quality section for details). In addition, completion of the trail will eliminate SOV trips in the Shilshole Ave and Market Street corridors, and will minimize the need for bicyclists to use these arterials, further simplifying the traffic mix. The total effect will be a more efficient flow of traffic through the corridor while non-motorized traffic gains a fully separate, parallel right-of-way. Some transit routes run in corridors along or near the trail and because bike racks are in place on Metro buses, transit use will also be enhanced.</p>

5	<p><b>Project Location:</b> Seattle</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: Shilshole Ave NW &amp; NW Vernon Pl <i>(Identify landmark if no crossroad)</i></p> <p>c. Crossroad/landmark nearest to end of project: Chittenden Locks <i>(Identify landmark if no crossroad)</i></p>		
6	<p><b>Map:</b> Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>		
7	<p><b>Federal Functional Classification Code</b> <i>(Select only one)</i></p> <p><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.</i></p>		
	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p style="text-align: center;"><u>Rural Functional Classifications</u> ("under 5,000 population") (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p> </td> <td style="width: 50%; vertical-align: top;"> <p style="text-align: center;"><u>Urban Functional Classifications</u> ("over 5,000 population") (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p>X <input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p> </td> </tr> </table>	<p style="text-align: center;"><u>Rural Functional Classifications</u> ("under 5,000 population") (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;"><u>Urban Functional Classifications</u> ("over 5,000 population") (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p>X <input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>
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	<p><b>NOTE:</b> <u><i>Federally Funded Projects.</i></u> A roadway must be <u>approved</u> 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".</p> <p><b>Examples of Exceptions:</b></p> <ul style="list-style-type: none"> <li>• Any bicycle and/or pedestrian project.</li> <li>• Projects <u>not</u> on a roadway and using CMAQ or other funds</li> <li>• Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul>		

## 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 “Countywide Non-Motorized Project Evaluation Criteria” included in the 2006 King Countywide Call for 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.

**Please explain how your project addresses the following:**

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support increased activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate pages(s) from the plan or policies.
- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.), or benefit a large number or wide variety of users?
- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

## SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

### Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.

Investment in this corridor completes the Burke-Gilman Trail system that will link multiple centers including the Ballard Hub Urban Village and the Fremont Hub Urban Village. Urban villages are found on a map which can be found at: <http://web1.seattle.gov/dpd/maps/dpdgis.aspx>. They are also found in the Seattle Transportation Strategic Plan, Urban Centers, Urban Villages, and Manufacturing/Industrial Centers Map, p. 17. (<http://www.seattle.gov/Transportation/tsphome.htm>)

The fully completed trail will link locally and regionally designated centers, including the University District and Redmond. Direct benefits will be increased safety and accessibility for non-motorized traffic traveling to the Urban Villages. Residents in Ballard will have better access to Fremont, Seattle Pacific University, the University of Washington and downtown Seattle. The trail will be multi-purpose serving bicyclists, pedestrians and persons with disabilities (the trail will be fully ADA accessible). Seattle’s Comprehensive Plan and the neighborhood plans for centers call for reducing congestion and accommodating growth by promoting non-motorized forms of transportation.

- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.

This final link is the ‘logical’ next segment of the Burke-Gilman Trail since it completes the Burke-Gilman Trail and eliminates “the missing link”. Once completed, trail users will be able to travel on the Burke-Gilman Trail from Redmond to Golden Gardens.

- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.

Currently, the missing link creates a major barrier for bicyclists and pedestrians who must use Shilshole Ave NW and NW Market Street which are busy arterials. For many inexperienced bicyclists, this barrier makes this route challenging and intimidating. This project, once completed, will provide a safe, convenient, off-road alternative that will eliminate the need for bicyclists to use Shilshole Ave NW and NW Market Street. This project also formalizes the trail crossing at Shilshole Ave NW and NW Vernon Place.

Because of its projected use, the completion of this link ranks as one of the most important trail projects in Seattle. The Burke-Gilman Trail is the region’s most highly used bicycle commuter trail. Use of this section is also anticipated to be high because of the trail’s importance in connecting urban centers, providing better access to the University of Washington, and as a critical link in the regional Urban Trails system. Commuters will benefit substantially from this trail. Mode shift would therefore be the appropriate measure of the benefit this project brings.

In addition, completion of the trail will not only eliminate SOV trips in the Seaview Avenue Northwest corridor, but also will minimize the need for bicyclists to use Shilshole Ave NW and NW Market Street, further simplifying the traffic mix. The total effect will be a more efficient flow of traffic through the corridor while non-motorized traffic gains a fully separate, parallel right-of-way. Some transit routes run in corridors along or near the trail and because bike racks are in place on Metro buses, transit use will also be enhanced.

- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

This project provides a permanent, sustainable, long-term solution that benefits the entire Burke-Gilman Trail from Lake Sammamish to the Puget Sound. By providing an off-street trail, it eliminates what has been to date a formidable barrier to east/west bicycle and pedestrian travel. It also completes an important link by connecting urban centers.

The Burke-Gilman Trail is a critical piece of both Seattle's and the Puget Sound region's non-motorized transportation system. It is designated as a multi-use trail in Seattle's Urban Trail System, in the Bicycle Master Plan and Transportation Strategic Plan. The Burke-Gilman Trail is identified as part of a cross-Washington trail in WSDOT's State Bicycle Facilities and Pedestrian Walkways Plan. It is also identified in WSDOT's plan as an unfunded need in the Puget Sound region (Appendix D). Completing the last missing link in the Burke-Gilman Trail will improve the safety, convenience and attractiveness of the entire regional trail system.

Completion of this project will provide an alternative to SOV travel on nearby arterial streets, reducing congestion and thereby enhancing traffic flow for freight movement and other essential economic activity. Less congestion will provide an inducement for further business development in the area. The completion of a new non-motorized corridor very close to the Ballard Urban Village will also help attract new development, since the trail creates another reason to do business in Seattle. Based on documented history with the other sections of the Burke-Gilman Trail, this addition will become an attraction for present and future residents, and could help induce new development as well as contribute to a rise in property values.

PROJECT EVALUATION: PART 2

**SECTION C: PROJECT READINESS**

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through F.

**Introduction:** Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness and financial plan sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested funding.
- When the sponsor plans to obligate requested funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If the federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at

<http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

Project Readiness: **Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question in Section C: Project Readiness.**

**It is recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:**

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question B, including the estimated schedule for completion.

**A. Check all items that apply below.** Note: if no ROW is required for the project, select "not needed" for sections b through g.

Already completed a. Final FHWA or FTA approval of environmental documents including:

Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Already completed - Section 106 Concurrence.

Already completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Already completed b. True Cost Estimate for Right of Way.

Already completed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not yet completed e. Right of way certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Already completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

**B. Additional information:** include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

Right of certification is expected to be completed by September 2009, and the Certification Audit by WSDOT could be completed October 2009.

## Section D: Financial Plan

Financial plan: **Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Countywide Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.**

### Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

**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.

**Table A: Funding Requested from Non-Motorized Program**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	Federal Funding Source (enter either STP or CMAQ; choose only one)	Federal Funds Amount
Construction	06/01/2010	CMAQ	\$1,000,000
			\$
<b>Totals:</b>			<b>\$1,000,000</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Design	01/01/07	Local	\$1,148,000
Right of Way	06/30/07	Local	\$669,000
Right of Way	06/30/07	King County Grant (Conservation Futures)	\$150,000
Construction	06/30/2010	Local	\$3,963,000
Construction	6/30/2010	Federal (2008 Bike/Ped Safety)	\$500,000
<b>TOTAL:</b>			<b>\$6,430,000</b>

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

**Table C: Needed future funding (unsecured)** Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
			\$0
			\$
<b>TOTAL:</b>			<b>\$0</b>

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

**Table D: Total Project Cost** (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$ 0	Planning:	N/A
Preliminary Engineering/Design:	\$ 1,148,000	Preliminary Engineering/Design:	10/10/09
Right of Way:	\$ 819,000	Right of Way:	9/1/09
Construction:	\$ 5,383,000	Construction:	8/30/2010
Other (Specify) Construction Close-out:	\$ 80,000	Other (specify) Close-out:	10/31/2011
<b>Total Project Cost:</b>	<b>\$ 7,430,000</b>	<b>Estimated date of completion (i.e. open for use)</b>	<b>8/30/2010</b>

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained and status of current phases (i.e. PE at 30%):**

If this funding is obtained, this will allow us to fully complete the construction of this project. The current status of the project is 90% design.

**F. If unable to completely fill out Table D (Total Project Cost):** Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

**SECTION E: JOINT OPPORTUNITIES**

**Please explain how your project addresses the following:**

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency's project. Be specific. (*E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents.

No other private and/or publicly funded projects are associated with this project. Establishing the trail alignment has involved extensive City coordination with adjacent business / property owners and the Ballard Terminal Railroad. Our goal is to create a trail corridor that works for all parties, including predictability for future business planning.

- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

Yes. While some funds have been authorized for this project, it was always anticipated that additional funds would be needed. Without this grant, we will not be able to complete this project and it will be delayed indefinitely.

**SECTION F: PLANNING**

**Please explain how your project addresses the following:**

- Describe the planning process through which this project has been developed.

This project was first identified by citizens as a "planned" trail in 1984 in conjunction with the development of the Seattle Comprehensive Transportation Plan. In 1989, Ballard residents along with trail advocates again identified this as a priority trail. Subsequently, it was included in the Urban Trails Plan that was adopted by the Seattle City Council. Also, in 1989, funding for phases to the east of this project (Gas Works Park to Eighth Avenue Northwest) was included in the Open Space Bond issue that was passed by the voters.

In 1997 & 1998, the Ballard/Crown Hill neighborhood, along with 36 other Seattle neighborhoods, developed a neighborhood plan that was subsequently adopted by the Seattle City Council. The plan identified completion of this trail as one of the top priorities for the neighborhood. The City purchased the property for this project with Open Space funds in 1999. Parallel to the community planning process, the Seattle Bicycle Advisory Board along with the Cascade Bicycle Club identified this as one of their top trail project priorities.

On April 14, 2003, the Seattle City Council passed Resolution 30538 which reiterated Seattle's commitment to completing this "missing link" and described, in detail, the specific route for the trail. Subsequently, the trail was included in the Seattle Bicycle Master Plan which was adopted by the Seattle City Council on November 5, 2007.

- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT:** Provide specific citations and a copy of the appropriate pages and include dates of adoption.

**Seattle Bicycle Master Plan:** This project is included on the Seattle Bicycle Master Plan map, which was adopted by the Seattle City Council on November 5, 2007 (Resolution 31024). Two public meetings were held prior to adoption of the plan. Other specific citations include:

Action 1.2: Complete the Urban Trails and Bikeways System. SDOT should complete the Urban Trails and Bikeways system, as it includes a number of key components of the Bicycle Facility Network, such as completing the Burke Gilman Trail Missing Link. (p. 20; attached).

Objective 1: Develop and maintain a safe, connected, and attractive network of bicycle facilities throughout the city. The system will include ... completion of the Urban Trails and Bikeways System (pp. 6-7; attached).

Appendix A: Bicycle Facility Issues by Location (needs list): Completing the Burke Gilman Trail to Golden Gardens Park - this includes the missing link (p. 82; attached).

**Transportation Strategic Plan:** Originally adopted by Seattle City Council and signed by the Mayor in November, 1998, and then updated and readopted on August 15, 2005 (Resolution 30790) this plan specifically identifies completion of Seattle's Urban Trails System (which includes this project) as one of nine key strategies.

Comprehensive Plan Goals and Policies, 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. 84; attached).

Strategy B1 Complete and Preserve the City's Urban Trails System: In order to create an environment that is conducive to bicycling throughout Seattle, the City must complete those elements of the Urban Trails network that are planned but not yet built including...Burke-Gilman Trail – 11<sup>th</sup> Ave NW to Golden Gardens Park – includes the missing link (p. 85 attached).

**Crown Hill/Ballard Neighborhood Plan:** Adopted by Seattle City Council on 8-17-98 (Resolution #29775), this plan supports and endorses completion of the Burke-Gilman Trail (reference, pp. 9-11).

**Seattle Comprehensive Plan** (adopted by Seattle City Council in 1994): This project is consistent with numerous provisions in this plan, which also includes the Seattle Urban Trails System (of which this project is a part) as an integral element in facilitating bicycling and walking. Ten public meetings were held prior to adoption of this plan. Some specific citations include:

L2 Promote conditions that support healthy neighborhoods throughout the city, including those conducive to helping urban village, mixed-use communities thrive (p. LU-6; ).

T11 Provide adequate transportation facilities and services to promote and accommodate growth and change in urban centers, urban villages, and manufacturing/industrial centers. Seek to provide transit, walking and bicycling services and improvements to enable urban centers and urban villages to reach

growth targets in a way that minimizes single-occupant vehicle travel (p. T-7; ).

T45 Remove barriers to, and create incentives for, walking and bicycling for commuting, errands, other short trips, and recreation (p. T-22; ).

**Urban Trails Policies/System:** This project is included in the Seattle Urban Trails System plan, which was adopted by the Seattle City Council on September 23, 1991

- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website ([www.psrc.org](http://www.psrc.org)) for a list of Destination 2030 policies.

This project completes the final link in a trail system that meets the following Destination 2030 policies: It creates a balanced, multimodal transportation system that links centers (RT-8.1); it facilitates intermodal connections to transit (RT-8.2); it preserves a rail corridor that could otherwise be lost (RT-8.3); it provides an alternative to single-occupant vehicle travel along corridors connecting urban centers (RT-8.14); and, it completes the final link in a regionally coordinated network that connects centers (RT-8.33). It also meets the Destination 2030 Update policy which gives priority to non-motorized investments that fill gaps in the existing network and connect urban centers (p. 43).

RT-8.1 Develop and maintain efficient, balanced, multimodal transportation systems which provide connections between urban centers and link centers with surrounding communities by:

- o Offering a variety of options to single-occupant vehicle travel.
- o Facilitating convenient connections and transfers between travel modes.
- o Promoting transportation and land use improvements that support localized trip-making between and within communities.
- o Supporting the efficient movement of freight and goods.

RT-8.2 Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.

RT-8.3 Maintain and preserve the existing urban and rural transportation systems in a safe and usable state. Give high priority to preservation and rehabilitation projects, which increase effective multimodal and intermodal accessibility, and serve to enhance historic, scenic, recreational and/or cultural resources.

RT-8.14 Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban centers and along corridors connecting centers.

RT-8.33 Develop a regionally coordinated network of facilities for pedestrians and bicycles which provides effective local mobility, accessibility to transit and ferry services and connections to and between centers.

Destination 2030 Update, April 2007: Investing in Non-motorized Transportation: Priority investments are those that complete the non-motorized system by filling gaps in the existing network, creating connections to, and within, urban centers and developing intermodal connections (p. 43).

## SECTION G: 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.**

**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.

This project will reduce VMT by 171,925 miles per year. This corresponds to 148,899 lbs of avoided carbon dioxide emissions, 85 lbs of avoided hydrocarbon emissions, 718 lbs of avoided carbon monoxide emissions, and 61 lbs of avoided nitrogen oxide emissions. See attached methodology for air quality calculations.

Completion of the trail will not only eliminate SOV trips, but also will minimize the need for bicyclists to use NW Market St and Shilshole Ave NW, further simplifying the traffic mix. The total effect will be a more efficient flow of traffic through the corridor while non-motorized traffic gains a fully separate, parallel right-of-way. Some transit routes run in corridors along or near the trail and because bike racks are in place on Metro buses, transit use will also be enhanced.

## Attachment 1

### Mode Shift and Air Quality Calculations Attachment

Our methodology for estimating the carbon dioxide benefit can be categorized into the following steps:

- Step 1: Estimating the number of new, regular bicycle commute and utilitarian trips per day;
- Step 2: Estimating what the number of new daily bicycle trips corresponds to in terms of avoided SOV trips;
- Step 3: Estimating how many VMT (vehicle miles traveled) are avoided;
- Step 4: Estimating avoided CO<sub>2</sub> and pollutant emissions;

**Step 1A: New, daily bicycle commute trips.** Calculations are based on a facility that is approximately  $(3,250' / 5,280' = .62)$  miles long, from Vernon Pl to the Locks. We estimate that this .62 mile long corridor will attract 93 new bicycle commute trips daily. We arrived at this number using the following assumptions and calculations:

1.A.1. We assume that a new facility will attract new users within one mile. The area one mile to the north of the facility summed with the area within a one mile radius at the two end points of the trail (and subtracting bodies of water and parks within this radius) equals a “travel-shed” area of approximately 1.88 square miles.

1.A.2. Based on an estimate of the population for 2007 (source: Washington State Office of Financial Management), we estimate that the average population density of Seattle is 6,979 people per square mile.

1.A.3. We also know that out of the general population, 53.6% commute, regardless of travel mode (source: 2000 Census data). This results in a “universe” of 3,741 commuters per square mile. The population of commuters within an average 1.88 square mile area is 7,034.

1.A.4. From the 2000 Census data, we know that 1.9% of Seattle residents commute by bicycle; we estimate that 6.65% commute by bicycle at least occasionally (which is inclusive of the 1.6%). This estimate is based on prorating the 1990 Census figure of 5.6% by 18.75%, which is the percentage increase in the percent of residents that commute by bicycle in 2000 compared to the percent of residents that bicycle commute on a regular basis in the 1990 Census. The difference between the percentage that bicycle to work and the percentage that commute by bicycle at least occasionally equals 4.75% - these are people who are most likely to shift habits and bike commute regularly.

1.A.5. Based on a national Harris poll published in Bicycling Magazine, 26% of respondents stated that if bicycle facilities were improved, they would bicycle more for commuting purposes.

1.A.6. We therefore estimate that 26% of the 4.75% of the people that are most likely to bike commute regularly, would if this new segment of trail were constructed. This yields 87 new, daily bicycle commute trips along this .62 mile bicycle facility.  $(6,979 * .536 * 1.88 * .0475 * .26 = 87)$

### **Step 1.B: New, daily bicycle utilitarian trips**

1.B.1. Estimating utilitarian trips begins with the first three steps used to estimate commute trips, with the only difference being that we assume everyone takes utilitarian trips. The “universe” of people, therefore, equals 6,979 people per square mile times 1.88 square miles, or 13,124 people.

1.B.2. Based on a random phone survey conducted by the Seattle Department of Transportation, 9.3% of the population reported using their bicycle for non-commute utilitarian trips. We assume that utilitarian trips occur at the same rate for 365 days in a year.

1.B.3. Using the statistic mentioned in Step 1.A.5., we estimated that 26% of the 9.3% that bike for utilitarian purposes would do so regularly if this trail system were constructed.  $6,979 * 1.88 * 9.3\% * 26\%$  equals 317 new utilitarian bike trips per day.

## Step 2: Avoided SOV trips

2.A. Not every bicycle commute trip replaces a single occupancy vehicle trip. Consequently, we assume that every two bicycle commute trips replaces one SOV trip. This yields 43 daily SOV trips eliminated.

2.B. We assume that every three utilitarian bicycle trips replaces one SOV trip. This yields 106 daily SOV trips eliminated

2.C. Total avoided SOV trips = 77.

## Step 3: Avoided VMT

3.A. Based on 1990 Census data, the average round trip bike commute length in Seattle is 5.7 miles. Multiplying this by the number of SOV trips avoided results in avoided VMT.  $5.7 * 43 = 248$ .

3.B. We assume the average round trip utilitarian bike trip is 2.85, half the distance of the average round trip bike commute length.  $2.85 * 106 = 301$ .

3.C. We assume there are 250 commute days per year, and 365 utilitarian trip days per year. Multiplying daily avoided commute and utilitarian VMT by these factors, respectively, yields an annual VMT avoided figure. (171,925)

## Step 4: Avoided CO2 and pollutant emissions.

4.a. The average nationwide fuel economy for passenger vehicles in 2006 was 22.4 miles per gallon. Dividing VMT avoided by this figure yields the gallons of gasoline not combusted.

4.b. Applying the carbon content conversion factor for gasoline (19.4 lb. per gallon) yields pounds of CO2 emissions avoided per day.

4.c. Emissions of hydrocarbons (HC), carbon monoxide (CO), and nitrogen oxides (NOx) were calculated the same way. Grams of emissions per mile are listed below. Source: EPA's Mobile 5.0 model.

19.4	CO2 emissions: lbs per gallon of gasoline
5	Hydrocarbon emissions: grams per gallon of gasoline
42.48	Carbon monoxide emissions: grams per gallon of gasoline
3.58	Nitrogen oxide emissions: grams per gallon of gasoline

# Burke-Gilman Trail "Missing Link"

This project will complete the Burke-Gilman Trail, under development since 1978. The link will create a continuous regional multi-use facility from Puget Sound to Issaquah and serve nonmotorized commuters throughout north Seattle. Request: \$1 million



Shilshole Duwamish Trail will go to the right of the rail road tracks.



Seattle Urban Centers

