

# King Countywide 2014 FHWA Grant Program Application

**Important:** Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a 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).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

Resources: A [resource document](#) has been developed to assist sponsors in completing this online application for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: 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.

All applications must be submitted by **11:59p.m. May 7, 2014.**

## Project Information

### Project Title

Center City Protected Bike Lanes, Phase 1

### Transportation 2040 ID#

NA

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at Appendix N of the 2014 Transportation 2040 Update, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project List can be found [here](#).

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or [kscrivner@psrc.org](mailto:kscrivner@psrc.org).

### Sponsoring Agency

City of Seattle

### Co-Sponsoring Agency

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**Does sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?**

**More information on certification acceptance and a listing of current CA agencies can be found [here](#).**

Yes

No

**If not, which agency will serve as your CA sponsor?**

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## Contact Information

### Project Contact Name

Jim Storment

### Project Contact Phone

206-684-5013

### Project Contact Email

[jim.storment@seattle.gov](mailto:jim.storment@seattle.gov)

## Project Description

### Project Scope

**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.**

The City of Seattle will design and construct a protected bike lane primarily along 2nd Avenue and/or 4th Avenue for approximately two miles through the heart of the downtown commercial core. The scope of work includes rechannelization, installation of physical barriers to separate cyclists from vehicular traffic, signal work at intersections, and other improvements as needed. The design phase will include extensive public outreach, and final design may include a two-way protected bike lane on 2nd Avenue, a similar facility on 4th Avenue, or one-way facilities on 2nd Avenue and 4th Avenue to provide a couplet. The scope may also include one or more short east-west segments connecting the north-south corridor.

### **Project Justification, Need, or Purpose**

**Please explain the intent, need or purpose of this project. For example, what is the goal or desired outcome?**

Protected bike lanes (also known as cycle tracks) are widely considered the state-of-the-art cycling facility for urbanized areas, combining the separation and safety benefits of the shared-use path with the access benefits of the traditional city bike lane. Protected bike lanes are on-street bicycle facilities that are physically separated from adjacent motor vehicle traffic and distinct from the sidewalk. These facilities significantly and visibly increase riders' safety, and improve the comfort of urban cyclists - especially occasional riders or less-confident riders. They maximize potential mode shift, giving potential riders the highest possible degree of comfort and security in the urban environment.

Through its Bicycle Master Plan, the City of Seattle has identified protected bike lanes as the primary facility type for new bicycle infrastructure in the downtown area. In addition to providing greater separation from motorized traffic, protected bike lanes provide a visual cue to all users of the transportation system that bikeways are an important and well-integrated part of the system. The installation of protected bike lanes provides core facilities for the regional bike network, and enhances circulation in the region's economic heart. It also improves connections to the region's transit spine.

Protected bike lanes are an important part of creating an "all ages and abilities" network that will encourage a broader range of people to ride a bicycle for all types of trips. Research from Portland – a "twin city" in terms of climate, landscape, and attitudes toward cycling – suggests that 60% of people would use a bicycle for at least some trips if conditions were favorable. By providing separation from adjacent vehicle traffic, and enhancing intersection crossings, protected bike lanes can provide a high-quality facility that will allow newer and less experienced riders to travel comfortably in the central city.

Protected bike lanes also improve predictability and safety for all users of the roadway, and visibly increase the profile of the non-motorized modes. While bicycle lanes, sharrows, and similar treatments have helped significantly in recent years to support urban cycling and improve its safety, transportation planners and cycling advocates are increasingly turning to protected bike lanes as an important next step in developing an inviting cycling network – a network that truly attracts, rather than simply accommodates, a wide range of potential cyclists.

Based on a summary of local, national, and international best practices, the City of Seattle has developed a master plan that directs significant investments over the next decade to construct protected bike lanes throughout the downtown core and other dense urban neighborhoods. This project also capitalizes on a

regional investment in Puget Sound Bike Share, which is scheduled to kick off in 2014 with stations throughout the South Lake Union neighborhood and the northern part of downtown. The bike share program will put even more casual and unfamiliar riders onto the cycling network in these areas – riders who would benefit from protected bicycle lanes.

In May 2015, Mayor Murray directed staff to expedite the delivery of this project by installing a temporary protected bike lane along 2nd Avenue. These types of pilot projects, usually accomplished with traffic cones and temporary signage, help to produce very high-quality, context-sensitive designs for permanent facilities. They give substantial aid to traffic engineers in determining signalization and traffic flow impacts, safety issues, and effective ways to transition to new traffic flow patterns during construction and project opening. This proactive move to quicken project delivery also speaks to the city's level of commitment to the stated objectives of this project.

## Project Location

### Project Location

**For example, please include street, route or trail name, or other identifiable location.**

2nd Avenue and/or 4th Avenue

**Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable.**

### Crossroad/landmark nearest to the beginning of the project:

Broad Street

### Crossroad/landmark nearest to the end of the project:

South Jackson Street

**Please identify the center(s), regional and local, the project is located in or supports.**

Refer to PSRC's [centers page](#) for more information on the regional centers.

The project site is located within the regionally-designated Downtown Seattle Regional Growth Center and three of its adjacent locally-designated centers: Belltown, Commercial Core, and Pioneer Square.

## Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless

the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found [here](#).

**Please select the appropriate project category (rural or urban) followed by the corresponding functional classification.**

Urban Functional Classification (Population over 5,000)

**You have selected Rural. If this is not the appropriate classification, please go back and change your selection.**

**Please select the appropriate rural classification.**

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**You have selected Urban. If this is not the appropriate classification, please go back and change your selection.**

**Please select the appropriate urban classification.**

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## Plan Consistency

**All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to [PSRC's Plan Review](#) page or contact Yorik Stevens-Wajda at 206-464-6179**

**Is the project specifically identified in a local comprehensive plan?**

Yes

No

**If yes, indicate 1) plan name 2) relevant section 3) page number.**

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**If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.**

The Seattle Department of Transportation relies on three key planning documents to gain input from citizens and other stakeholders, establish goals and policies, and prioritize investments in its cycling network. First, the city-wide Comprehensive Plan establishes an over-arching vision and broad goals. Second, the Transportation Strategic Plan identifies more specific policies to implement the City's vision. Finally, the Bicycle Master Plan identifies specific project types and investment priorities. The following excerpts demonstrate the City's strong commitment to creating a bike-friendly city in general, and

investing in downtown cycletracks more specifically.

#### Goals and Policies from the Comprehensive Plan

T6, "Allocate street space among various uses (e.g., traffic, transit, trucks, carpools, bicycles, parking, and pedestrians) according to Complete Streets principles, set out in Ordinance 122386, to enhance the key function(s) of a street as described in the Transportation Strategic Plan."

TG3, "Promote safe and convenient bicycle and pedestrian access throughout the transportation system."

T11, "Designate, in the Transportation Strategic Plan, a bicycle classification network to accommodate bicycle trips through the City and to major destinations. Designate as follows:

- Urban Trails: a network of on- and off-street trails that facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle neighborhoods...
- Streets: an on-street bicycle network that connects neighborhoods and urban centers and villages and serves major inter-modal connections."

TG15, "Increase walking and bicycling to help achieve City transportation, environmental, community and public health goals."

TG16, "Create and enhance safe, accessible, attractive and convenient street and trail networks that are desirable for walking and bicycling."

T30, "Improve mobility and safe access for walking and bicycling, and create incentives to promote non-motorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations."

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."

T36, "Promote safe walking, bicycling, and driving behavior through education, enforcement and engineering design, in order to provide public health benefits and to reinforce pedestrian, bicycle and motorist rights and responsibilities."

#### Excerpts From the Transportation Strategic Plan

3.3B, "The City of Seattle has a long history of supporting bicycling. Seattle has bicycle lanes and shared multi-use paths such as the Burke-Gilman Trail. Bicycle parking and other end-of-trip facilities are required or given incentives through the Land Use Code. The City also supports bicycling through the Bicycle Spot Improvement Program, which installs bike racks in public rights-of-way in business districts and develops small projects that address emerging needs to facilitate bicycling. Although these efforts are important to serve our existing bicycling community, the City must work to expand the use of bicycling for everyday transportation in order to meet Comprehensive Plan mode split goals. Bicycling is healthful, flexible, convenient, inexpensive, and fun. It also helps meet Seattle's growing transportation demands. As urban growth continues, bicycling can reduce pressure on roads and transit systems. About 6,000 people currently bicycle to work in Seattle. Although this is a healthy number of cyclists, it represents only 1.3% of commuters going to work on average. Experience in other cities, both within the United States and abroad, demonstrates that bicycling has much greater potential, and that Seattle can increase bicycling by making a broad concerted effort as part of our overall transportation plan. This section includes strategies that continue and expand Seattle's commitment to bicycling for transportation and recreational purposes." (Since publication of this report, the percentage of commuters traveling by bicycle has risen to 3.5% from the 1.3% described in this quote.)

B4, "Thousands of commuters bicycle to and through Center City neighborhoods each day, many more would be regular bicycle commuters in a more accommodating environment. Center City neighborhoods are poised to see rapid growth in residential development. Many more residents living near downtown jobs and attractions present an opportunity to shift many more trips to bicycling. However, a shift to bicycling requires that the Center City environment be inviting to a broad range of bicyclist skills and comfort levels. Maximizing the use of bicycles in the Center City reduces traffic demands in congested areas and frees capacity on transit systems. At a minimum, facilities should be established linking all

major corridors and points by which bicyclists enter and leave the Center City."

Excerpts From the Bicycle Master Plan, Bicycle Network Development Section

"The proposed bicycle network map is the result of a collaborative planning process involving both extensive public input and technical analysis work. The overall goal of the network map is to plan, design, and ultimately build a bicycle network that implements the goals of the Bicycle Master Plan... Members of the public were very clear about the types of bicycle facilities they wanted, and where they thought improvements should happen. The project team also considered other data, including:

- The location of current bicycle facilities and proposed facilities identified on the 2007 Bicycle Master Plan map.
- Connections between key destinations and clusters of key land uses that are likely to generate high bicycle ridership. These include major employers, schools, transit hubs, and others..."

Excerpts from the Bicycle Master Plan, Strategies and Actions Section

"The strategies and actions below provide direct, clear steps the city can take to implement the proposed bicycle network....

Strategy: Implement the on-street bicycle facility network...

Actions... Develop cycle tracks. Implementation may be phased as a buffered bike lane in the near term, with the addition of a physical separation between motorist and people riding bikes at a later stage."

## Category Specific Questions

Select one of the following three criteria categories that best fits your project.

Regional or Locally Designated Center

NOTE: Once a selection is made, you will be taken to a new page to enter additional information based on the category selected.

## Designated Regional or Local Center

**You have selected Designation Regional or Local Center. If this is not the appropriate classification, please go back and change your selection.** In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

## A1. Regional or Local Center Development

**Please address the following:**

- Describe how the project will support the existing and planning housing/employment densities in the regional or local center.

**• Describe how the project will support the development/redevelopment plans and activities of the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.**

**• Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.**

The City of Seattle is poised for explosive growth and development. King County's Growth Management Planning Council estimates that 86,000 housing units and 146,700 jobs will be added over the next 25 years. However, recent trends show a potential for even more substantial gains. Several Center City neighborhoods, including the adjacent Capitol Hill and South Lake Union neighborhoods, are reaching their 20-year and 25-year population estimates far ahead of even these aggressive projections. The last decade brought a 31% increase in housing units in the Commercial Core, where most of the project site is located. While these gains were typical of most Center City neighborhoods, some adjacent neighborhoods within the reach of this project were far higher: 213% in South Lake Union, and 220% in Denny Triangle.

Seattle's Comprehensive Plan embraces this change – and it offers strong guidance on a growth strategy for the city, as well as specific locations for future growth: “Where this growth occurs has enormous impacts on local and regional environmental quality, neighborhood quality-of-life, economic opportunity, and the overall costs of development. For example, recent studies show that urban sprawl increases the use of motor vehicles, which further degrades air quality, and leads to growing public health concerns such as obesity and asthma.” The plan goes on to outline specific goals that will allow the City to realize this vision:

- “reduce dependence on private motor vehicles (the emissions from which are the number one source of air pollution and climate-altering greenhouse gases in the Puget Sound region, as well as a major source of water pollution)”
- “improve public health by promoting walking and bicycling”
- “reduce the costs of building and maintaining public infrastructure and services, such as roads...”

Employment growth is also strongly tied to cycling in the downtown core. Over 200,000 employees commute to jobs in downtown Seattle each weekday, and bike-friendly infrastructure clearly induces a mode shift toward commuting by bicycle. Seattle has already seen a 59% increase in cycling since 2011, and these gains have helped Seattle join a very small group of cities nationwide where more than half of commuters to the city don't arrive by personal vehicle. Increased rates of cycling enable a wide range of other mobility and air quality improvements as well. First, a growth in cycling promotes transit use. Second, decreases in parking demand for private vehicles leaves more of the city's valuable real estate for other uses. Bicycles require only a fraction of the space required by a car, either in motion or parked. This factor becomes especially significant in areas where space is in high demand for vehicular parking.

Finally, newer evidence suggests that the presence of cycling facilities alone will increase the attractiveness of downtown properties, spurring more growth in designated regional centers. Property values typically rise incrementally based on proximity to cycling facilities. While such research is still in its infancy, early results are suggesting that most properties will gain around half-a-percent in value by being located a quarter-mile closer to cycling options. All of these data are important in an area that contains high concentrations of eight out of 10 of the region's “industry clusters”: Business Services, Clean Technology, Information Technology, Life Sciences/Global Health, Maritime, Philanthropies, Tourism/Visitors, and Transportation/Logistics.

## A2. Project's Benefit to the Regional or Local Center

### Please address the following:

- Describe how the project remedies a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)?
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

The construction of protected bicycle lanes in downtown Seattle is intended to dramatically increase bicycle riding in Seattle by providing facilities that will attract people who are currently interested in traveling more bike, but are uncomfortable in standard painted bicycle lanes on busy streets. Seattle is remarkably receptive to cycling. Its pro-environment, earth-friendly outlook make the city a recognized leader in cycling activity and advocacy. However, the majority of potential riders and casual riders are still ambivalent, especially about riding in downtown or other busy areas. They are interested in cycling, or cycling more than they currently do, and will choose to ride when the conditions are attractive enough. As described above, this "ambivalent" group appears to make up approximately 60% of the adult population. Safety is an important factor in decisions this group will make about mode choice, and protected bike lanes, with their separated and exclusive space for cyclists, invite users of all ages and abilities to either experiment with cycling, or adopt cycling as a primary transportation mode.

Large numbers of commuters are expected to use protected bike lanes simply due to the high volume of bicycle commuters already in the downtown area, and they will benefit from the increase in safety and predictability. In addition, separation from vehicular traffic is very important to riders of all ages and abilities, and is especially critical to those riders who would feel the most vulnerable. This includes the youngest and oldest riders, those with mobility impairments, recent immigrants or other residents with limited English proficiency, and poorer residents without the financial means to own and operate a personal car. These audiences are much more likely to be dependent on cycling, walking, or transit. They are also much more likely to be truly vulnerable, in addition to feeling more vulnerable, when interacting with heavy vehicular traffic.

Finally, downtown protected bike lanes are strongly supported by community input and other stakeholders. The Downtown Seattle Association (DSA) writes that 2nd Avenue is "an essential piece of infrastructure to the Downtown community. Yet it is universally recognized as being in need of improvements for safety, aesthetics, and ease of use. As a one-way, downhill, left-hand bike lane on a busy commuter street, it intimidates all but the most fearless commuters. Building a world-class cycletrack on 2nd Avenue will dramatically improve bicycle access to and through our Downtown." The DSA's support was instrumental in having Seattle named as a Green Lane City in 2014, which identifies

it as one of six cities in the nation that are front-runners in innovative and progressive bike-friendly designs.

## A3. Circulation Within the Regional or Local Center

### Please address the following:

- Describe how the project improves safe & convenient access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods.
- Describe how the project will improve circulation and enhanced opportunities for active transportation within the center regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

During early design phases, the City is contemplating design options that include a two-way protected bike lane on 2nd Avenue, a similar facility on 4th Avenue, or constructing one-way facilities on each of these streets to form a couplet. These facilities will be integrated with planned north-south protected bike lanes on 7th Avenue as well as east-west planned protected bike lanes on some combination of Pike Street, Union Street, Seneca Street, and Spring Street. Together, these facilities will form a complete network traversing the Central Business District.

The 2nd Avenue/4th Avenue project is the first part of an integrated system that will offer protected bicycle lanes throughout the downtown core. Locations for protected bike lanes have emerged from an extensive planning effort, and they follow the “core network” principle: offering direct or near-direct access to all major sites in the area, as well as connections to other major components of the citywide and regional cycling network. When complete, the core network would ensure that riders can navigate through the downtown area comfortably in facilities design to provide separation from moving vehicles and from pedestrians.

All roadway and sidewalk users will benefit from a more organized and more predictable traveling environment. Pedestrians see fewer cyclists on sidewalks, and drivers notice that their task is less complex when cyclists are in a predictable and consistent protected bicycle lane. Many commuters find

that public transit becomes more viable when attractive options are available for their “last mile,” so transit ridership tends to increase in conjunction with improved cycling facilities. Of course, increased transit ridership leads to a higher fare-box recovery rates and a more cost-effective public transit system overall. Finally, the installation of protected bike lanes can come with new opportunities for greenery and other beautification. These beautifications clearly are enhancements to the neighborhoods where they are placed, and they also serve as subtle traffic-calming devices that can promote safety without resorting to more invasive or expensive traffic-calming tools. In sum, all users of the right-of-way are anticipated to enjoy the benefits of this improved cycling infrastructure.

As described in the previous section, cycling has the potential to grow significantly by attracting people who are currently interested in riding, but concerned about riding immediately adjacent to, or mixed with, vehicle traffic. Existing facilities, putting cyclists in close proximity to trucks, buses, and cars, are not attractive to many potential riders. The sense of personal risk, or at least discomfort, is simply too great and protected bicycle lanes will make cycling a more viable option for many potential user groups.

Likewise, while the project scope does not have a specific parking component, the project has indirect impacts on parking. Bikes require about one-sixth of the space of a parked car. Fewer parked cars and more parked bikes means an increase in productive land space, more available parking for auto drivers, lower parking rates, and a concurrent economic boost for all downtown businesses and stakeholders.

## Manufacturing/Industrial Center

**You have selected Manufacturing/Industrial Center. If this is not the appropriate classification, please go back and change your selection.** In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC’s FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

### B1. Development and Users Benefit

**Please address the following:**

- Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted Regional Economic Strategy.
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the

President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

## B2. Mobility and Accessibility Benefit

Please address the following:

- Describe how the project provides and/or enhances opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.
- Describe how the project improves safety and reduces modal conflicts to help achieve a seamless system.
- Describe how the project improves access for one or more modes to major employment sites, including opportunities for active transportation.
- Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

## Corridor Serving Center(s)

**You have selected Corridor Serving Center(s). If this is not the appropriate classification, please go back and change your selection.** In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

## C1. Benefit to Regional, Local, or Manufacturing/Industrial Center

**Please address the following:**

- Describe how this project will benefit or support the housing and employment development in a regional or local center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.
- Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities and/or areas experiencing high levels of unemployment or chronic underemployment.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

## **C2. System Continuity/Long-Term Benefit and Sustainability**

**Please address the following:**

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. Describe the problem and how this project will remedy it.
- Describe how this project provides a “logical segment” that links to a regional, local, or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to/from a center.
- Describe how this project will relieve pressure or remove a bottleneck on the transportation system and how this will positively impact overall system performance.
- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

# Air Quality and Climate Change

**You have not selected a category and these questions were skipped. Please go back and make your selection.**

Additional guidance on the evaluation of air quality and climate change benefits is available [here](#), in addition to the information contained in the [2014 King Countywide FHWA Project Evaluation Criteria](#).

**Please describe how your project will reduce emissions. Include a discussion of the population served by the project (who will benefit, where, and over what time period). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.**

**Please select all of the elements in the list below that are included in the project's scope of work, and provide the requested information in the text box below.**

- Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)
- Roadway Capacity (general purpose and high occupancy lanes)
- Transit
- Bicycle/Pedestrian Facilities
- Intelligent Transportation Systems (signalization, etc.)
- Alternative Fuels or Vehicle Technology
- Other

- **Diesel Particulate Emissions Reduction Projects:** Describe the types of vehicles, vessels, engines, duty cycles, etc. being addressed. Describe the emissions vintage of the existing engines, and the number of vehicles to be addressed. Describe how often they are used, where they are used, how much fuel is consumed annually and when the benefits from this project will occur.
- **Roadway Capacity (general purpose and high occupancy lanes):** Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc. Describe the transit routes currently using the facility and anticipated in the future. Does this project connect to or expand an existing high occupancy vehicle or business access transit lane system? What is the length of the project and the population served? What source of data indicates the expected conversion of single occupant vehicle trips to transit or carpool?

- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): Describe the current transit ridership in the project area. Describe the current transit routes serving the project area, including average trip length. If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. Describe the population served that will be expected to use the new/improved service. What source of data indicates the expected conversion of single occupant vehicle trips to transit?
- Bicycle/Pedestrian Facilities: Describe the length of the proposed facility, including connections to other nonmotorized facilities and to the larger nonmotorized system. Describe the expected travel shed (i.e., land use and population surrounding the project). Does the facility connect to transit? What is the expected population served, and what source of data indicates the expected conversion of single occupant vehicle trips to this mode?
- Intelligent Transportation Systems: Describe the existing conditions in the area, including level of service, average daily traffic, average speed, etc. Describe how the project is expected to improve traffic flow through improved speeds, reducing idling, reducing accidents, etc. What is the percentage of heavy trucks using the facility? Does the project improve traffic flow for particular modes ( e.g. HOVs) or types of vehicles ( e.g. transit buses or freight trucks)? What are the transit routes along the corridor, and will this project improve transit reliability on the corridor?
- Alternative Fuels or Vehicle Technology: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The proposed facility will extend approximately 1.6 miles north and south through Seattle’s downtown core. It is the first piece of a network in the Central Business District, which will connect to the regional cycling network in every direction. Traditional bike lanes and trails extend in three directions from downtown Seattle: north, south, and east. Even to the west, where downtown Seattle is bordered by Puget Sound, protected bike lanes would offer connectivity to the ferry system. Washington State Ferries serve as one of the region’s busiest “cycling routes,” with more than 200,000 cyclists using the ferries each year as part of their non-motorized trip. This downtown project capitalizes on significant investments that Seattle has made in recent years to encourage cycling to downtown, including the Mountain-to-Sound Trail, E-3 Busway Trail, Beacon Hill Greenway, Thomas Street Overpass, and numerous other similar projects.

The facility also will offer connections to some of the most heavily used transit routes in the region. Thousands of buses, and tens of thousands of transit riders, travel within a block of this new facility each

day. Along 3rd Avenue alone, over 80,000 people board or de-board buses each day. This represents a massive “market” for non-motorized facilities on these corridors, and also gives evidence to the project’s benefits for users other than cyclists. With this amount of transit activity, sidewalks are frequently clogged to the point of being nearly impassible during peak periods, and this has the expected impacts of reduced pedestrian mobility, reduced safety when bikes must interact with walkers, and reduced business activity as would-be shoppers have difficulty accessing local businesses. Protected bike lanes in this area also will serve a great variety of populations. On Seattle’s existing bike network, professionals and executives are common users, as well as lower income and even homeless populations.

Seattle relies on a variety of sources to estimate induced mode shift, or the number of new riders that likely will choose cycling due to new or improved facilities. A research analysis, published in 2013 by the Transportation Research Board, indicates that roughly 35% to 60% higher ridership is expected on roads with cycling facilities. This range is due to a large number of variables, such as the pre-project condition, the attractiveness of the new facility, and the presence or absence of similar facilities nearby. A report from People for Bikes, a cycling advocacy organization, also shows that protected bike lanes increased ridership substantially. In their studies, these types of facilities increased ridership from about 55% up to well over 200%. Again, the results were dependent on a number of variables, including the type of cycling facilities that were in place before the protected bike lanes. While these data and other similar reports don’t point to a precise number of anticipated users, the network of protected bike lanes in Seattle will be a game-changer for downtown cycling under any foreseeable scenario.

## Financial Plan & Project Readiness

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project’s readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

**Funding Request:** Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

**Funding Requirements:** A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

**Obligation Requirements:** Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC’s project tracking policies [here](#).

## PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the funding source, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

**Funding Source**

STP

CMAQ

**Phase**

Construction

**Year**

2016

**Amount Requested**

\$ 5,000,000

**Total PSRC Funding Request:**

\$ 5,000,000

## Total Estimated Project Cost and Schedule

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. **PSRC's definitions and guidance for determining secure and reasonably expected funds may be found [here](#).**

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available [here](#) and upload in the area below.

## Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

**Funding Source**

**Funding Status**

**Funding Amount**

Total Planning Phase Cost:

\$ 0

Actual or estimated date of completion (month and year):

-

## Preliminary Engineering/Design Phase

Funding Source	Funding Status	Funding Amount
Local	Secured	\$ 3,000,000

Total Preliminary Engineering/Design Phase Cost:

\$ 3,000,000

Actual or estimated date of completion (month and year):

March 2016

## Right of Way Phase

Funding Source	Funding Status	Funding Amount
----------------	----------------	----------------

Total Right of Way Phase Cost:

\$0

Actual or estimated date of completion (month and year):

-

## Construction Phase

Funding Source	Funding Status	Funding Amount
Federal (CMAQ request)	Unsecured	\$ 5,000,000
Local	Secured	\$ 11,000,000

Total Construction Phase Cost:

\$ 16,000,000

Actual or estimated date of completion (month and year):

December 2017

## Other Phase

**Funding Source**

**Funding Status**

**Funding Amount**

Total Other Phase Cost:

\$ 0

Actual or estimated date of completion (month and year):

-

## Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

**Total Estimated Project Cost:**

\$ 19,000,000

**Estimated Project Completion Date (month and year):**

December 2017

## Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

[xnHyCT0V\\_CIP\\_Excerpt\\_for\\_CCPBL.pdf](#)

-

-

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.

For more information, refer to PSRC's [financial constraint guidance](#).

## Project Readiness

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to identify those requirements and assist sponsors to:

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

In the following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

## Project Readiness

Are you requesting funds for ONLY a planning study or preliminary engineering?

Yes

No

Is preliminary engineering for the project complete?

Yes

No

What was the date of completion (month and year)?

-

Have preliminary plans been submitted to WSDOT for approval?

Yes

No

**When are preliminary plans expected to be complete and approved by WSDOT (month and year)?**

January 2016

**Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

-

## Project Readiness

**What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**

Environmental Impact Statement (EIS)

Environmental Assessment (EA)

Documented Categorical Exclusion (DCE)

Categorical Exclusion (CE)

**Has the NEPA documentation been approved?**

Yes

No

**Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

December 2015

## Project Readiness

**Will right of way be required for the project?**

Yes

No

**How many parcels do you need?**

-

**What is the zoning in the project area?**

-

**Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**

-

**Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**

Yes

No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

-

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:

- True cost estimate of right of way
- Right of way plans (stamped)
- Relocation plan
- Right of way certification
- Right of way acquisition
- Certification audit by Washington State Department of Transportation Right of Way Analyst
- Relocation certification, if applicable

-

## Project Readiness

Are funds being requested for construction?

Yes

No

Do you have an engineer's estimate?

Yes

No

Please upload a copy of your engineer's estimate below.

-

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

DCE

Are Plans, Specifications & Estimates (PS&E) approved?

Yes

No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).

December 2015

When is the project scheduled to go to ad (month and year)?

February 2016

## Other Considerations

Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.

-

## File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

[00z6LX7w\\_CenterCityPBLMap.pdf](#)

-

-

## Final Review

Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the May 7th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

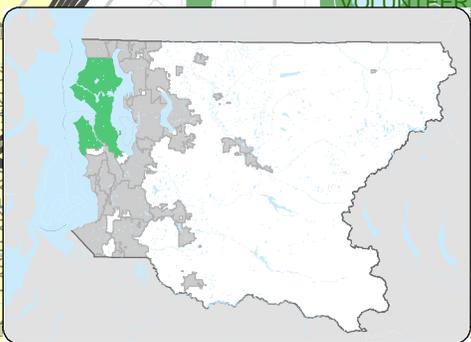
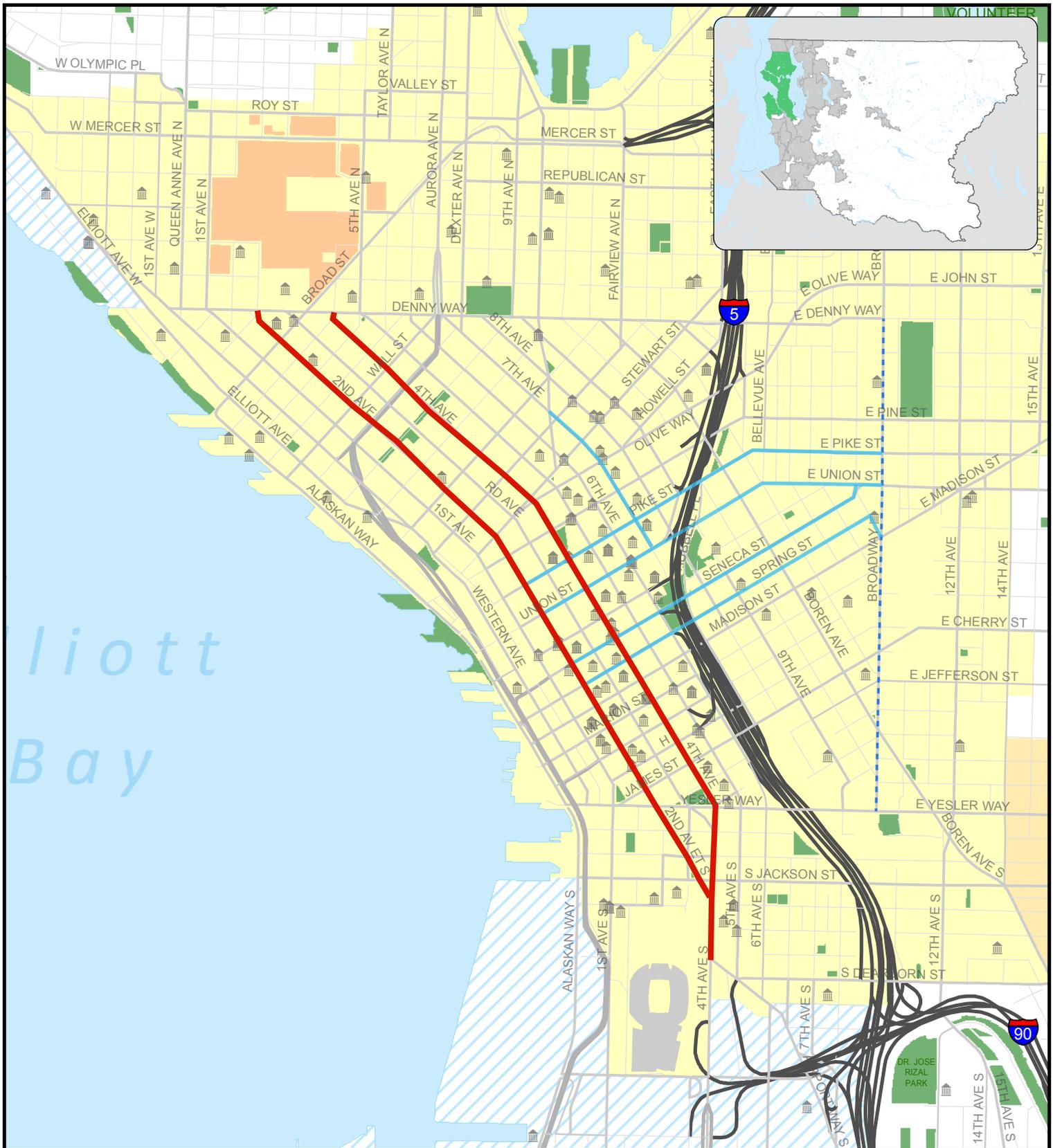
## Seattle Department of Transportation

### Project Summary

BCL/Program Name									
Project Title & ID	LTD Actuals	2013	2014	2015	2016	2017	2018	2019	Total
<b>Debt Service Program</b>					<b>BCL/Program Code:</b>				<b>18002D</b>
Debt Service - CRF (TC320060)	14,853	1,361	1,362	1,362	1,346	1,344	850	852	23,332
<b>Debt Service Program</b>	<b>14,853</b>	<b>1,361</b>	<b>1,362</b>	<b>1,362</b>	<b>1,346</b>	<b>1,344</b>	<b>850</b>	<b>852</b>	<b>23,332</b>
<b>Major Maintenance/Replacement</b>					<b>BCL/Program Code:</b>				<b>19001</b>
Arterial Asphalt and Concrete Program (TC365440)	159,942	31,811	8,202	4,599	19,350	19,350	19,350	19,350	281,954
Arterial Major Maintenance (TC365940)	16,179	6,156	7,940	5,350	2,900	2,900	2,900	2,900	47,225
<b>Bike Master Plan Implementation (TC366760)</b>	<b>19,829</b>	<b>11,214</b>	<b>6,483</b>	<b>5,579</b>	<b>5,648</b>	<b>5,756</b>	<b>5,929</b>	<b>6,071</b>	<b>66,509</b>
Bridge Load Rating (TC365060)	2,619	300	265	272	281	290	299	308	4,625
Bridge Painting Program (TC324900)	16,214	3,748	2,135	2,135	2,135	2,135	2,135	2,135	32,772
Bridge Rehabilitation and Replacement (TC366850)	60,071	7,738	3,684	10,565	16,610	150	0	0	98,818
Bridge Rehabilitation and Replacement Phase II (TC367450)	0	0	500	0	5,900	5,900	5,900	5,900	24,100
Bridge Seismic - Phase III (TC367300)	0	95	0	0	2,800	2,800	2,800	2,800	11,295
Bridge Seismic Retrofit Phase II (TC365810)	22,815	16,936	0	0	0	0	0	0	39,751
Hazard Mitigation Program - Areaways (TC365480)	4,880	638	327	336	345	354	363	372	7,615
Hazard Mitigation Program - Landslide Mitigation Projects (TC365510)	6,499	1,052	412	416	421	427	440	453	10,120
Miscellaneous, Unforeseen, and Emergencies (TC320030)	1,123	1,936	0	0	0	0	0	0	3,059
Non-Arterial Asphalt Street Resurfacing (TC323920)	2,082	769	2,274	1,282	785	788	792	796	9,568
Non-Arterial Concrete Rehabilitation (TC323160)	2,493	916	1,410	1,420	926	933	941	970	10,009
Retaining Wall Repair and Restoration (TC365890)	3,946	921	212	212	212	212	212	212	6,139
Rubble Yard Facilities Relocation (TC367340)	723	172	0	0	0	0	0	0	895
Sidewalk Safety Repair (TC365120)	12,158	2,233	2,326	1,047	2,037	2,088	2,151	2,215	26,255
South Park Bridge (TC365780)	811	400	15,000	27	10	0	0	0	16,248
Street Lighting Program (TC366900)	0	0	0	1,000	1,000	1,000	1,000	1,000	5,000

\*Amounts in thousands of dollars

**2014 - 2019 Adopted Capital Improvement Program**



Legend			
	Center City Protected Bike Lanes, Phase I		Qwest Field
	Center City Protected Bike Lanes, Future Phases		Seattle Center
	Broadway Protected Bike Lanes		Parks
	Large Employers		Urban Center
	Interstate Freeway		Urban Village
	State Highway		Manufacturing Industrial
	Principal Arterial		
	Minor Arterial		
	Collector Arterial		
	Non-Arterial		



0 0.1 0.2 0.3 0.4 Miles

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Coordinate System: State Plane, NAD83-91, Washington, North Zone

PLOT DATE : 2/26/14  
 AUTHOR: P&P GIS  
 J:/GIS/GIS Projects/Grants

# Center City Protected Bike Lanes