

## 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>

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**\*\*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](http://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](mailto: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](mailto: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>

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

## PROJECT DESCRIPTION INFORMATION

|          |  |
|----------|--|
| <b>1</b> | <p><b>Project Title:</b> Broadway Protected Bike Lane Extension</p> <p><i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE)</i></p>   |
| <b>2</b> | <p><b>Sponsoring Agency:</b> City of Seattle</p> <p>Also identify any co-sponsor(s):</p>   |
| <b>3</b> | <p><b>Project Contact Person:</b> Sara Walton</p> <p>Address: 700 5th Ave Seattle, WA 98104</p> <p>Phone: (206) 386-4645</p> <p>Fax:</p> <p>E-Mail: sara.walton@seattle.gov</p>  |
| <b>4</b> | <p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p><b>a. Project scope:</b> Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>The City of Seattle proposes to construct an extension of its protected bike lane on Broadway, extending the protected bike lane by approximately one-half mile north along Broadway from Howell Street to Roy Street in the Capitol Hill neighborhood.</p> <p><b>b. Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The project will provide additional connectivity for cyclists accessing Capitol Hill's commercial corridor, the Link light rail station on Broadway, and the First Hill streetcar line. The purpose of this project is to provide safe and inviting bicycle access to the Link light rail station and streetcar, while extending the reach and the potential utility of the existing protected bike lane through Capitol Hill's primary commercial corridor.</p> |
| <b>5</b> | <p><b>Project Location:</b> Broadway East/Capitol Hill</p> <p>Answer the following questions if applicable:</p> <p><b>b.</b> Crossroad/landmark nearest to beginning of project: Howell Street<br/><i>(Identify landmark if no crossroad)</i></p> <p><b>c.</b> Crossroad/landmark nearest to end of project: Roy Street<br/><i>(Identify landmark if no crossroad)</i></p>   |
| <b>6</b> | <p><b>Map:</b> Include an 8½" x 11" legible vicinity map (if applicable) with completed application form.<br/><i>If unable to send map electronically, provide separately by fax or mail.</i></p>  |

|   |  |   |
|---|--|---|
| 7 | <p><b>Federal Functional Classification Code</b> (<i>Select only one</i>)</p> <p><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.</i></p>  |   |
|   | <p align="center"><b><u>Rural Functional Classifications</u></b><br/><b><u>("under 5,000 population")</u></b></p> <p 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 align="center"><b><u>Urban Functional Classifications</u></b><br/><b><u>("over 5,000 population")</u></b></p> <p 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><b>NOTE: <u>Federally Funded Projects.</u></b> <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><b><u>Examples of Exceptions:</u></b></p> <ul style="list-style-type: none"> <li>• <i>Any bicycle and/or pedestrian project.</i></li> <li>• <i>Projects <u>not</u> on a roadway and using CMAQ or other funds</i></li> <li>• <i>Any transit project, including equipment purchase and park-and-ride lot projects.</i></li> </ul>   |   |

**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](mailto: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).

1. Protected bike lanes 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 also from pedestrians. 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 riders the highest possible degree of comfort and security in the urban environment. In March 2014, Seattle was selected as one of six U.S. cities to join the Green Lane Project. This two-year program provides the City with financial, strategic and technical assistance to create low-stress streets and increase vitality in urban centers through the installation of protected bike lanes.

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 project will advance non-motorized transportation by extending the reach of an existing protected bike lane through the primary commercial corridor of Capitol Hill.

2. Expanding the capacity of the existing bike network without building new roads will encourage increased density in the Capitol Hill neighborhood as more residents and commuters choose non-SOV modes. Not only will improved cycling facilities attract more users to non-motorized modes, they maximize the usability and the market potential of new and existing transit services. Broadway's transit options include high-capacity light rail and streetcar systems, as well as several King County Metro bus routes. At 34 households per acre, the neighborhood is the city's second densest. It is also one of the most transit-dependent, where two-thirds of residents don't commute by personal vehicle and one-third don't even own a personal vehicle.

3. The Capitol Hill Neighborhood section of the Seattle Comprehensive Plan specifically identifies several policies that support this project: CH-P26, "Support a variety of transportation modes that provide alternatives to using a car," CH-P7, "Strive to enhance the neighborhood's lively, unique pedestrian-oriented commercial corridors," and CH-P3, "Support and preserve the neighborhood's three main commercial corridors - Broadway, 15th Avenue E., and E. Olive Way."

4. In addition to the commercial uses described earlier, the extension of a protected bike lane provides direct access to Seattle Central Community College (10,000 students) and Cal Anderson Park. The existing protected bike lane connects these sites with Seattle University (7,000 students) and Swedish Medical Center. The northern terminus of the protected bike lane is only a few blocks from Volunteer Park, a 48-acre park and major recreational destination that's also home to the Seattle Asian Art Museum.

- **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 Justice<sup>1</sup>) 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

1. Currently, there is a protected bike lane that runs along Broadway and connects the residents and visitors of southern Capitol Hill to the Link light rail station. However, this facility terminates at Howell Street and leaves cyclists to choose either vehicular lanes or busy sidewalks to access destinations to the north. These destinations include Seattle Central Community College and Cal Anderson Park as well as numerous businesses. This extension will provide that same level of accessibility and mobility to the residents and visitors of northern Capitol Hill.

2. The Capitol Hill/First Hill regional growth center is a dense, transit-oriented community with a diverse population. There are residential, commercial, and educational uses in close proximity to the project. There are also a number of public destinations such as libraries, parks and community centers near the protected bike lane extension.

Capitol Hill has a higher percentage of residents below poverty than Seattle on the whole (14.4 percent vs. 11.8 percent). Within Capitol Hill are 1,460 subsidized rental housing units, over 60% of which are dedicated to households earning up to 30% of median income. Over 10% of subsidized units in Capitol Hill are dedicated to families and those with special needs. The new bicycle infrastructure will increase access for these populations and help reduce the cost of transportation, leaving more household income available for other needs. Other users include the substantial number of visitors who come to the center from around the region to experience its many cultural and entertainment attractions.

Users benefited by the protected bike lane extension will also include the many students living in Capitol Hill commuting to Seattle Central Community College and Seattle University. Seattle Central has over 10,000 students, including 3,000 from 50 nations. Forty-nine percent of students at Seattle Central identify as non-white and over half of the degrees

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<sup>1</sup> 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."

and certificates awarded by the school go to students of color. Seattle University has over 7,750 students, thirty percent from ethnically diverse backgrounds, representing 77 nations. Students at these schools will have increased biking opportunities to access neighborhood services at the north end of Capitol Hill such as shopping, restaurants and the Capitol Hill Library.

3. The project will increase the length of the protected bike lane on Broadway, increasing mobility and accessibility across the neighborhood. The protected bike lane extension will improve walkability by reducing the number of users, and the speed differential of various users, on the sidewalk. Current conditions on Broadway make some bicyclists feel unsafe using the roadway, extending the protected bike lane will remove bicyclists from the general purpose lanes and the sidewalk, thereby reducing modal conflict. Extending the protected bike lane north along Broadway will provide residents of northern Capitol Hill with better access to the Seattle Streetcar, the Link light rail station, and the many buses that serve Capitol Hill. The addition of the protected bike lane along Broadway through northern Capitol Hill will also improve the streetscape throughout this dense commercial corridor. The redesign of this corridor to accommodate improvements to transit and bicycle facilities will create a streetscape designed to a pedestrian scale.

- **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.

1. The protected bike lane extension will improve bicycling access to major destinations including the Seattle Central Community College, Volunteer Park, and Cal Anderson Park. The improvement also serves the 20,000 households and 40,000 jobs in the regional center. Because this regional growth center is one of the region's densest, with these homes and businesses compressed into an area of less than 1,000 acres, most trips within the center are well within the range of a comfortable bike ride for most potential cyclists. The proposed improvements coupled with the existing protected bike lane on Broadway will provide a safe north-south route throughout Capitol Hill/First Hill Regional Growth Center's commercial core.

2. The proposed project completes an essential link in Seattle's protected bike lane through the Capitol Hill neighborhood. This extension will provide the same high-quality bicycle infrastructure that exists in southern Capitol Hill to northern Capitol Hill. This connection is essential because of the transportation connections and major destinations in northern Capitol Hill. As described above, cyclists on Broadway's existing protected bike lanes now must transition into either vehicular lanes or sidewalks to access major destinations such as Seattle Central Community College, Cal Anderson Park, and the northern parts of the Broadway commercial district.

3. This project improves safety by reducing modal conflicts between bicyclists, pedestrians, and automobiles. Creating dedicated infrastructure for bicycles removes them from sidewalks, eliminating conflicts with pedestrians. It also removes bicycles from general

purpose lanes, eliminating conflicts with automobiles and transit vehicles. Safety is one of the primary drivers of a shift away from sharrows and traditional bike lanes, and toward protected bike lanes. Even the mode shift benefits of protected bike lanes are largely due to the elimination of both real and perceived risk for cyclists. Physical barriers separating cyclists from heavy vehicular traffic provide the highest possible degree of safety for cyclists accessing destinations within a dense, urban environment.

4. This project extends an existing protected bike lane through a dense, vibrant neighborhood. The extension will connect major destinations in northern Capitol Hill to other major destinations in southern Capitol Hill, along with other transportation connections along Broadway. Because of its extensive transit connections, the improved cycling facilities along Broadway also improve non-motorized options for reaching destinations throughout the city and the region.

## **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](http://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> |
|----------------|----------------|-------------------------------------|
| Construction   | \$1,450,000.00 | 2016                                |
| [select phase] |                |                                     |
| [select phase] |                |                                     |

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

Construction

## 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](mailto: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. September 2014
- 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? March 2015
  - When are Preliminary Plans expected to be approved? March 2015
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. April 2015 - PS&E, September 2015 - NTP Construction

### **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.)? Broadway has both commercial and residential uses. Surrounding area is mixed use.
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. N/A
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? N/A
- If not, when do you expect a consultant to be selected, under contract, and ready to start? N/A
- 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 N/A
  - Right of Way Plans (stamped) N/A
  - Relocation Plan (if applicable) N/A
  - Right of Way Certification N/A
  - Right of Way Acquisition N/A
  - Certification Audit by WSDOT Right of Way Analyst N/A
  - Relocation Certification, if applicable N/A

## **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. No
- Identify the environmental permits needed for the project and when they are scheduled to be acquired.
- October 2014 - NEPA, Documented Categorical Exclusion (DCE),
- November 2014 - SEPA, Determination of Non-Significance (DNS) Checklist,
- February 2015 Environmental Permits/Approval: Street Use Permit, Section 106 (Historic and Cultural Resources) evaluation and Department of Archaeology and Historic Preservation (DAHP), Seattle Landmarks Preservation Board, Harvard Belmont Landmark District Board Review, Coastal Zone Management Certification, NPDES Construction Stormwater Permit, and King County Waste.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. No
- When is the project scheduled to go to ad? June 2016

**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?

1. Protected bike lanes on Broadway were first proposed by the Capitol Hill Community Council, and subsequently incorporated into planning and design processes for the First Hill Streetcar. For this extension of the bikeway, additional inclusive outreach was performed. Interviewers posted and promoted a community survey, and also conducted a door-to-door survey of businesses along Broadway. Survey respondents noted that bicycle safety, traffic flow, and pedestrian safety were the most important features to preserve or enhance along the Broadway corridor.

2. The Seattle City Council adopted the Bike Master Plan on April 14, 2014. This plan identifies the protected bike lane extension as a recommended improvement. The project is also included in PSRC's long-range transportation plan, VISION 2040.

3. It's important that this project move forward now because the Seattle Streetcar will be extended along the same segment of Broadway in 2016. Synchronizing construction schedules will benefit the regional center by minimizing the duration of construction and the associated delays. It will be optimal if both the streetcar extension and the protected bike lane can open at the same time.

4. The City of Seattle is committed to finalizing the extension of the streetcar and the protected bike lane. Funding this project now will allow the construction impacts of these two projects to be minimized. Additionally, the Link light rail station on Capitol Hill is expected to open in 2016. A full funding package for the protected bike lane extension will allow it to be in place and fully functioning prior to the light rail station opening.

## **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.

1. Extending the protected bike lane will make biking more safe and convenient in Capitol Hill. This new infrastructure will reduce SOV trips and increase bicycle mode share among commuters and residents in the area. The protected bike lane extension directly connects thousands of residents with essential services, jobs, school, public transit hubs, and employment. Vice versa, it allows for visitor and employees in the area to complete the last mile of their commute on a dedicated bicycle facility.

2. 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 condition of the facility prior to the improvement, 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. Mode shift along Broadway is likely to be in the high end of these ranges due to the land use density and high transit volumes along the corridor, as well as the current lack of cycling facilities and the quality of the proposed new facilities. Current counts on this corridor show 16 to 48 bike riders per hour, with a typical range between 33 and 40 riders per hour.

3. This project will connect directly with the existing protected bike lane on Broadway. The existing lanes extend from Yesler Way to Howell Street. Bicyclists using east-west roadways in Capitol Hill can access the protected bike lane at any intersection.

## 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.

1. Building new high-capacity transit service and dedicated bicycle infrastructure that work together seamlessly will create an intermodal route along the primary north-south commercial corridor of Seattle's second densest neighborhood. As a result this project will reduce VMT by eliminating vehicle trips. The protected bike lane extension coupled with the Broadway Streetcar Extension will make biking and transit trips both easier and more convenient in Capitol Hill.

2. Increasing connectivity between new high-capacity transit service and dedicated bicycle infrastructure within a dense, vibrant neighborhood will make non-SOV trips within the neighborhood easier. Similarly, for non-residents and visitors, trips to and within the neighborhood will be improved by new high-capacity transit service and new protected bike lane. Sound Transit's analysis of the Broadway Extension Streetcar projected a range of 3,000 to 3,500 daily passengers in 2030, including 500 new daily passengers. As discussed earlier, the protected bike lane is expected to add new riders to all parts of the neighborhood's cycling network - many of whom will be using a bicycle instead of a single-occupant vehicle.

3. The Broadway Streetcar Extension will be a new transit service provided in 2016, and this Streetcar extension will run parallel to the protected bike lane extension. This improvement in bicycle access to high-capacity transit - both the Streetcar and the Link light rail - will increase transit ridership.

4. The Broadway Streetcar Extension project (construction in 2016), will improve signal timing along Broadway from Howell to Roy. In addition to the signal timing improvements, the Streetcar project will include restricting left turns at several intersections along Broadway. The signal improvements and the reduction in left turns will reduce congestion along the corridor and minimize idling vehicles.

5. Improved bicycle access to the Streetcar and Link light rail station will increase ridership on both services. These transit services will utilize zero-emission vehicles.

## Seattle Department of Transportation

### Project Summary

| <b>BCL/Program Name</b>  |                        |             |             |             |             |             |             |             |                                |
|--|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------------------------|
| <b>Project Title &amp; ID</b>  | <b>LTD<br/>Actuals</b> | <b>2013</b> | <b>2014</b> | <b>2015</b> | <b>2016</b> | <b>2017</b> | <b>2018</b> | <b>2019</b> | <b>Total</b>                   |
| University Bridge Control System Upgrade (TC367290)                                  | 0                      | 270         | 0           | 0           | 0           | 0           | 0           | 0           | 270                            |
| <b>Major Maintenance/Replacement</b>   | 332,384                | 87,296      | 51,170      | 34,241      | 61,360      | 45,083      | 45,212      | 45,482      | 702,228                        |
| <b>Major Projects</b>  |                        |             |             |             |             |             |             |             | <b>BCL/Program Code: 19002</b> |
| Alaskan Way Viaduct Replacement (TC366050)   | 86,559                 | 8,506       | 6,207       | 5,641       | 4,680       | 2,167       | 433         | 0           | 114,193                        |
| Elliott Bay Seawall Project (TC367320)   | 0                      | 43,130      | 90,000      | 90,000      | 51,093      | 0           | 0           | 0           | 274,223                        |
| First Hill Streetcar (TC367100)  | 47,514                 | 71,154      | 14,111      | 0           | 0           | 0           | 0           | 0           | 132,779                        |
| Magnolia Bridge Replacement Project (TC366060)                                       | 9,466                  | 425         | 0           | 0           | 0           | 0           | 0           | 0           | 9,891                          |
| Mercer Corridor Project (TC365500)   | 127,975                | 37,005      | 0           | 0           | 0           | 0           | 0           | 0           | 164,980                        |
| Mercer Corridor Project West Phase (TC367110)  | 13,127                 | 31,193      | 21,221      | 25,600      | 3,949       | 50          | 0           | 0           | 95,140                         |
| Spokane St. Viaduct (TC364800)   | 155,478                | 2,058       | 0           | 0           | 0           | 0           | 0           | 0           | 157,536                        |
| SR-520 Project (TC365880)  | 1,647                  | 927         | 677         | 368         | 377         | 387         | 396         | 408         | 5,186                          |
| Waterfront Improvement Program (TC367330)  | 0                      | 20,500      | 39,700      | 88,000      | 204,200     | 159,700     | 194,000     | 55,900      | 762,000                        |
| <b>Major Projects</b>  | 441,766                | 214,898     | 171,916     | 209,609     | 264,299     | 162,304     | 194,829     | 56,308      | 1,715,929                      |
| <b>Mobility-Capital</b>  |                        |             |             |             |             |             |             |             | <b>BCL/Program Code: 19003</b> |
| 23rd Avenue Corridor Improvements (TC367420)   | 0                      | 7,400       | 10,750      | 25,000      | 2,700       | 0           | 0           | 0           | 45,850                         |
| 3rd Avenue Corridor Improvements (TC367370)  | 0                      | 2,150       | 2,820       | 966         | 0           | 0           | 0           | 0           | 5,936                          |
| 5th Ave Streetscapes Improvements (TC367080)   | 548                    | 16          | 0           | 0           | 0           | 0           | 0           | 0           | 564                            |
| ADA Improvements – SDOT (TC367500)   | 0                      | 0           | 45          | 84          | 0           | 0           | 0           | 0           | 129                            |
| Aurora Rapid Ride Improvements (TC367220)  | 69                     | 6,850       | 0           | 0           | 24          | 4           | 0           | 0           | 6,947                          |
| Aurora Transit, Pedestrian, and Safety Improvements (TC366250)                       | 3,217                  | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 3,218                          |
| Ballard to Downtown High Capacity Transit and Ship Canal Crossing Project (TC367300) | 0                      | 800         | 700         | 0           | 0           | 0           | 0           | 0           | 1,500                          |
| Broadway Streetcar Extension (TC367240)  | 113                    | 1,637       | 1,775       | 19,825      | 2,000       | 0           | 0           | 0           | 25,350                         |

\*Amounts in thousands of dollars

**2014 - 2019 Adopted Capital Improvement Program**

## 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   | Broadway Protected Bike Lane Extension |

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

Planning TOTAL: \$ -

Estimated Planning Completion Date (month and year): \_\_\_\_\_

| Phase                               | Funding Source(s)<br>(i.e. PSRC, state, local, etc.) | Secured / Reasonably<br>Expected / or<br>Unsecured* | Amount     |
|-------------------------------------|--|---|------------|
| PE/Design<br>PE/Design<br>PE/Design | Local  | Secured   | \$ 350,000 |

Preliminary Engineering / Design TOTAL: \$ 350,000

Estimated PE/Design Completion Date (month and year): 9/1/2014

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

Right of Way TOTAL: \$ -

Estimated ROW Completion Date (month and year): \_\_\_\_\_

| Phase        | Funding Source(s)<br>(i.e. PSRC, state, local, etc.) | Secured / Reasonably<br>Expected / or<br>Unsecured* | Amount       |
|--------------|--|---|--------------|
| Construction | Local  | Secured   | \$ 1,450,000 |
| Construction | Federal  | Unsecured   | \$ 1,450,000 |
| Construction |  |   |              |

Construction TOTAL \$ 2,900,000

Estimated Construction Completion Date (month and year): 6/1/2016

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

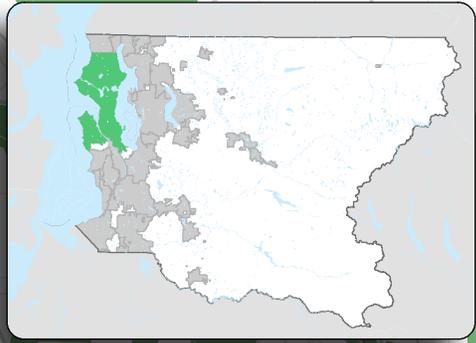
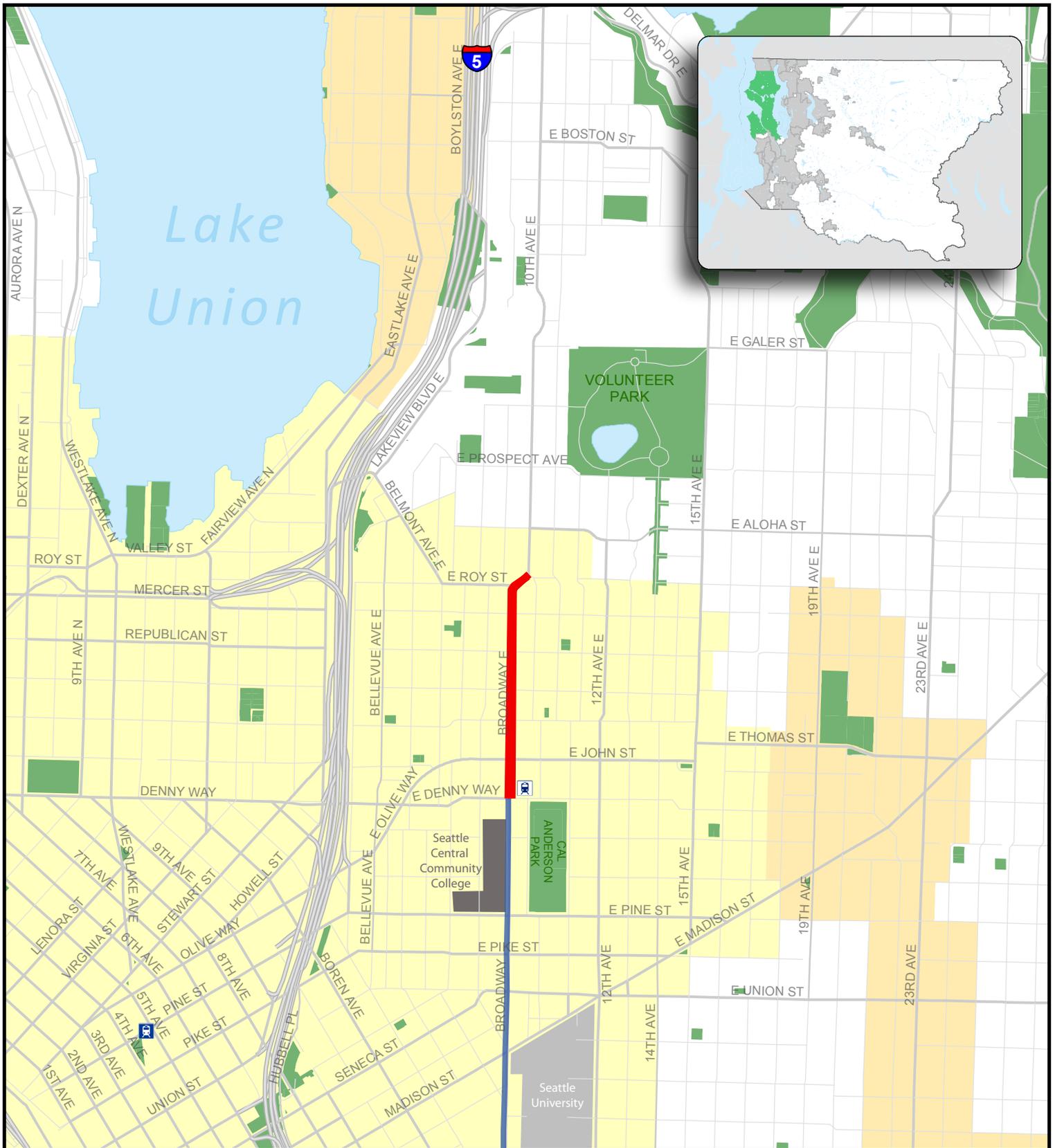
Other TOTAL: \$ -

Estimated Other Completion Date (month and year): \_\_\_\_\_

**TOTAL Estimated Project Cost, All Phases: \$ 3,250,000**

**Estimated Project Completion Date (month and year): 6/1/2016**

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



| Legend |                                       |  |                    |
|--------|---------------------------------------|--|--------------------|
|        | Existing Light Rail Station           |  | Interstate Freeway |
|        | Light Rail Station Under Construction |  | State Highway      |
|        | Project Location                      |  | Parks              |
|        | Existing Protected Bike Lane          |  | Urban Center       |
|        |                                       |  | Urban Village      |
|        |                                       |  | Principal Arterial |
|        |                                       |  | Minor Arterial     |
|        |                                       |  | Collector Arterial |
|        |                                       |  | Non-Arterial       |



0 0.07 0.14 0.21 0.28 0.35 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/Projects/Grants

# Broadway Protected Bike Lane Extension