

Section V.d. 2014 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

❖ Nonmotorized Program

This application is available on the King County Department of Transportation website at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

****Please read this section before completing the application****

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 countywide funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the countywide competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Attach your completed application to an email and send it to kcgrantcompetition@kingcounty.gov. All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014**.

Please note: the project budget spreadsheet is a required attachment, the budget spreadsheet can be downloaded from the following website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

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. **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

If you have questions please contact Peter Heffernan at 206-477-3814 or peter.heffernan@kingcounty.gov

Section VI.c. 2014 King County 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/2014KCountywideCFP.aspx>

PROJECT DESCRIPTION INFORMATION

1	Project Title: 7 th Avenue Protected Bike Lane <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104th Ave NE to 124th Ave NE))</i>
2	Sponsoring Agency: City of Seattle Also identify any co-sponsor(s):
3	Project Contact Person: Jim Storment Address: 700 5 th Ave, Suite 3800 Phone: 206-684-5013 Fax: E-Mail: jim.storment@seattle.gov

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

4 Project description. Please distinguish between the scope of the project and the justification and/or need for the project.

a. 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 Seattle Department of Transportation will design and build a protected bicycle lane on 7th Avenue between Westlake Avenue (on the north) and Union Street (on the south), a distance of approximately five blocks. The project will extend the protected bike lane that is currently being designed and built in the right-of-way by a private developer on two blocks of 7th Avenue immediately north of Westlake Avenue. North of the privately built protected bike lane, 7th Avenue has buffered bicycle lanes that are part of a heavily used bicycle route. The specific outcome of this project will be a protected bicycle facility in downtown Seattle that will encourage a broader range of people to travel by bicycle.

b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

The City of Seattle has identified protected bike lanes as the main facility type for new bicycle facilities in the downtown area. Protected bike lanes are on-street bicycle facilities that are separated from adjacent motor vehicle traffic and from pedestrians. In addition to providing greater separation from motorized traffic, protected bike lanes provide a visual cue to all users of the transportation system that cyclists are an important and well-integrated part of the system.

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 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, improving predictability and safety for all users of the roadway, and visibly increasing the validity and importance 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 a network that truly attracts, rather than simply accommodates, more riders.

Based on a summary of local, national, and international best practices, the City of Seattle has developed a master plan to invest significantly over the next decade to construct protected bike lanes throughout the downtown core and other dense urban neighborhoods. The 7th Avenue Protected Bike Lane 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. This program will put even more casual and unfamiliar riders onto the cycling network in these areas.

The 7th Protected Bike Lane was selected as one of the first to be planned for downtown because it leverages the private investment being made in the corridor, and because it extends a high-quality bicycle facility on a very heavily used bicycle corridor. The desired outcome is to accommodate the current high level of ridership and to encourage even more ridership in this corridor.

<p>5</p>	<p>Project Location: 7th Avenue</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: Westlake Avenue <i>(Identify landmark if no crossroad)</i></p> <p>c. Crossroad/landmark nearest to end of project: Union Street <i>(Identify landmark if no crossroad)</i></p>	
<p>6</p>	<p>Map: 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>	
<p>7</p>	<p>Federal Functional Classification Code <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>	
	<p style="text-align: center;"><u>Rural Functional Classifications</u> <u>(“under 5,000 population”)</u></p> <p style="text-align: center;">(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> <u>(“over 5,000 population”)</u></p> <p style="text-align: center;">(Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input 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 checked="" 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>
	<p>NOTE: <u>Federally Funded Projects.</u> <i>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”.</i></p> <p><i>Examples of Exceptions:</i></p> <ul style="list-style-type: none"> • <i>Any bicycle and/or pedestrian project.</i> • <i>Projects <u>not</u> on a roadway and using CMAQ or other funds</i> • <i>Any transit project, including equipment purchase and park-and-ride lot projects.</i> 	

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 2014 STP/CMAQ King County 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, 2014. 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.

Application length: Please be as brief as possible but provide sufficient information on your project, 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 kcgrantcompetition@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Preservation, Non-motorized). All applications will be posted to the King County Web site. All applications must be submitted by 11:59 p.m., Wednesday, May 7, 2014.

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 Section IVb, Evaluation Criteria for Countywide Grant Programs, Non-Motorized 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

A. Please explain how your project addresses the following:

• Center Development

- Describe how the project will advance or support non-motorized modes within the center.
- Describe how the project or program will enhance or support the potential for increased housing/employment densities in the center.
- Describe how the project furthers the objectives and aims of existing adopted policies and plans for the center.
- Describe the level of public access to the project (for example, current and future land use in the vicinity of the facility such as schools, residences, commercial, retail, tourist areas, etc. that would be expected to provide utilization of the facility).

ADVANCING OR SUPPORTING NON-MOTORIZED MODES

The project is located within the Downtown Seattle Regional Growth Center, the densest of all of the Puget Sound Regional Council's urban growth centers. With high levels of ridership already, and the Puget Sound Bike Share program scheduled to launch here next year, it is arguably the most critical area in the region for ensuring that cycling is a safe, attractive, and well-supported transportation option. The project helps to complete a bicycle corridor that connects Downtown to the South Lake Union Urban Center and other parts of the non-motorized network via Dexter Avenue, one of the most heavily-traveled bicycle corridors in the City.

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 neighborhood, 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. 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, for example.

ENHANCING OR SUPPORTING HOUSING/EMPLOYMENT DENSITIES

In addition to the transportation objectives described above, the 7th Avenue Protected Bike Lane will help the City progress toward its land use goals as described within its Comprehensive Plan. The neighborhood's economic development and land use goals cannot realistically be achieved without investments that will substantially change mode split. The land use density and the sense of vitality that are envisioned for the downtown area are not feasible if motorized vehicles are the dominant travel mode. Strong transit support, as well as extensive use of the sidewalks, bicycle facilities, and the other elements of the non-motorized transportation system, are necessary to prevent frequent gridlock. As described above, the construction of protected bicycle lanes in Seattle remedies one of the foremost impediments to cycling: the real or perceived hazards that cyclists must face when sharing the roadway with large motorized vehicles. Seattle is remarkably receptive to cycling. Its pro-environmental, earth-friendly outlook make the city a recognized leader in cycling activity and advocacy. However, the majority of potential riders are still ambivalent. They are not

committed to cycling, but they will choose cycling when the conditions are attractive enough. This “ambivalent” group appears to make up approximately 60% of the adult population.

FURTHERING THE OBJECTIVES OF ADOPTED POLICIES AND PLANS

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 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."

LEVEL OF PUBLIC ACCESS

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. However, it enables a wide range of other mobility and air quality improvements as well. Growth in cycling promotes transit use, and it also decreases the parking demand for private vehicles, leaving 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 is important in areas where space is in high demand for vehicular parking.

The 7th Avenue facility offers connections to some of the most heavily used transit routes in the region. Protected bike lanes in this area also will serve a great variety of populations, including commuters, visitors, and families.

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. Research results suggest that most properties will gain around half-a-percent in value by being located a quarter-mile closer to cycling options. This is 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.

- **Project's Benefit to the Center**

- Describe how the project remedies a current or anticipated problem for non-motorized modes within the center or reduces modal conflicts involving pedestrians and/or bicyclists?
- Describe the user groups who will benefit from this project (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President's Order for Environmental Justice¹) and how it provides users with non-motorized option for travel.
- Describe how the project or program will improve: (address each relevant area)
 - Bicycle facilities
 - Walkability
 - Public transit access
 - Landscape and/or streetscape

PROJECT REMEDIES A CURRENT OR ANTICIPATED PROBLEM

As described in the previous section, cycling is an underused mode. Existing facilities, putting cyclists in close proximity to trucks, buses, and cars, are not seriously considered by many potential riders. The sense of personal risk, or at least discomfort, is simply too great. Therefore, while cycling may not be a "missing mode" in a physical sense, it is a missing mode in terms of being a viable option for many potential user groups.

BENEFITTED USER GROUPS

Large numbers of commuters are expected to use protected bike lanes simply due to the high volume of commute traffic in the downtown area. However, these users may not be the primary beneficiaries of the project. While separation from vehicular traffic is very important to riders of all ages and abilities, it 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 populations are much more likely to be dependent on cycling, walking, or transit. They are

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

also more likely to be truly vulnerable, in addition to feeling more vulnerable, when interacting with heavy vehicular traffic.

IMPROVEMENTS FOR MULTIPLE MODES

While protected bike lanes are primarily focused on one travel mode, in reality they can have very worthwhile benefits for all right-of-way users. Pedestrians see fewer cyclists on sidewalks, and drivers notice that their task is less complex when cyclists are separated from general-purpose lanes. Many commuters find that public transit becomes more viable when safe options are available for their “last mile,” so transit ridership tends to increase in conjunction with improved cycling facilities. Increased transit ridership leads to a higher fare-box recovery rates and a more cost-effective public transit system overall.

In addition, the installation of protected bike lanes often comes with new opportunities for greenery and other beautification. These 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.

- **Circulation and Safety within the Center**
 - Describe how the project improves access to major destinations or improves circulation within the center (home/work/school/other).
 - Describe how the project or program completes a physical gap or completes an essential link in the non-motorized transportation network.
 - Describe how the project improves safety or resolves an existing safety problem.
 - Describe how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

ACCESS TO MAJOR DESTINATIONS

The project's improvements to access are described above under the "Level of Public Access" section (page 9). In summary, over 200,000 residents commute to this Regional Growth Center each weekday, and the project offers direct or near-direct access to some of the region's largest destinations for employment and services. These include Virginia Mason Medical Center, Swedish Medical Center, the Pacific Place mall, and numerous other sites within Seattle's Central Area. In addition, the project directly serves Amazon's new headquarters along 7th Avenue: a 3-block, 3.3-million square foot campus due to open in phases over the next six years. Considering the mode shift estimates described above, the 7th Avenue Protected Bike Lane could attract over 100 additional riders per day from this site alone, in addition to the riders from the neighborhood's other major destinations.

PROJECT COMPLETES A PHYSICAL GAP

Network completion and removal of gaps is described above in the section titled "Advancing or Supporting Non-motorized Modes" (page 7). In summary:

- The project is located within the Downtown Seattle Regional Growth Center, the densest of all of the Puget Sound Regional Council's urban growth centers.
- The Puget Sound Bike Share program is scheduled to launch in this center later this year, bringing large numbers of new riders to the downtown cycling network.

- The project helps to complete a bicycle corridor that connects Downtown to the South Lake Union Urban Center and other parts of the non-motorized network via Dexter Avenue, one of the most heavily-traveled bicycle corridors in the City.
- This segment of the 7th Avenue Protected Bike Lanes extends protected bike lanes being built by a private developer, tying into an existing bike network to the north and significant future improvements in the Central Business District to the south.

PROJECT IMPROVES SAFETY

By physically separating cyclists from vehicular traffic, protected bike lanes provide the current most-effective treatment for improving cyclists' safety in the urban environment. However, all roadway users experience safety benefits from these types of facilities. City sidewalks typically function more safely when more cyclists are removed from the flow of pedestrians, and motor vehicles can see reduced crash rates as well when they are not required to maneuver around cyclists in shared lanes. The additional predictability of traffic flow becomes a safety benefit that's shared by all modes.

The construction of protected bicycle lanes in Seattle remedies one of the foremost impediments to cycling: the real or perceived hazards that cyclists must face when sharing the roadway with large motorized vehicles. Seattle is a recognized leader in cycling activity and advocacy, and cycling is growing rapidly. However, many more potential riders will choose cycling when the conditions are more attractive and they feel more safe.

Safety is the primary concern of many potential riders. Many parents are even less likely to encourage cycling in urban settings with mixed traffic, leading to future generations of inexperienced and unconfident riders. 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.

PROJECT EXTENDS OR COMPLETES A SYSTEM

The 7th Avenue Protected Bike Lane is being designed as part of a downtown core network that will extend protected bike lanes north and south along some combination 2nd Avenue, 4th Avenue, and 7th Avenue, as well as east and west along some combination of Pike Street, Union Street, Seneca Street, and Spring Street. This network fulfills Seattle's vision of an "all ages and abilities" network for the downtown core, and locations for protected bike lanes have emerged from an extensive planning effort. They offer 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 get within approximately one block of any destination downtown, where the last leg of the trip could be easily accomplished via sidewalks, pedestrian plazas, etc. This ensures that even the least confident riders can navigate through the downtown area comfortably without facing conflicts with vehicular traffic.

Traveling north out of the downtown core, 7th Avenue transitions into Dexter Avenue, one of the busiest cycling routes in the city. SDOT made extensive upgrades to this roadway in 2011, installing protected bike lanes to separate cyclists from motorized traffic and specifically to remove bus/bike conflicts. This 2011 project gives evidence to the mode shift benefits of protected bike lanes, showing a 36% increase in cycling on an already busy cycling route. As connectivity increases between these various cycling improvement projects,

the cumulative benefits of these facilities are expected to bring even more significant gains in network-wide mode shift.

SECTION B: CONNECTING CORRIDORS

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

A. Please explain how your project addresses the following:

- **Benefit to Center**

- Describe how the project provides users traveling to/from the center(s) with non-motorized options for travel.
- Describe how the project furthers the objectives and aims of adopted policies and plans for the center(s).
- Describe how this project will benefit or enhance support the development of the center(s). Does it support multiple centers?

- **System Continuity, Circulation and Safety**

- Describe how this project or program provides a "logical segment" that links to a center
- Describe how the project fills in a missing link or removes barriers to a center, and how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network
- .Describe how the project improves safety and/or reduces modal conflict.

- **Sustainability**

- Describe how this project or program supports a long-term strategy to maximize the efficiency of the corridor and/or the bicycle or pedestrian network.
- Describe the user groups who will benefit from this project over time (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President’s Order for Environmental Justice) and how it provides users with non-motorized options for travel.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINANCIAL PLAN

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

2. Financial Plan

In this section, sponsors will address questions regarding the 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. 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. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

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.

2.1. Select only one funding source below, STP or CMAQ.

STP

CMAQ

2.2. Identify the amount requested by phase, and identify the estimated year of obligation (2015, 2016 or 2017).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
PE/Design	\$200,000.00	2015
Construction	\$800,000.00	2016
[select phase]		

2.3 Identify the project phases that will be fully completed if requested funding is obtained:

All phases

2.4 Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from following King County website:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Attach the completed spreadsheet, along with this application, and submit via email to kcgrantcompetition@kingcounty.gov, by the deadline of 11:59 p.m. May 7, 2014. The Project Budget and Schedule spreadsheet form may be downloaded at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

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 obligate. These questions 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 section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

3. If funds are requested for Right of Way:

3.1 What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the 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? Please provide the date of approval, or the anticipated date of completion. July 2015
- At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? No
 - If not, when is this milestone scheduled to be complete? NA
 - When are Preliminary Plans expected to be approved? July 2015
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. No

3.2 What is the status of Right of Way?

- How many parcels do you need? 0
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Commercial (Downtown Office Core)
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. NA
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? NA
- If not, when do you expect a consultant to be selected, under contract, and ready to start? NA
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way NA
 - Right of Way Plans (stamped) NA
 - Relocation Plan (if applicable) NA
 - Right of Way Certification NA
 - Right of Way Acquisition NA
 - Certification Audit by WSDOT Right of Way Analyst NA
 - Relocation Certification, if applicable NA

4. If funds are requested for Construction:

4.1 Complete sections 3.1 and 3.2 above.

4.2 What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available. Yes, a preliminary cost estimate is provided with this application.
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. No additional environmental permitting is anticipated, aside from the NEPA process described above.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. July 2015
- When is the project scheduled to go to ad? The project is expected to advertise in the fall of 2015.

REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

SECTION D: COMMUNITY SUPPORT/ENVIRONMENTAL JUSTICE/PLANNING

4. Please explain how your project addresses the following:

- Has the project been developed through a collaborative and inclusive planning process? Please describe. (If not, please describe how developed.)
- Is this project or program specifically identified in a local plan, transit plan, or regional plan. If not, is the project or program consistent with plan policies? Please provide citation of the corresponding policies and/or specific project references in the identified plan.
- Is this an important opportunity--if we fund this project or program now, what other benefits will result?
- Will an opportunity be missed if the project is not funded in this competition?

Seattle's Bicycle Master Plan update process has engaged the public in three distinct phases during the citywide planning process. The first phase of public engagement was intended to get a sense of how the public thinks about bicycle facilities and what they want to see in the future to encourage more people to ride bicycles. The second phase displayed a draft of the updated bicycle network map, which included the 7th Avenue Protected Bike Lane. The third phase of public engagement allowed for the review of the full draft plan document and revisions to the bicycle network map, again with the 7th Avenue Protected Bike Lane shown on the network map as a critical connection. The public meetings were held at various sites throughout downtown.

As a line on the bicycle network map moves toward becoming an engineering design project, like the 7th Avenue Protected Bike Lane, more site-specific public engagement has begun with property owners, residents, businesses, the Downtown Seattle Association, and other stakeholders. The following meetings have been held over the past year to discuss the 7th Avenue Cycle Track project specifically, or the Bicycle Master Plan (BMP) and its proposed project list more generally:

- Wednesday, November 7, 2012 – Public meeting at Seattle City Hall
- Friday, November 16, 2012 – Downtown Employer Transportation Coordinator (ETC) meeting at a business building in downtown Seattle
- Thursday, November 29, 2012 – Downtown Seattle Association bike event
- Tuesday, December 18, 2012 – Cascade Bicycle Club Bikes and Business forum
- Friday, February 22, 2013 – Meeting with a few stakeholders about 7th Avenue (consultant and business interests)
- Wednesday, June 5, 2013 – Public meeting at City Hall
- Monday, July 22, 2013 – Bikes and Business Open House (Cascade Bicycle Club and Commute Seattle hosted the meeting)
- Thursday, August 8, 2013 – BMP update (7th Avenue specific conversation) meeting with members of the Denny Triangle Association
- Tuesday, September 17, 2013 – Future meeting with Denny Triangle Association to talk about 7th Avenue

SECTION E: MODE SHIFT

5. Please explain how your project addresses the following:

- Describe how the project eliminates SOV trips and induces a mode shift..
- Discuss the potential for non-motorized use. For example, use counts and/or user survey data from existing similar facilities combined with data on the population in the surrounding area to estimate the potential number of users of the proposed facility (more, less and why)
- Describe how the project connects to other non-motorized facilities.

This project will increase non-motorized mode split. The Transportation Research Board indicates that roughly 35% to 60% higher ridership is expected on roads with cycling facilities. 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%. New protected bike lanes in Seattle will be a game-changer for downtown cycling. With many thousands of commuters arriving to this area each weekday (approximately 3,000 at the new Amazon headquarters alone), this facility holds the potential to become one of the busiest routes in the county's non-motorized network. The new facility offers connections to Dexter Avenue and other South Lake Union facilities to the north, as well as future connections to an extensive network of protected bike lanes in the downtown core.

SECTION F: 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.

6. 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.

Each of these points are described in detail in various sections of this application. The following list provides a brief summary of the relevant information:

- Protected bike lanes are extremely effective at producing mode shift, due to their real and perceived improvements to cyclist safety. With the high volumes of traffic in the downtown,

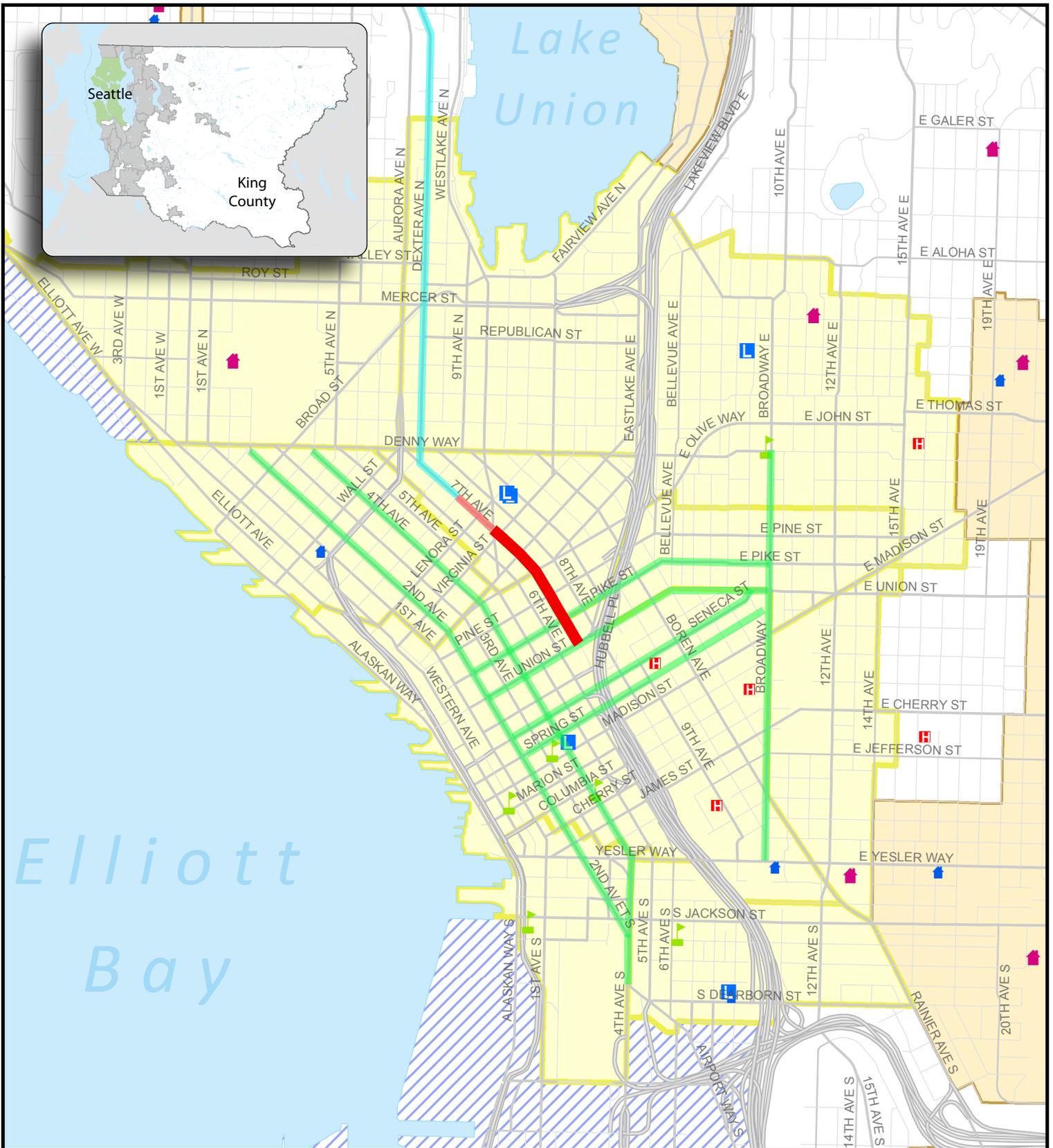
First Hill, and Capitol Hill areas, protected bike lanes' ability to attract new riders away from single-occupant vehicles is a substantial contributor to reduced VMT.

- With safe and inviting facilities available for the "last mile" to work or other destinations, transit becomes a viable alternative for potential new riders. The network of protected bike lanes downtown is expected to increase transit ridership, with the associated gains in air quality, traffic congestion, and fare-box recovery rates for the transit system.

- The 7th Avenue Protected Bike Lane will directly access the South Lake Union Streetcar, the downtown transit tunnel, and the Pike/Pine transit corridor, improving access to transit by providing a safer last-mile connection to transit.

- The 7th Avenue Protected Bike Lane will encourage more travelers to shift to non-polluting modes, reducing vehicle idling and associated emissions downtown.

- By increasing transit use, travelers can in effect "trade in" some of their CO₂-emitting trips for low or no-emission trips on Metro diesel-hybrid buses, Metro trolley buses, or Seattle Streetcars.



Legend			
	Project Location		Urban Center
	Post Offices		Urban Village
	Library		Manufacturing Industrial
	Community Centers		Additional Segment Funded by Private Development
	Schools - Public		Existing Bikeway
	Hospitals		Proposed Future Extensions of Protected Bike Lane Network
	Interstate Freeway		
	State Highway		
	Principal Arterial		
	Minor Arterial		
	Collector Arterial		
	Non-Arterial		

0 0.1 0.2 0.3 0.4 0.5 Miles

©2013, THE CITY OF SEATTLE. All rights reserved. Produced by the Seattle Department of Transportation. No warranties of any sort, including accuracy, fitness or merchantability, accompany this product. Coordinate System: State Plane, NAD83-91, Washington, North Zone. PLOT DATE : 8/8/13 AUTHOR: P&P GIS J:/GIS/Projects/Grants

7th Avenue Protected Bike Lane

Section V.e. Total Estimated Project Cost and Schedule

Please fill in as many rows as needed in the tables below, to fully and accurately reflect your

Project Sponsor	City of Seattle
Project Title	7th Avenue Protected Bike Lane

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Planning Planning Planning			

Planning TOTAL: \$ -

Estimated Planning Completion Date (month and year): _____

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	Local	Secured	\$ 31,795
PE/Design	Federal	Unsecured	\$ 200,000
PE/Design			

Preliminary Engineering / Design TOTAL: \$ 231,795

Estimated PE/Design Completion Date (month and year): 12/1/2015

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Right of Way Right of Way Right of Way			

Right of Way TOTAL: \$ -

Estimated ROW Completion Date (month and year): _____

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction	Local	Secured	\$ 127,180
Construction	Federal	Unsecured	\$ 800,000
Construction			

Construction TOTAL \$ 927,180

Estimated Construction Completion Date (month and year): 12/1/2016

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Other Other			

Other TOTAL: \$ -

Estimated Other Completion Date (month and year): _____

TOTAL Estimated Project Cost, All Phases: \$ 1,158,975

Estimated Project Completion Date (month and year): 12/1/2016

* Additional information on these categories may be found at
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>.

Seattle Department of Transportation

Project Summary

BCL/Program Name									
Project Title & ID	LTD Actuals	2013	2014	2015	2016	2017	2018	2019	Total
Debt Service Program					BCL/Program Code:				18002D
Debt Service - CRF (TC320060)	14,853	1,361	1,362	1,362	1,346	1,344	850	852	23,332
Debt Service Program	14,853	1,361	1,362	1,362	1,346	1,344	850	852	23,332
Major Maintenance/Replacement					BCL/Program Code:				19001
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
Bike Master Plan Implementation (TC366760)	19,829	11,214	6,483	5,579	5,648	5,756	5,929	6,071	66,509
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

7th Ave Cycletrack Estimate
Virginia to Pine Streets

Project Scope

Install a two-way cycletrack on the east side of 7th Ave between Virginia and Pine Streets

Work Element Descriptions

Channelization & Markings	lane and cycletrack paint markings including cycletrack delimiters
Signs	street, parking, and cycletrack signs, parking meter adjustments
Hardscape	sidewalk, curb, ramps, sidewalk, drainage inlet relocations/adjustments, paving, hydrant relocations, grind and overlay along 7th Ave & Olive per note
Signals	cabinets, controllers, conduits, poles, foundations, blank out signs, bike signal heads, signal, hand holes
Street Lighting	conduit, wiring, relocations of existing poles
SCL	pole relocation, conduits for and field wiring for SCL assets

Work Element	Cycletrack Intersections and Blocks along 7th Ave between Virginia St and Pine St						Notes
	7th Ave & Virginia	7th Ave & Stewart	7th Ave & Olive Way	7th Ave & Pine	Misc	Subtotals	
Channelization & Signs	\$ 40,000	\$ 40,000	\$ 40,000	\$ 5,000		\$ 125,000	
Hardscape	\$ 30,000	\$ 30,000	\$ 80,000	\$ 50,000		\$ 190,000	7th Ave & Olive hardscape includes overlay of existing NB parking lane
Signals	\$ 60,000	\$ 15,000	\$ 50,000	\$ 30,000	\$ 5,000	\$ 160,000	Signal timing changes in Misc
Street Lighting		\$ 10,000				\$ 10,000	
SCL			\$ 10,000		\$ 10,000	\$ 20,000	7th Ave & Olive \$10K for possible pole relocation; Gneral SL HH and associated conduits and field wiring \$10K; both estimates not from SCL
Subtotals	\$ 130,000	\$ 95,000	\$ 180,000	\$ 85,000	\$ 15,000	\$ 505,000	

Base Engineer's Estimate	\$ 505,000
¹ Estimating Contingency (35% for 5% design)	\$ 176,750
Subtotal 1 - Engineer's Estimate	\$ 681,750
Construction Management Costs (35% of Subtotal 1)	\$ 238,613
Subtotal 2 - Total Construction Phase Costs	\$ 920,363
Design Phase Costs (25% of Subtotal 1)	\$ 170,438
Project Outreach Costs (10% of Subtotal 1)	\$ 68,175
Subtotal 3 - Total Design Phase Costs with Outreach	\$ 238,613
Grand Total - Funds Needed for All Phases	\$ 1,158,975

¹**Key Risks Captured in Estimating Contingency**

Minimal (conceptual) design completed to date
No outreach performed yet with adjacent businesses, community groups or organizations
Possible need for extensive signal conduit upgrades
Possible need to constrain work to weekends around trolley wires
Additional street lighting upgrades

Implementation Note

This project will be implemented through one or more capital contracts
Amazon public benefit contribution of \$250,000 for "seed money"