

## 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>

## PROJECT DESCRIPTION INFORMATION

1. **Project Title:** Center City Protected Bike Lanes, Phase 1  
*(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520HOV (104<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE)*
2. **Sponsoring Agency:** City of Seattle  
Also identify co-sponsor(s):

3. **Project Contact Person:** Jim Storment

Address: P.O. Box 34996, Seattle WA 98124-4996  
Phone: 206-684-5013  
Fax: 206-684-3272  
E-Mail: jim.storment@seattle.gov

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

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

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

confident riders. They maximize potential mode shift, giving potential riders the highest possible degree of comfort and security in the urban environment.

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

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

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

Based on a summary of local, national, and international best practices, the City of Seattle has developed a master plan that directs significant investments over the next decade to construct protected bike lanes throughout the downtown core and other dense urban neighborhoods. This project also capitalizes on a regional investment in Puget Sound Bike Share, which is scheduled to kick off in 2014 with stations throughout the South Lake Union neighborhood and the northern part of downtown. The bike share program will put even more casual and unfamiliar riders onto the cycling network in these areas – riders who would benefit from protected bicycle lanes.

**5. Project Location:** 2<sup>nd</sup> Avenue and/or 4<sup>th</sup> Avenue

Answer the following questions if applicable:

**a. Crossroad/landmark nearest to beginning of project:** Broad Street

*(Identify landmark if no crossroad)*

**b. Crossroad/landmark nearest to end of project:** South Jackson Street

*(Identify landmark if no crossroad)*

**6. Map:** Include an 8 1/2" x 11" legible vicinity map (if applicable) with the completed application form. *(If unable to send map electronically, provide separately by fax or mail)*

7.	<b>Federal Functional Classification Code</b> <i>(Select only one)</i> <i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.</i>	
	<p style="text-align: center;"><b><u>Rural Functional Classifications</u></b> <b><u>(“under 5,000 population”)</u></b></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;"><b><u>Urban Functional Classifications</u></b> <b><u>(“over 5,000 population”)</u></b></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 checked="" type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>
	<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).

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

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

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

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

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

- **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

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

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

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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."

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

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

- **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.

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

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

All roadway and sidewalk users will benefit from a more organized and more predictable traveling environment. Pedestrians see fewer cyclists on sidewalks, and drivers notice that their task is less complex when cyclists are in a predictable and consistent protected bicycle lane. Many commuters find that public transit becomes more viable when attractive options are available for their “last mile,” so transit ridership tends to increase in conjunction with improved cycling facilities. Of course, increased transit ridership leads to a higher fare-box recovery rates and a more cost-effective public transit system overall. Finally, the installation of protected bike lanes can come with new opportunities for greenery and other beautification. These beautifications clearly are enhancements to the neighborhoods where they are placed, and they also serve as subtle traffic-calming devices that can promote safety without resorting to more invasive or expensive traffic-calming tools. In sum, all users of the right-of-way are anticipated to enjoy the benefits of this improved cycling infrastructure.

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

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

## **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	\$5,000,000.00	2016
[select phase]		
[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](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. 12/5015
- 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? 12/2015
  - When are Preliminary Plans expected to be approved? 12/2015
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. NA

### **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.)? Mixed Use
- 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. No
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. DCE, 12/2015
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. No, 12/2015
- When is the project scheduled to go to ad? 2/2016

**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?

In May 2015, Mayor Murray directed staff to expedite the delivery of this project by installing a temporary protected bike lane along 2nd Avenue. These types of pilot projects, usually accomplished with traffic cones and temporary signage, help to produce very high-quality, context-sensitive designs for permanent facilities. They give substantial aid to traffic engineers in determining signalization and traffic flow impacts, safety issues, and effective ways to transition to new traffic flow patterns during construction and project opening. This proactive move to quicken project delivery also speaks to the city's level of commitment to the stated objectives of this project. If the project does not proceed soon due to a lack of available funding, some of this investment will be lost along with the momentum that makes these progressive moves possible.

Seattle's designation as a 2014 Green Lane City also brings an unusual sense of timeliness to the project, and opportunities for cumulative benefit. This designation recognizes Seattle as a national and international leader in innovative cycling infrastructure, and it comes with rare opportunities for Seattle staff to learn from emerging trends and new best practices in its efforts to design a world-class cycling network for the Central Area.

The project was designed through a very extensive and collaborative planning process, which spans many years and is included in a variety of planning documents. The Seattle Department of Transportation generally relies on three key planning documents to gain input from citizens and other stakeholders, establish goals and policies, and prioritize investments in its cycling network. First, the city-wide Comprehensive Plan establishes an over-arching vision and broad goals. Second, the Transportation Strategic Plan identifies more specific policies to implement the City's vision. Finally, the Bicycle Master Plan identifies specific project types and investment priorities. The following excerpts demonstrate the City's strong commitment to creating a bike-friendly city in general, and investing in downtown cycletracks more specifically.

#### Goals and Policies from the Comprehensive Plan

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

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

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

- Urban Trails: a network of on- and off-street trails that facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle neighborhoods...

- Streets: an on-street bicycle network that connects neighborhoods and urban centers and villages and serves major inter-modal connections."

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

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

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

T34, "Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps."

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

#### Excerpts From the Transportation Strategic Plan

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

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

Excerpts From the Bicycle Master Plan, Bicycle Network Development Section

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

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

Excerpts from the Bicycle Master Plan, Strategies and Actions Section

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

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

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

## **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.

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

The facility also will offer connections to some of the most heavily used transit routes in the region. Thousands of buses, and tens of thousands of transit riders, travel within a block of this new facility each day. Along 3rd Avenue alone, over 80,000 people board or de-board buses each day. This represents a massive "market" for non-motorized facilities on these

corridors, and also gives evidence to the project's benefits for users other than cyclists. With this amount of transit activity, sidewalks are frequently clogged to the point of being nearly impassible during peak periods, and this has the expected impacts of reduced pedestrian mobility, reduced safety when bikes must interact with walkers, and reduced business activity as would-be shoppers have difficulty accessing local businesses. Protected bike lanes in this area also will serve a great variety of populations. On Seattle's existing bike network, professionals and executives are common users, as well as lower income and even homeless populations.

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

## **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.

Protected bike lanes are the "state of the art" for inducing mode shift within dense urban areas, where maximum potential exists for new ridership. This mode shift potential, and its associated emissions benefits, are discussed throughout this application. Highlights are as follows:

- Over 200,000 employees commute to jobs in downtown Seattle each weekday. Seattle has already seen a 59% increase in cycling since 2011, and these gains have helped Seattle join a

very small group of cities nationwide where more than half of commuters to the city don't arrive by personal vehicle.

- Improvements in cycling infrastructure tap into a very large potential market - estimated at about 60% of all travelers.

- The project leverages very large investments in transit and bike share services, and these new facilities will offer direct connections to some of the most heavily used transit routes in the region. Thousands of buses, and tens of thousands of transit riders, travel within a block of this new facility each day. Many commuters find that public transit becomes more viable when attractive options are available for their "last mile," so transit ridership tends to increase in conjunction with improved cycling facilities.

- All roadway and sidewalk users will benefit from a more organized and more predictable traveling environment. Pedestrians see fewer cyclists on sidewalks, and drivers notice that their task is less complex when cyclists are in a predictable and consistent protected bicycle lane. In addition, the removal of motorized vehicles from the traffic stream leads directly to reduced congestion and idling time.

## 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	Center City Protected Bike Lanes

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 PE/Design PE/Design	Local	Secured	\$3,000,000

Preliminary Engineering / Design TOTAL: \$ 3,000,000

Estimated PE/Design Completion Date (month and year): 3/1/2016

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 Construction Construction	Local PSRC	Reasonably Expected Unsecured	\$11,000,000 \$5,000,000

Construction TOTAL \$ 16,000,000

Estimated Construction Completion Date (month and year): 12/1/2017

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

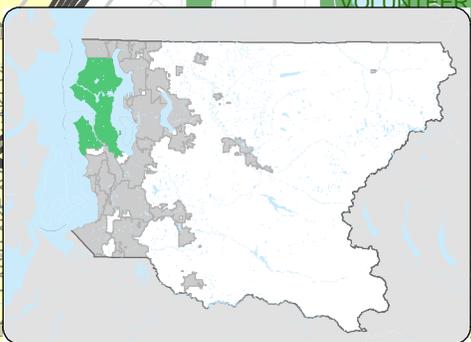
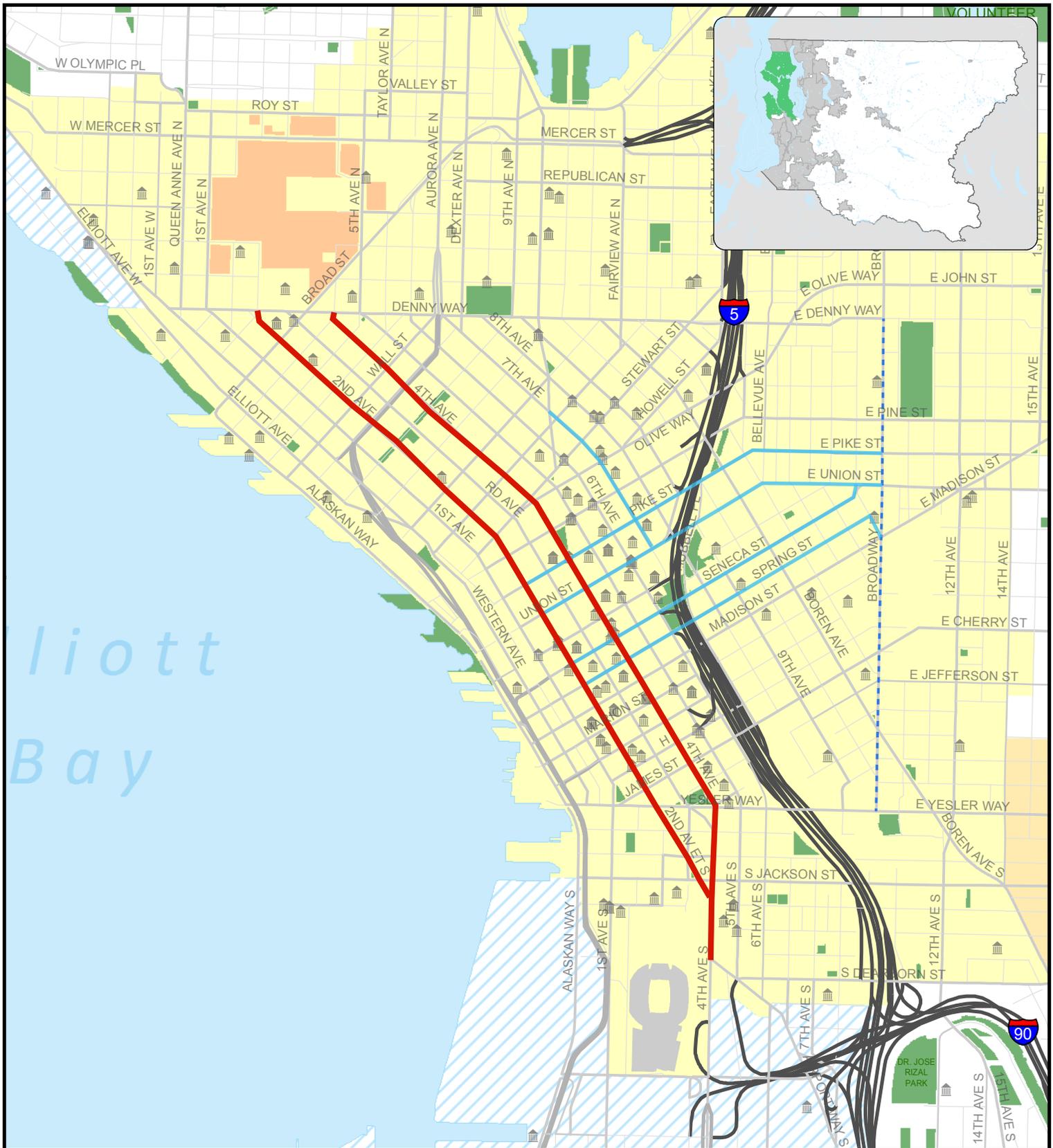
Other TOTAL: \$ -

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

**TOTAL Estimated Project Cost, All Phases: \$ 19,000,000**

**Estimated Project Completion Date (month and year): 12/1/2017**

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



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



0 0.1 0.2 0.3 0.4 Miles

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

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

# Center City Protected Bike Lanes

## Seattle Department of Transportation

### Project Summary

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

\*Amounts in thousands of dollars

**2014 - 2019 Adopted Capital Improvement Program**